
Transportation Impact Analysis

Big Rock 2 Cluster Solar and Storage Project

DECEMBER 2024

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1 Introduction

1.1 Purpose and Scope

The purpose of this Transportation Impact Analysis (TIA) is to provide an operational analysis and vehicle miles traveled screening and analysis of the short-term construction and operations phases of the proposed Big Rock 2 Solar Energy and Battery Energy Storage System (BESS) Project (herein known as the “Project”) in Imperial County (County). Pursuant to Senate Bill (SB) 743, the focus of transportation analysis has shifted from vehicle delay (and level of service, LOS) to vehicle miles traveled (VMT) under the California Environmental Quality Act (CEQA).

The objective of this study is to provide both CEQA and Non-CEQA assessment for the Project:

CEQA Assessment: Vehicle Miles Traveled Analysis

It should be noted that the County is in the process of preparing its new traffic/transportation study guidelines. Once approved, the County’s new transportation study guidelines will include VMT metric and analysis requirements per current per CEQA guidelines. Therefore, the VMT screening and analysis in this TIA are based on the Governor’s Office of Planning and Research’s (OPR)¹ Technical Advisory on Evaluating Transportation Impacts in CEQA (2018) and is consistent with the methodologies for VMT analyses of solar and BESS projects that generate temporary construction trips and nominal operational trips. The CEQA analysis includes the following:

- A VMT screening and analysis for construction and operational phases of the Project per SB 743, CEQA requirements.
- Determination on whether the Project would have a potentially significant impact and require mitigation measures.

Non-CEQA Assessment: Level of Service or Traffic Analysis

Activities associated with the operation and maintenance of the solar generation site and battery energy storage site would only be as-needed and are not generate significant daily or peak hour traffic. Hence for the level of service (LOS) analysis, this TIA focuses only on construction-related traffic effects of the Project. As such, all “plus Project” conditions analyzed in this TIA are representative of the addition of construction-related Project traffic. The analysis methodology generally follows the County of Imperial Department of Public Works’ Traffic Study and Report Policy (June 2007). As noted above, the County’s new transportation guidelines are under preparation at the time of this writing. The new guidelines could trigger an update to the Transportation/Circulation Element and the threshold of LOS C for street segments and intersections. However, LOS is not used as metric for determining transportation impacts under CEQA, but is used for determining traffic effects for the purposes of General Plan consistency requirements of Imperial County. The non-CEQA analysis includes the following:

- Estimate trip generation, distribution, and assignment characteristics of the Project.
- Document existing roadway, pedestrian, bicycle, and transit facilities in the study area.

¹ Effective July 1, 2024, the Governor’s Office of Planning and Research was renamed the Governor’s Office of Land Use and Climate Innovation (LCI).

- Document Existing (without and with project), and Near Term (without and with project), including intersection LOS and roadway segment capacity analysis.
- Analyze the potential for LOS and operational effects to occur as a result of the project under the Existing and Near-Term conditions.
- Provide findings based on the non-CEQA assessment of the project and describe measures to improve traffic flow during the construction of the Project.

The study area for the LOS analysis is generally based on intersections and roadway segments where a majority of project trips would be routed. Figure 2 illustrates intersection geometrics and traffic control at the study area intersections. Based on the project's trip generation (Table 1) and trip distribution shown on Figure 3 and 4, the following roadway segments and intersections are proposed for the project's LOS analysis:

The following intersections and roadway segments were selected for analysis:

Intersections

1. Drew Road/Evan Hewes Road
2. Drew Road/Interstate (I)-8 Westbound Ramps
3. Drew Road/I-8 Eastbound Ramps
4. Drew Road/Kramar Road
5. Drew Road/Diehl Road
6. Drew Road/Wixom Road
7. Dunaway Road/I-8 Eastbound Ramps
8. Dunaway Road/I-8 Westbound Ramps
9. Dunaway Road/Evan Hewes Highway
10. Brown Road/Evan Hewes Highway
11. Jeffery Road/Evan Hewes Highway
12. Westside Road/Evan Hewes Highway
13. Huff Road/Evan Hewes Highway
14. Derrick Road/Evan Hewes Highway

Study Roadways

1. Drew Road, north of I-8 Westbound Ramps
2. Drew Road, north of Diehl Road
3. Drew Road, between Diehl Road and Wixom Road
4. Drew Road, south of Wixom Road
5. Dunaway Road, between Evan Hewes Highway & I-8 Westbound Ramps
6. Evan Hewes Highway, between Brown Road and Dunaway Road
7. Evan Hewes Highway, between Westside Road and Huff Road
8. Evan Hewes Highway, between Derrick Road and Drew Road

Analysis Scenarios

Intersection and roadway segment LOS analyses were prepared for the weekday AM and PM peak hours at the study area intersection and roadway segments listed above for the following analysis scenarios:

- **Existing Conditions:** includes an LOS analysis of existing weekday AM and PM peak-hour and daily traffic volumes, for the study area intersections and roadway segments. The existing condition is representative of the year 2024.
- **Existing plus Project:** This condition includes analysis of LOS under existing conditions with project traffic added to the existing AM and PM peak hour and daily traffic volumes.
- **Near Term Conditions:** This condition includes analysis of LOS under Near Term conditions within a short-term horizon period of approximately three years where the proposed project would be in its construction phase. Near Term traffic volumes (ADT and AM and PM peak hour) include existing traffic volumes and traffic generated by other approved and pending projects in the study area as well as a background or ambient traffic growth.
- **Near Term plus Project:** This condition includes analysis of LOS under Near Term conditions with project traffic added to the Near-Term AM and PM peak hour and daily traffic volumes.

1.2 Project Description

The Project site is in unincorporated Imperial County, south of Interstate (I)-8 approximately one mile southwest of the town of Seeley, California, and approximately six miles north of the United States International Border with Mexico. The project comprises approximately 1,849 acres for proposed development of PV solar, BESS, and other associated infrastructure. Current land use of the project area includes cropland and irrigated grain and hayfields. The project location and study area are shown in Figure 1.

The applicant intends to secure four Conditional Use Permits from Imperial County as the lead agency, along with permits and approvals from other relevant agencies as required to develop a photovoltaic (PV) energy facility and battery energy storage system within the project site. The applicant proposes to develop a PV energy facility with up to 500-megawatt photovoltaic solar power capacity, as well as a BESS with up to a 500 -megawatt power capacity. Power generated by the project would be collected using up to 66-kilovolt (kV) collector lines that would run overhead and/or underground to a dedicated project substation. An overhead generation tie line would then link the project substation to the Imperial Irrigation District (IID) Liebert Switchyard, which will be connected via an overhead 230 kV generation tie line to the existing San Diego gas & Electric (SDG&E) Imperial Valley Substation.

Upon the end of the project's useful life, the PV solar and BESS facilities would be decommissioned and converted to other uses in accordance with applicable land use regulations in effect at that time.

1.2.1 Construction of Solar Generation Facilities

The proposed schedule for construction is approximately 18 to 24 months. Project construction would include five phases:

- **Phase 1:** Site Preparation, Fencing, and Ingress/Egress
- **Phase 2:** Civil Improvements – Grading/Roads/Earthwork
- **Phase 3:** PV Panel and BESS Construction

- **Phase 4:** Testing and Commissioning
- **Phase 5:** Decommissioning and Reclamation

The length of each phase over the estimated 18 to 24-month construction period was evaluated to identify which phases could occur concurrently to determine peak worker and truck traffic, since traffic during these overlapping phases would be additive. Phase 3 of construction is estimated to generate the peak worker and truck traffic (i.e., 500 workers, and 8 trucks). Construction traffic trip generation is further detailed in Section 3.1, Trip Generation.

1.2.2 Operation and Maintenance

The facility will be fully operational and operate seven days a week, 24 hours a day. Under optimal conditions, the facility will be generating solar electricity from sunrise until sunset every day of the year. The facility will be privately owned and operated throughout its life and will not be open to the public. Only authorized personnel will be permitted on site, and these will generally be the employees operating and maintaining the facility except for other contractors, company personnel or visitors who have been briefed on the relevant safety procedures for being on site. Maintenance activities may occur at any time during operating hours. A total of 15 employees split between daytime and nighttime shifts would be required for regular operation and maintenance. In the case that the project shares facilities with adjacent PV solar and BESS projects, projects would share personnel, thereby potentially reducing the project's on-site staff.

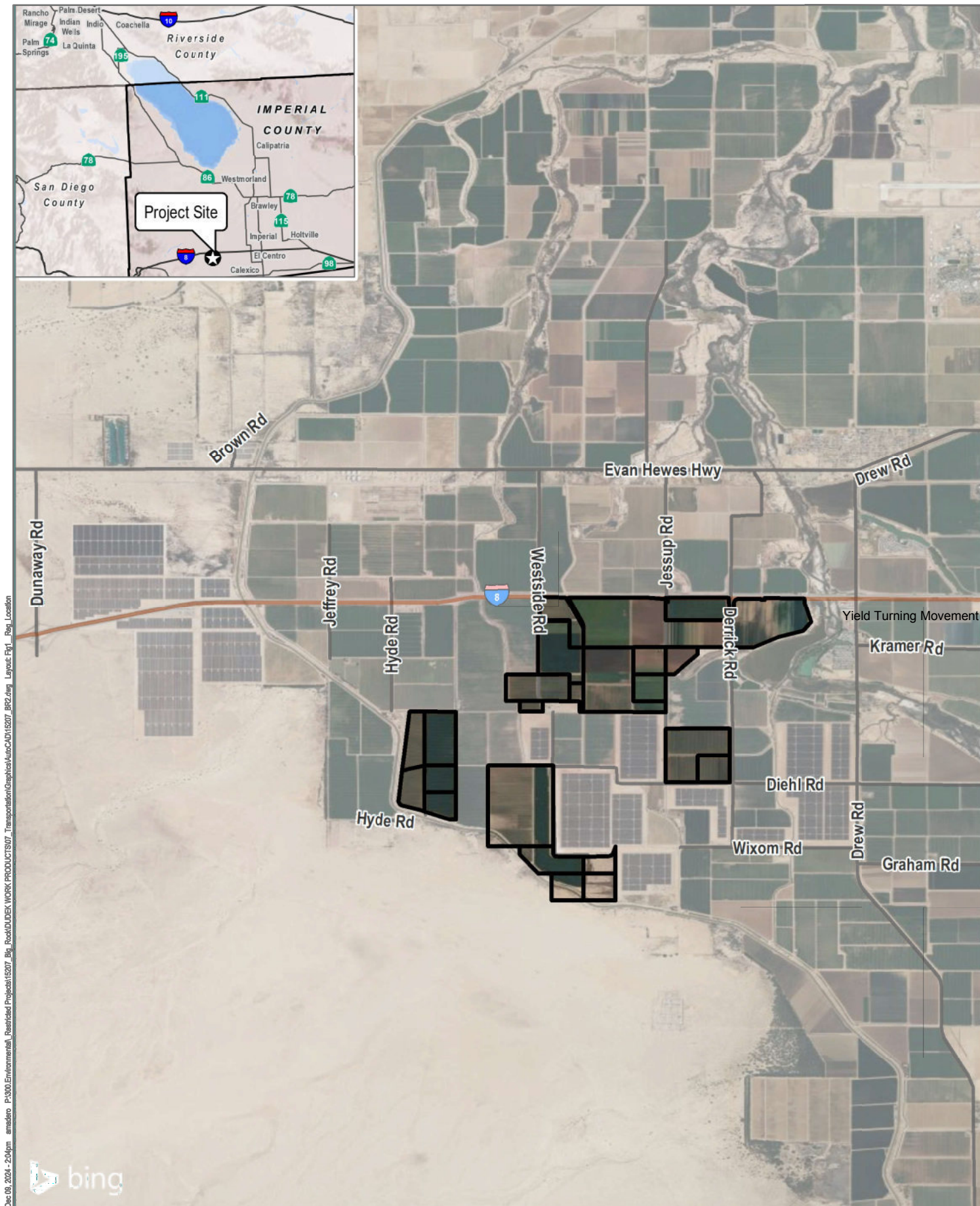


FIGURE 1
Project Location

Big Rock II Solar Project

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1.3 Analysis Methodology

1.3.1 Vehicle Miles Traveled Analysis for CEQA

On September 27, 2013, Governor Brown signed SB 743, with the purpose of streamlining the CEQA review process for several categories of development projects, including the development of infill projects in transit priority areas and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the use of level of service in CEQA documents. In November 2017, pursuant to SB 743, the Office of Planning and Research released the draft revised CEQA Guidelines, recommending the use of VMT for analyzing transportation impacts. Additionally, OPR released the *Technical Advisory on Evaluating Transportation Impacts in CEQA*, to provide guidance on VMT analysis (2018). In this Technical Advisory, OPR provides its recommendations to assist lead agencies in screening out projects from VMT analysis and selecting a significance threshold that may be appropriate for their jurisdictions. While OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to "consider thresholds of significance... recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence" (CEQA Guidelines Section 15064.7[c]). Subsequently in December 2018 the CEQA Guidelines were updated to add new Section 15064.3, Determining the Significance of Transportation Impacts, that describes considerations for evaluating a project's transportation impacts using the VMT methodology, formally replacing the LOS metric. This new methodology is required under CEQA beginning July 1, 2020.

The CEQA Guidelines section 15064.3. Subdivision (a), states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." The OPR's 2018 Technical Advisory Guidance on Evaluating Transportation Impacts in CEQA states, "Here, the term 'automobile' refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT *could* be included for modeling convenience and ease of calculation" (*Id.*, § C.1 [emphasis added].)

The CEQA Guidelines Section 15064.3(b) is divided into four subdivisions as follows:

1. **Land Use Projects.** Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop² or a stop along an existing high-quality transit corridor³ should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
2. **Transportation Projects.** Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately

² OPR's Technical Advisory 2018, § 11.39: "'Major transit stop' [under Pub. Res. Code, § 21064.3] means a site containing an existing rail or bus rapid [sic] transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of fifteen (15) minutes or less during the morning and afternoon peak commute periods."

³ OPR's Technical Advisory 2018, § E.1, fn. 21: "High-quality transit corridor" under Pub. Res. Code, § 21155 means "a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours."

addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

3. **Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
4. **Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

Most land use and transportation projects have two phases: construction and operation. However, OPR has not specified VMT thresholds of significance for construction (or decommissioning) phase because it generates temporary traffic. Because this guidance that does not require a quantitative VMT analysis for construction traffic or truck traffic (i.e., heavy-duty trucks), and OPR has not specified models or methods to estimate VMT or VMT thresholds of significance for construction traffic, a qualitative analysis of construction traffic can be provided for the reasons explained above.

The following VMT screening criteria applies to the operational phase of the proposed project per OPR's Technical Advisory:

- Projects that generate 110⁴ daily trips or less daily trips

See Section 3 for details on VMT screening and analysis of proposed project's construction and operational phases.

1.3.2 Level of Service Analysis for Non-CEQA

The County has vehicle LOS standards in its Circulation and Scenic Highways Element that the County currently strives to maintain through various projects designed to improve local infrastructure. The LOS standards apply to any new development which may have a significant impact on County roads. This LOS analysis has been prepared to evaluate the short-term effects of the project's construction on the County's roadway network.

Intersections

LOS is commonly used as a qualitative description of intersection operations and roadway segments and is based on the design capacity of the intersection configuration and roadway facility, compared to the volume of traffic using

⁴ CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

the facility. The County's intersection evaluation methodology to assess transportation impacts and traffic operating conditions is based on the Highway Capacity Manual (HCM). The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding control delay experienced per vehicle based on the worst turning movement for unsignalized intersections.

The Synchro 12 software was used to determine intersection LOS (for all scenarios), consistent with the HCM 7 methodologies. Detailed LOS calculation worksheets (for all scenarios) are included in Appendix B. Table 1 shows the LOS values by delay ranges for unsignalized and signalized intersections under the HCM methodology for unsignalized and signalized intersections.

Table 1. Level of Service for Criteria

Level of Service	Unsignalized Intersections Control Delay (in seconds per vehicle)	Signalized Intersections Control Delay (in seconds per vehicle)
A	< 10.0	< 10.0
B	> 10.0 and < 15.0	> 10.0 and < 20.0
C	> 15.0 and < 25.0	> 20.0 and < 35.0
D	> 25.0 and < 35.0	> 35.0 and < 55.0
E	> 35.0 and < 50.0	> 55.0 and < 80.0
F	> 50.0	> 80.0

Source: HCM 7 (Transportation Research Board 2022).

Table 2. Levels of Service for Roadway Segments using HCM Methodology

Level of Service	Roadway Segments V/C Ratio
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	1.01 or greater

Source: HCM 7 (Transportation Research Board 2022) and County of Imperial 2008.

Notes: V/C = Volume-to-Capacity; where capacity is determined based on the segment type (see Table 3).

Roadway Segments

Table 3 describes the LOS standards for roadway segments at LOS A-E capacities, per the Circulation and Scenic Highways Element (Imperial County, 2008).

Table 3. Imperial County Roadway Segment LOS Standards

Circulation Element Road Classification	Cross Section	LOS A	LOS B	LOS C	LOS D	LOS E
Expressway	154/210	30,000	42,000	60,000	70,000	80,000
Prime Arterial	106/136	22,200	37,000	44,600	50,000	57,000
Minor Arterial	82/102	14,800	24,700	29,600	33,400	37,000

Table 3. Imperial County Roadway Segment LOS Standards

Circulation Element Road Classification	Cross Section	LOS A	LOS B	LOS C	LOS D	LOS E
Major Collector	64/84	13,700	22,800	27,400	30,800	34,200
Minor Collector (Local Collector)	40/70	1,900	4,100	7,100	10,900	16,200
Local County (Residential)	40/60	x	x	<1,500	x	x
Local County (Residential Cul-de-Sac or Loop Street)	40/60	x	x	<200	x	x
Major Industrial Collector	76/96	5,000	10,000	14,000	17,000	20,000
Industrial Local	44/64	2,500	5,000	7,000	8,500	10,000

Source: County of Imperial 2008

Notes: LOS = Level of Service; X= Level of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carrying through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

Level of Service Thresholds

The County's Circulation and Scenic Highways Element (Imperial County, 2008) states that the County's goal for an acceptable traffic service standard on an ADT basis and during AM and PM peak periods for all County-Maintained Roads shall be LOS C for all street segment links and intersections. If the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet LOS C at peak hour periods, or if it creates safety hazards, the proposed development shall be required to make necessary off-site improvements. Such improvements may be eligible for reimbursement from collected impact fees. In some cases, the development may have to wait until financing for required off-site improvements is available. In other cases where development would result in unavoidable impacts, appropriate findings of overriding consideration would be required to allow temporary undesirable levels of service.

As mentioned in Section 1.1 Purpose and Scope, the County's new transportation guidelines that are currently under preparation could trigger an update to the Transportation/ Circulation Element and the threshold of LOS C for street segments and intersections. However, LOS is not used as metric for determining transportation impacts under CEQA, but is used for determining traffic effects under the County's General Plan. Therefore, the LOS has been reported in the TIA for informational purposes, and the threshold of LOS C has been used to determine if any roadway improvements, or transportation demand management measures would be implemented by the Project.

2 Existing Transportation Network

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

2.1 Existing Street Network

The characteristics of the existing street system in the study are described below. The existing intersection controls and geometrics at the study are intersections are shown in Figure 2.

Interstate (I) - 8 is the primary east-west route through Imperial County between San Diego, California and Yuma, Arizona. In the vicinity of the Project, I-8 provides two travel lanes in each direction with grade separation at all intersections. It serves as an interregional route for people and goods movement and provides access to desert recreational activities.

Evan Hewes Highway (S80) is an east-west two-lane undivided roadway. Bike lanes or bus stops are not provided, and the posted speed limit is 40 mph. Curbside parking is prohibited along both sides of the roadway.

County Route S29 – Drew Road is a north-south two-lane undivided roadway with a 24-foot paved width and unpaved shoulders from Evan Hewes Highway south to SR-98. Drew Road provides access to I-8 near the Project. Bike lanes or bus stops are not provided along Drew Road. The posted speed limit is 55 mph. A portion of Drew Road from the Townsite of Seeley to Diehl Road is designated as a Class II bike route.

Dunaway Road is a north-south two lane undivided roadway with a 20-foot paved width and unpaved shoulders from I-8 to Evan Hewes Highway. The posted speed limit is 55 mph. Dunaway Road does not have any sidewalks or bike routes.

The Project site is served by numerous local two-lane rural roads, which are classified as Minor Collector – Local Collector roads in the County’s Circulation and Scenic Highways Element (Imperial County, 2008). The east-west roads, Evan Hewes Highway, Diehl Road and Wixom Road would serve as the primary access roads into the Project site from north-south roads such as Derrick Road, and Westside Road, which would provide access to some of the project parcels.

2.2 Transit, Pedestrian, and Bicycle Facilities

Imperial Valley Transit (IVT) operates a fixed route transit system between, and within, the cities and rural communities in Imperial County. IVT has 12 routes running Monday through Friday, with over 20 buses in operation. The nearest bus service to the site is provided by IVT Route 4 along Evan Hewes Highway. The route operates between El Centro and Seely. The nearest bus stop is at the intersection of Drew Road and Evan Hewes Highway, approximately 3 miles north of the Drew Road and Diehl Road intersection.

IVT Access provides curb to curb transportation services upon advance reservation, to functional and mobility disadvantaged persons. IVT Access provides transportation to and from any location in the Imperial Valley service area within a 3/4 mile “corridor” and a 30 minute “window” of regular IVT bus services. This service area covers much of the County of Imperial for most of the day Monday through Sunday. IVT Access also provides its services

to the general public (when seating is available). There are also numerous private service providers including taxis, charter buses, and shuttles serving areas within Imperial County.

The project is in a generally undeveloped area and there are no dedicated pedestrian or bicycle facilities in the vicinity of the project site or along the surrounding street network. The Imperial County Transportation Commission is in the process of developing a Regional Active Transportation Plan (ATP) (February 2022 Final)⁵ to help meet the County's goals and vision for providing a transportation system that supports walking, cycling, public transit, and automobiles. Imperial County also recently completed the Imperial County Pedestrian Master Plan (April 2021)⁶, however, given the rural nature of the study area, there are no planned improvements in the area.

⁵ Imperial County Transportation Commission. Regional Active Transportation Plan accessed at https://www.imperialctc.org/assets/documents/transportation-plans-and-studies/ICTC-ATP_Final-Document_2022.02.28_Reduced-Size.pdf

⁶ Imperial County Public Works. Pedestrian Master Plan accessed at https://publicworks.imperialcounty.org/wp-content/uploads/2021/06/ICPMP_Final.web_.pdf

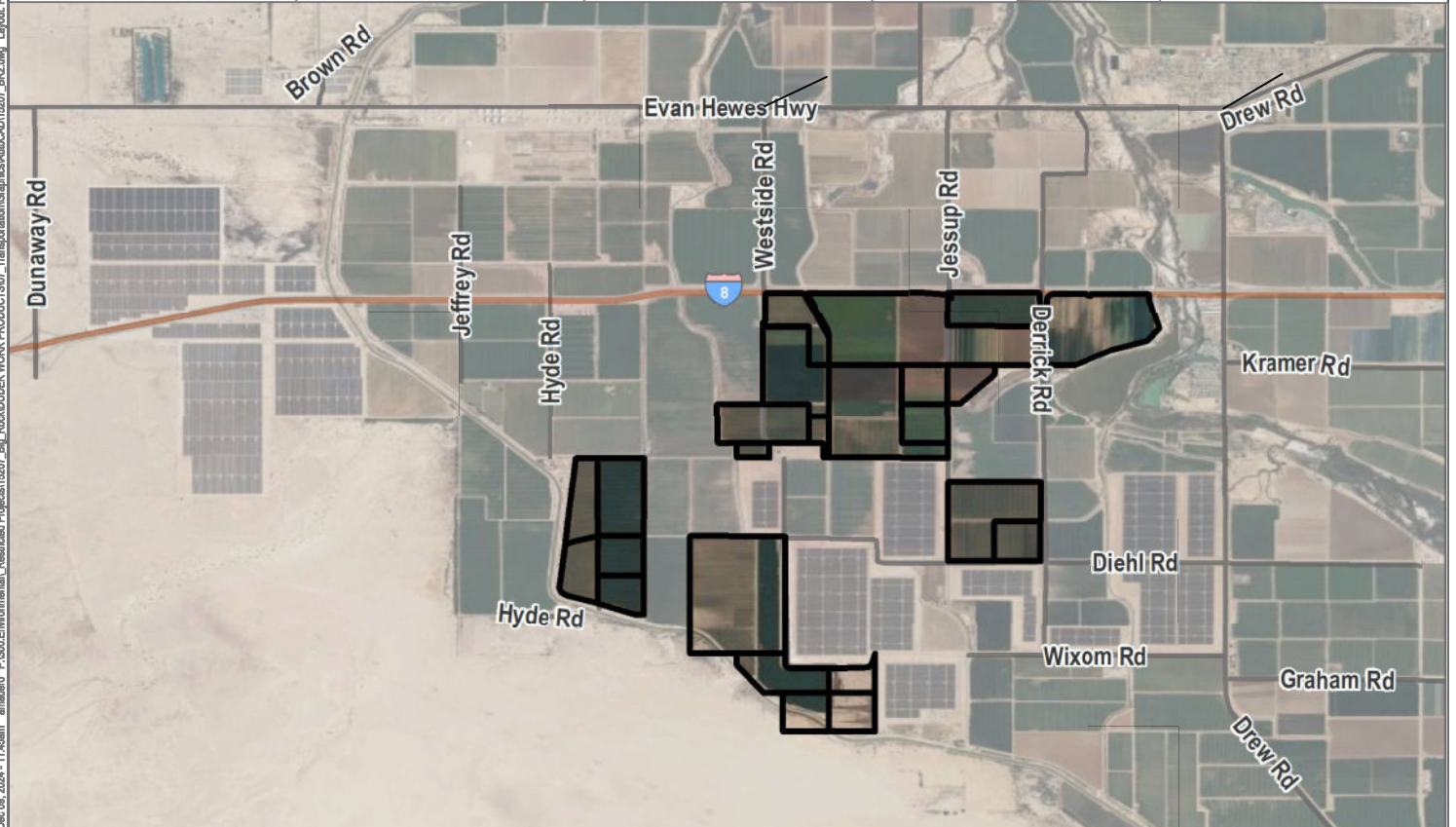
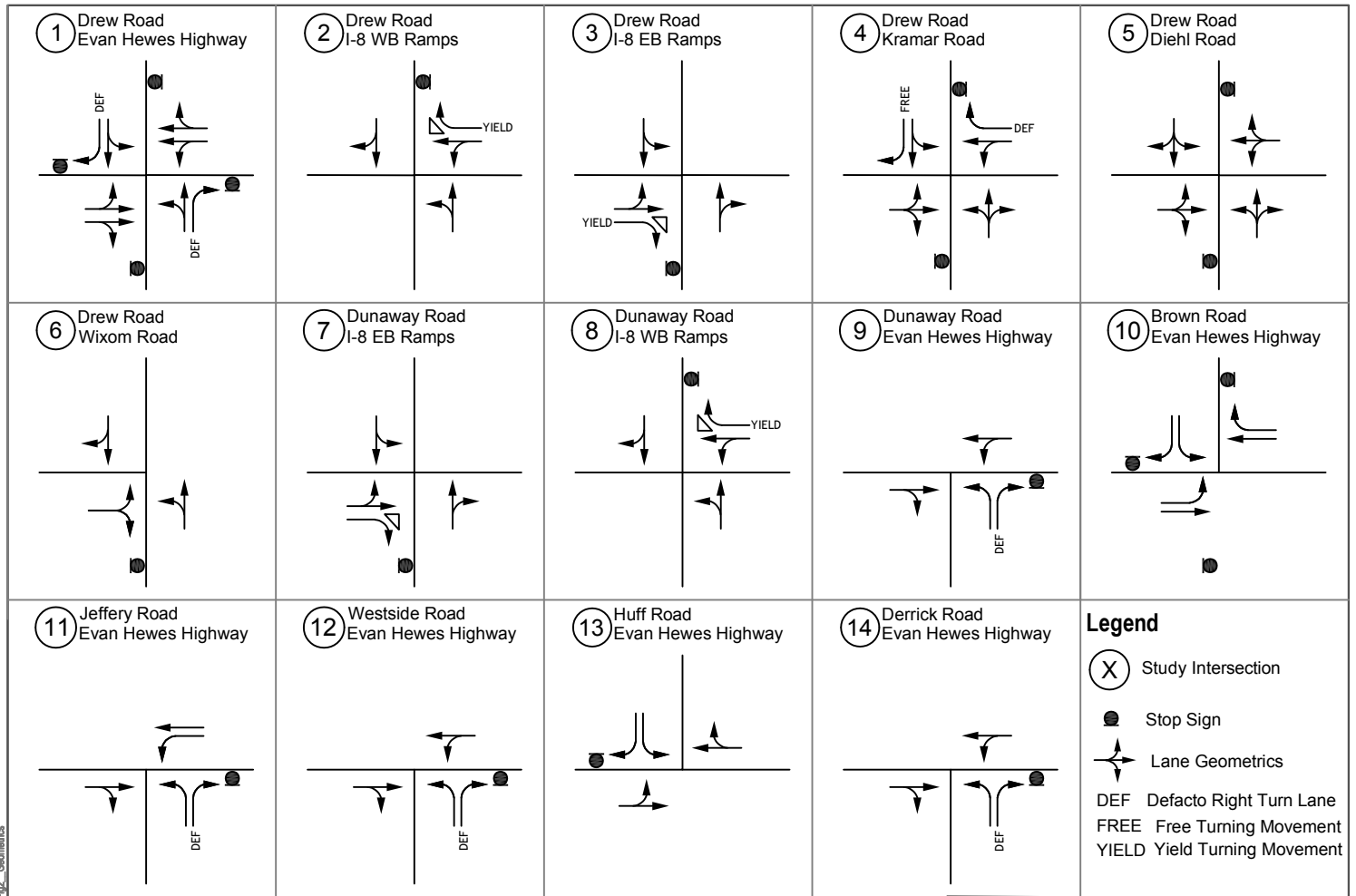


FIGURE 2
Intersection Controls and Geometrics

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3 Project Trip Generation

This section documents the trip generation, distribution and assignment of construction-related traffic associated with the proposed project.

3.1 Construction Trip Generation

The construction phase of the project is anticipated to take approximately 18 to 24 months. The work would be completed between 6:00 A.M. and 7:00 P.M., Monday through Saturday, and would require a peak of approximately 500 workers and 8 vendor trucks, per day. Approximately 10% of the workers were assumed to carpool. Work shifts could begin prior the AM peak period (generally between 7:00 a.m.– 9:00 a.m.) and end after the PM peak period (generally between 4:00 p.m.– 6:00 p.m.). However, to provide a conservative analysis, approximately 80 percent of workers were assumed to enter in the morning peak hour, and 80 percent are assumed to exit in the afternoon peak hour. Truck traffic to and from the site was evenly distributed assuming the 8-hour workday. It should be noted that these trips are considered temporary as they would not be generated once construction is completed. The project trips are presented in Table 4.

To address the effect caused by large over-sized trucks onto the roadway network, a factor called the passenger car equivalent (PCE) was developed and represents the number of passenger cars displaced by each truck in the traffic stream under mixed flow conditions. PCE factors generally range from 1.5 to 3.0 based on the number of axles in the truck. A PCE factor of 2.0 has been utilized to convert vendor truck trips, and a PCE factor of 3.0 has been utilized to convert haul truck trips into equivalent car trips for the project construction trip generation analysis. The peak phase of construction shown in Table 4 includes worker trips and vendor truck trips only and does not include haul truck trips.

Table 4. Project Construction Trip Generation Summary

Vehicle Type	Daily Quantity	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation								
Workers ¹	500 workers	1000	360	0	360	0	360	360
Vendor Trucks ²	8 trucks	16	1	1	2	1	1	2
Total		1,016	361	1	362	1	361	362
Trip Generation w/PCE								
Workers (1.0 PCE)	500 workers	1000	360	0	360	0	360	360
Vendor Trucks (2.0 PCE)	8 trucks	32	2	2	4	2	2	4
Total (w/PCE)		1,032	362	2	364	2	362	364

Notes: PCE = Passenger Car Equivalent

¹ 10% of all workers assumed to carpool to the site and 20% of the workers assumed to travel in the off-peak for the purposes of this analysis.

² Vendor trucks assumed to be spread out evenly across the 8-hour workday.

Based on the table, the peak construction phase would temporarily generate approximately 1,016 total daily trips, 362 AM peak hour trips (361 inbound and 1 outbound), and 361 PM peak hour trips (1 inbound and 360 outbound).

With the application of PCE factors to truck trips, the Project would generate 1,032 total PCE daily trips, and 362 PCE trips during the AM peak hour (360 inbound and 2 outbound) and 364 PCE trips during the PM peak hour (2 inbound and 362 outbound).

3.2 Trip Distribution and Assignment

Project trips were distributed to the study area intersections and segments using the regional location of the project, logical commute routes for workers, and available truck routes for project-related trucks.

Construction work is expected to occur simultaneously and spread evenly across the Project site, and traffic would be distributed according to the percentages and routes shown in Figure 3.

It is expected that most of the construction workforce would commute daily to the jobsite from larger population centers, via I-8 using the interchange at Drew Road and Dunaway Road. It is anticipated that approximately 70% of construction workers would access the site from the east (i.e., El Centro) and 25% would access the site from the west (i.e. eastern San Diego County and Ocotillo) utilizing I-8 and 5% would access the site from the south (i.e., Calexico) utilizing SR-98 and Drew Road. Figure 4 illustrates the worker trips at the study area intersections.

Truck traffic is expected to utilize I-8, and the interchanges at Dunaway Road and Drew Road, with 50% originating from west and 50% originating from east. Figure 5 illustrates the truck trips (PCE) at the study area intersections. Figure 6 presents the PCE trip assignment for the total project traffic (passenger cars and trucks).

It should be noted that the bridge along Drew Road, north of its intersection with Diehl Road, has partially collapsed and hence will not be used by worker or truck traffic during construction. Both worker and truck traffic will travel along Evan Hewes Highway from I-8 and its interchanges at Drew Road and Dunaway Road and travel northbound and southbound on Westside Road and Derrick Road, instead of Drew Road, to access the various parts of the Project.

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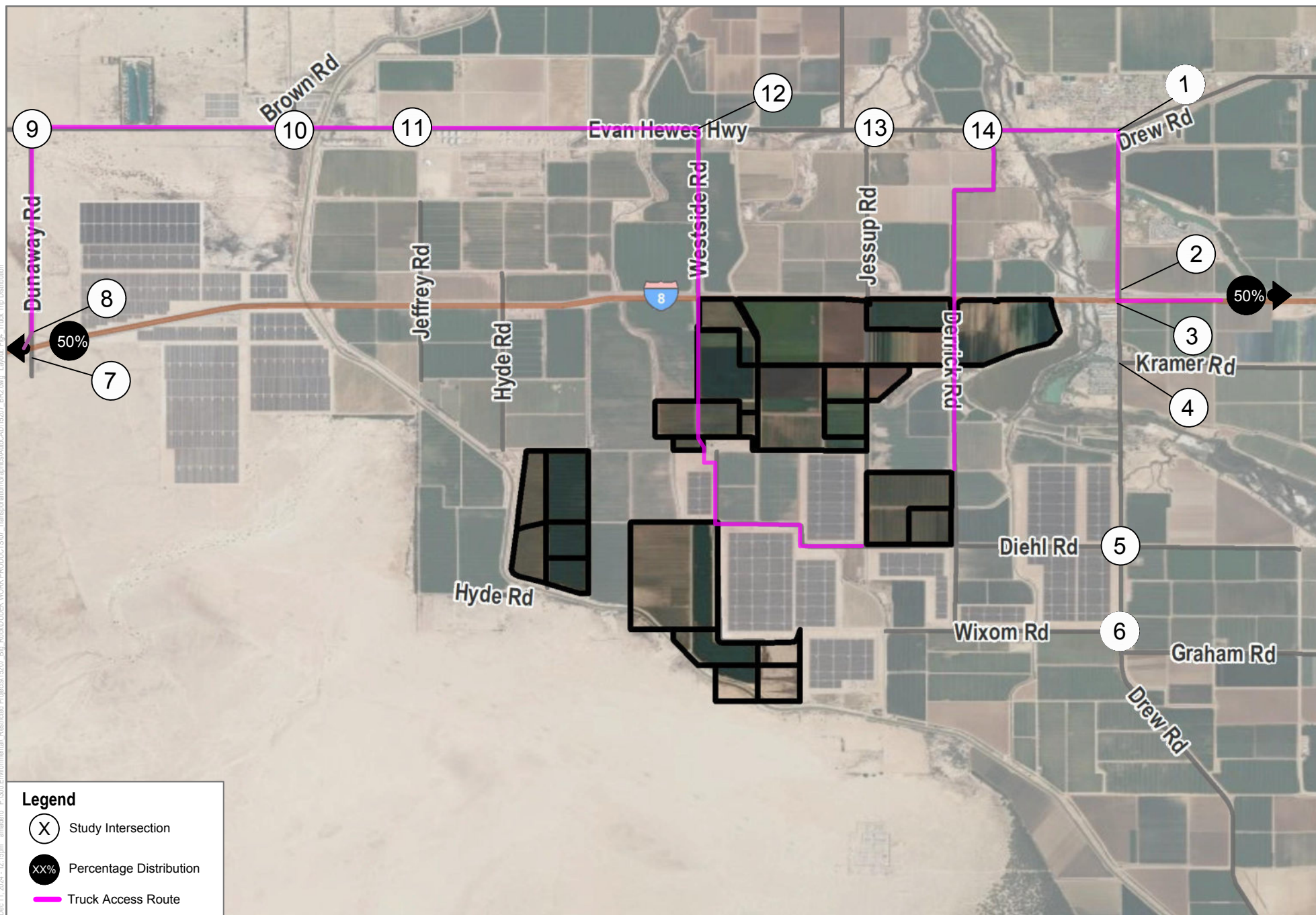


FIGURE 4
Project Trip Distribution - Trucks

Big Rock II Solar Project

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4 Vehicle Miles Traveled

This section documents the VMT screening and analysis, and mitigation measures applicable to the proposed project.

4.1 VMT Analysis Methodology

The County is in the process of creating transportation guidelines for evaluating potential project-related impacts to VMT. In the interim, the OPR's Technical Advisory and CEQA Guidelines Section 15064.3(b) Criteria for Analyzing Transportation Impacts have been used to evaluate the proposed project. It should be noted that the methodology for VMT screening and analysis used in this report is consistent with requirements for VMT analysis of solar and BESS projects that generate temporary construction trips and nominal operational trips.

CEQA Guidelines Section 15064.3(b) focuses on specific criteria (VMT) for determining the significance of transportation impacts. It is further divided into four subdivisions: (1) land use projects, (2) transportation projects, (3) qualitative analysis, and (4) methodology. The CEQA Guidelines are accompanied by an OPR Technical Advisory, which includes specifications for how to estimate and forecast VMT for these subdivisions.

The proposed project is not a land use or transportation project, and therefore neither Section 15064.3(b)(1) nor Section 15064.3(b)(2) of the CEQA Guidelines apply. Instead, the proposed project would be categorized under Section 15064.3(b)(3) qualitative analysis. The following paragraph from the Section 15064.3(b)(3) provides guidance regarding qualitative analysis:

If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

The updated CEQA Guidelines do not establish a significance threshold, however, recommend a threshold of significance for land use development (residential, office, and other land uses) and transportation projects. It should be noted that there is no significance threshold for construction or maintenance projects.

The project would involve construction that would generate temporary construction-related traffic for approximately 18 to 24 months and nominal operations and maintenance traffic; these would be categorized under Section 15064.3(b)(3), qualitative analysis. Section 15064.3(b)(3) recognizes that lead agencies may not be able to quantitatively estimate VMT for every project type. For many projects, a qualitative analysis of construction traffic may be appropriate.

Therefore, as described below the VMT generated by the construction of the proposed project would be short-term and temporary and would not require a detailed analysis. The VMT generated by the operation of the proposed project would be less than 110 ADT and hence would be screened from conducting a project specific VMT analysis.

4.2 Construction

The project construction related vehicle-trip generation (for workers and trucks) is summarized in Table 4. Per OPR, heavy vehicle traffic is not required to be included in the estimation of a project's VMT. As part of the project's air quality and greenhouse gas emissions analysis (Appendix A of the Air Quality and Greenhouse Gas Emissions Technical Report, Dudek, September 2023), the VMT for the overall project (using approximate trip lengths for worker commute, vendor, and haul trips) has been estimated using default values for the Imperial Valley region from the California Emissions Estimator Model (CalEEMod) land use emissions computer model. However, construction related trips are temporary and would not generate permanent trips. Therefore, for the purposes of this analysis, the VMT from construction is not required to be quantified per SB 743 requirements. The project construction would generally be consistent with typical construction activities in terms of the temporary nature of activities, trip generation characteristics, and the types of vehicles and equipment required. There would be no special conditions for constructing the project. Further, measures to reduce the VMT generated by workers and trucks are limited, and there are no thresholds or significance criteria for temporary, construction related VMT.

The regional VMT per employee for the Imperial County region is estimated to be 18.59 VMT per employee per City of El Centro General Plan Update Transportation Impact Study⁷ (March 2021). While worker and vendor trips would generate VMT, once construction is completed, the construction-related traffic would cease and VMT would return to pre-construction conditions. Therefore, the proposed project would not conflict or be inconsistent with CEQA Guidelines Sections 15064.3(b)(3), and impacts related to VMT would be less than significant. No mitigation measures are required.

4.3 Operation and Maintenance

Even though the threshold of Small Projects is used to establish less-than-significant VMT impacts for land development projects, they can be used to screen projects that would generate nominal operation and maintenance traffic. Based on OPR guidance, projects that generate or attract fewer than 110 trips per day⁸ generally may be assumed to cause a less-than-significant transportation impact. As mentioned previously, the operation of the project would require up to 15 full-time employees and therefore would generate up to 30 daily trips, and therefore would not generate significant VMT. Because the operational phase of the project generates less than 110 daily trips, it would screen out of conducting a detailed VMT analysis.

Therefore, utilizing the guidance provided by OPR, the operation of the project would not generate a significant number of trips and thereby not cause a substantial amount of VMT. Therefore, the operation and maintenance of the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)(1) and 15064.3(b)(3), and impacts related to VMT would be less than significant. No mitigation measures are required.

⁷ City of El Centro General Plan Update Transportation Impact Study. March 2021. Accessed at <https://cityofelcentro.org/communitydevelopment/wp-content/uploads/sites/14/2022/05/Appendix-H.1-Transportation-Impact-Study.pdf>

⁸ CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

5 Existing Traffic Operations

This section details the existing traffic volumes and the existing intersection and roadway segment operations within the study area. Figure 8 shows the existing AM and PM peak hour traffic volumes, representative of the year 2024.

5.1 Traffic Volumes

Peak hour counts at the study intersections and 24-hour average daily traffic (ADT) counts at the study roadway segments were collected in March and September 2024, during a typical non-holiday week. Raw traffic count worksheets are provided in Appendix A. Additionally, passenger car equivalent (PCE) factors were applied to the existing traffic counts to account for truck traffic in the area.

5.2 Intersection Operations

Table 5 summarizes the results of the intersection analysis for the AM and PM peak hours for existing conditions. LOS worksheets are provided in Appendix B. As shown in the table, the study intersections are currently operating at satisfactory levels of service (LOS B or better) under Existing conditions.

Table 5. Existing Weekday Peak Hour Intersection LOS

No.	Intersection	Traffic Control	Existing			
			AM Peak		PM Peak	
			Delay ¹	LOS ²	Delay ¹	LOS ²
1	Drew Road/Evan Hewes Road	AWSC	10.3	B	8.7	A
2	Drew Road/I-8 WB Ramps	TWSC	9.8	A	9.9	A
3	Drew Road/I-8 EB Ramps	TWSC	10.7	B	11.5	B
4	Drew Road/Kramar Road	TWSC	9.2	A	9.1	A
5	Drew Road/Diehl Road	TWSC	8.9	A	8.4	A
6	Drew Road/Wixom Road	TWSC	8.6	A	8.6	A
7	Dunaway Road/I-8 EB Ramps	TWSC	9.0	A	9.2	A
8	Dunaway Road/I-8 WB Ramps	TWSC	8.6	A	8.8	A
9	Dunaway Road/Evan Hewes Highway	TWSC	9.1	A	9.1	A
10	Brown Road/Evan Hewes Highway	AWSC	8.8	A	10.0	B
11	Jeffery Road/Evan Hewes Highway	TWSC	8.5	A	9.9	A
12	Westside Road/Evan Hewes Highway	TWSC	8.6	A	10.7	B
13	Huff Road/Evan Hewes Highway	TWSC	10.8	B	12.1	B
14	Derrick Road/Evan Hewes Highway	TWSC	11.2	B	11.1	B

Notes: WB = Westbound; EB = Eastbound; AWSC = All-way stop-controlled; TWSC = two-way stop-controlled

¹ Delay measured in seconds per vehicle for unsignalized intersection (LOS is reported based on the worst delayed movement of the unsignalized intersection).

² LOS = Level of Service

5.3 Roadway Segment Operations

A roadway segment LOS analysis was prepared for the existing condition at the study area roadway segments of Drew Road using the roadway segment LOS methodologies as discussed in Section 1. Table 6 shows the results of the existing condition LOS analysis for the study area roadway segments. As shown below, all the study area roadway segments are operating at satisfactory ADT volume-to-capacity conditions under Existing conditions.

Table 6. Existing ADT Roadway Segment Level of Service

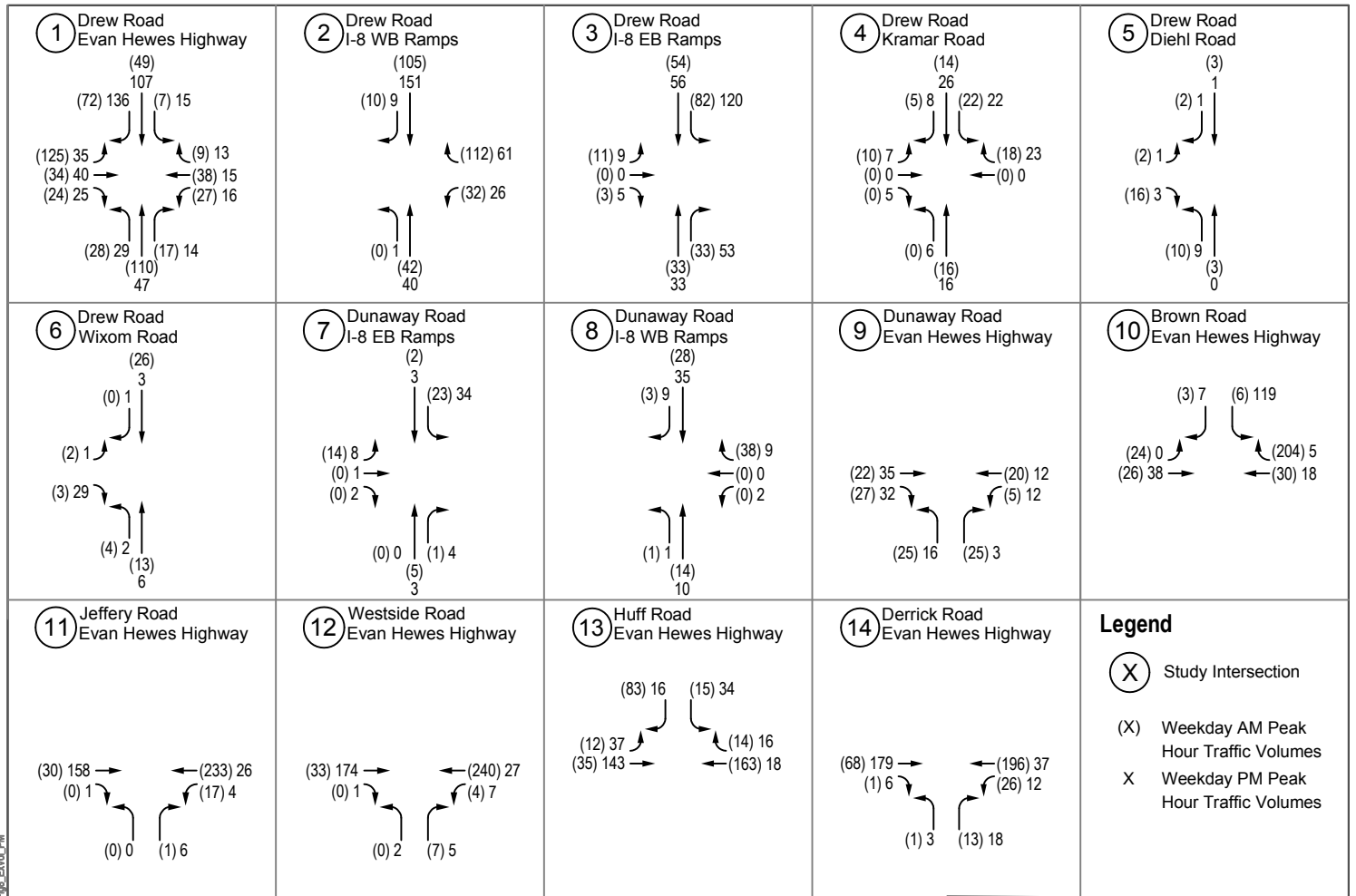
No.	Roadway Segment	Classification (as built)	No. of Lanes	Capacity at LOS E	Existing Conditions		
					ADT ²	V/C	LOS
1	Drew Road, north of I-8 WB Ramps	Minor Collector (Local Collector)	2	16,200	3,033	0.19	B
2	Drew Road, north of Diehl Road	Minor Collector (Local Collector)	2	16,200	33	0.00	A
3	Drew Road, between Diehl Road and Wixom Road	Minor Collector (Local Collector)	2	16,200	191	0.01	A
4	Drew Road, south of Wixom Road	Minor Collector (Local Collector)	2	16,200	319	0.019	A
5	Dunaway Road, between Evan Hewes Hwy & I-8 WB Ramps	Minor Collector (Local Collector)	2	16,200	751	0.05	A
6	Evan Hewes Hwy between Brown Road and Dunaway Road	Minor Collector (Local Collector)	2	16,200	609	0.04	A
7	Evan Hewes Hwy between Westside Road and Huff Road	Minor Collector (Local Collector)	2	16,200	2,613	0.16	B
8	Evan Hewes Hwy between Derrick Road and Drew Road	Minor Collector (Local Collector)	2	16,200	3,031	0.19	B

Notes: LOS: Level of Service; ADT = Average Daily Traffic; V/C = volume- to-capacity Ratio; Hwy = Highway; WB = Westbound

¹ Capacity determined from Table 3 in Section 1.3.2.2, Roadway Segments

² Volume provided from average daily traffic (ADT) counts conducted in March and September 2024.

³ LOS is based on volume-to-capacity (V/C) ratios



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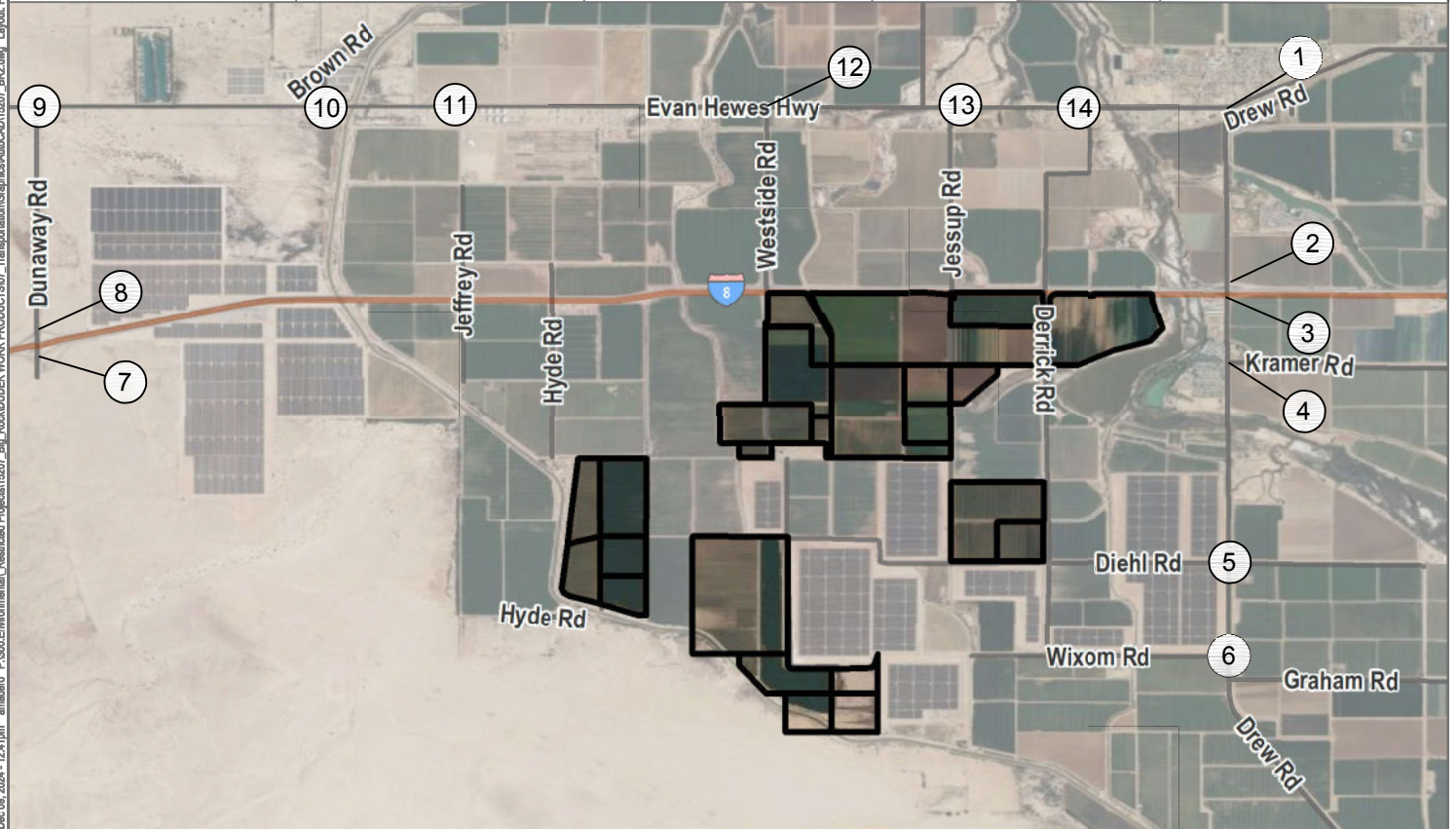


FIGURE 8
 Existing Peak Hour Traffic Volumes (In PCE)

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6 Existing plus Project Traffic Operations

This section details the existing traffic volumes and the existing intersection and roadway segment operations within the study area with the addition of Project trips. The total Project trip assignments shown in Figure 7 were added to the Existing peak hour traffic volumes shown in Figure 8 to derive the Existing plus Project peak hour traffic volumes shown in Figure 9.

6.1 Intersection Operations

Table 7 summarizes the results of the intersection analysis for the AM and PM peak hours for existing plus project conditions. LOS worksheets are provided in Appendix B.

As shown in the table, the study intersections are forecast to operate at LOS C or better under Existing plus Project conditions.

Table 7. Existing plus Project Weekday Peak Hour Intersection LOS

No.	Intersection	Traffic Control	Existing				Existing plus Project			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
1	Drew Road/Haskell Road & Evan Hewes Road	AWSC	10.3	B	8.7	A	29.3	C	11.1	B
2	Drew Road/I-8 WB Ramps	TWSC	9.8	A	9.9	A	12.1	B	12.3	B
3	Drew Road/I-8 EB Ramps	TWSC	10.7	B	11.5	B	10.7	B	24.2	C
4	Drew Road/Lakeview - Kramar Road	TWSC	9.2	A	9.1	A	9.2	A	9.1	A
5	Drew Road/Diehl Road	TWSC	8.9	A	8.4	A	9.2	A	8.4	A
6	Drew Road/Wixom Road	TWSC	8.6	A	8.6	A	8.7	A	8.8	A
7	Dunaway Road/I-8 EB Ramps	TWSC	9.0	A	9.2	A	9.7	A	9.2	A
8	Dunaway Road/I-8 WB Ramps	TWSC	8.6	A	8.8	A	9.2	A	8.8	A
9	Dunaway Road/Evan Hewes Highway	TWSC	9.1	A	9.1	A	9.2	A	10.7	B
10	Brown Road/Evan Hewes Highway	AWSC	8.8	A	10.0	B	9.2	A	10.9	B
11	Jeffery Road/Evan Hewes Highway	TWSC	8.5	A	9.9	A	9.3	A	9.9	A
12	Westside Road/Evan Hewes Highway	TWSC	8.6	A	10.7	B	12.2	B	12.5	B

Table 7. Existing plus Project Weekday Peak Hour Intersection LOS

No.	Intersection	Traffic Control	Existing				Existing plus Project			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
13	Huff Road/Evan Hewes Highway	TWSC	10.8	B	12.1	B	10.8	B	12.1	B
14	Derrick Road/Evan Hewes Highway	TWSC	11.2	B	11.1	B	25.8	C	17.1	B

Notes: WB = Westbound; EB = Eastbound; AWSC = All-way stop-controlled; TWSC = two-way stop-controlled

¹ V/C = Volume to Capacity; Delay measured in seconds per vehicle for unsignalized intersection (LOS is reported based on the worst delayed movement of the unsignalized intersection).

² LOS = Level of Service

6.2 Roadway Segment Operations

Table 8 shows the results of the existing condition LOS analysis for the study area roadway segments of Drew Road with the project-added traffic. As shown below, all the study area roadway segments are operating at LOS B or better conditions under Existing plus Project conditions.

Table 8. Existing plus Project ADT Roadway Segment Level of Service

No.	Roadway Segment	Classification (as built)	No. of Lanes	Capacity at LOS E	Existing Conditions			Project ADT	Existing plus Project Conditions		
					ADT ²	V/C	LOS		ADT ²	V/C	LOS
1	Drew Road, north of I-8 WB Ramps	Minor Collector (Local Collector)	2	16,200	3,033	0.19	B	716	3,749	0.23	B
2	Drew Road, north of Diehl Road	Minor Collector (Local Collector)	2	16,200	33	0.00	A	38	71	0.00	A
3	Drew Road, between Diehl Road and Wixom Road	Minor Collector (Local Collector)	2	16,200	191	0.01	A	38	229	0.01	A
4	Drew Road, south of Wixom Road	Minor Collector (Local Collector)	2	16,200	319	0.019	A	50	369	0.02	A
5	Dunaway Road, between Evan Hewes Hwy & I-8 WB Ramps	Minor Collector (Local Collector)	2	16,200	751	0.05	A	266	1,017	0.06	A
6	Evan Hewes Hwy between Brown Road and Dunaway Road	Minor Collector (Local Collector)	2	16,200	609	0.04	A	266	875	0.05	A
7	Evan Hewes Hwy between Westside Road and Huff Road	Minor Collector (Local Collector)	2	16,200	2,613	0.16	B	0	2,613	0.16	B
8	Evan Hewes Hwy between Derrick Road and Drew Road	Minor Collector (Local Collector)	2	16,200	3,031	0.19	B	716	3,747	0.23	B

Notes: LOS: Level of Service; ADT = Average Daily Traffic; V/C = volume- to-capacity Ratio; Hwy = Highway; WB = Westbound

¹ Capacity determined from Table 3 in Section 1.3.2.2, Roadway Segments

² Volume provided from average daily traffic (ADT) counts conducted in March and September 2024. Project ADT is adjusted to PCE volumes

³ LOS is based on volume-to-capacity (V/C) ratios

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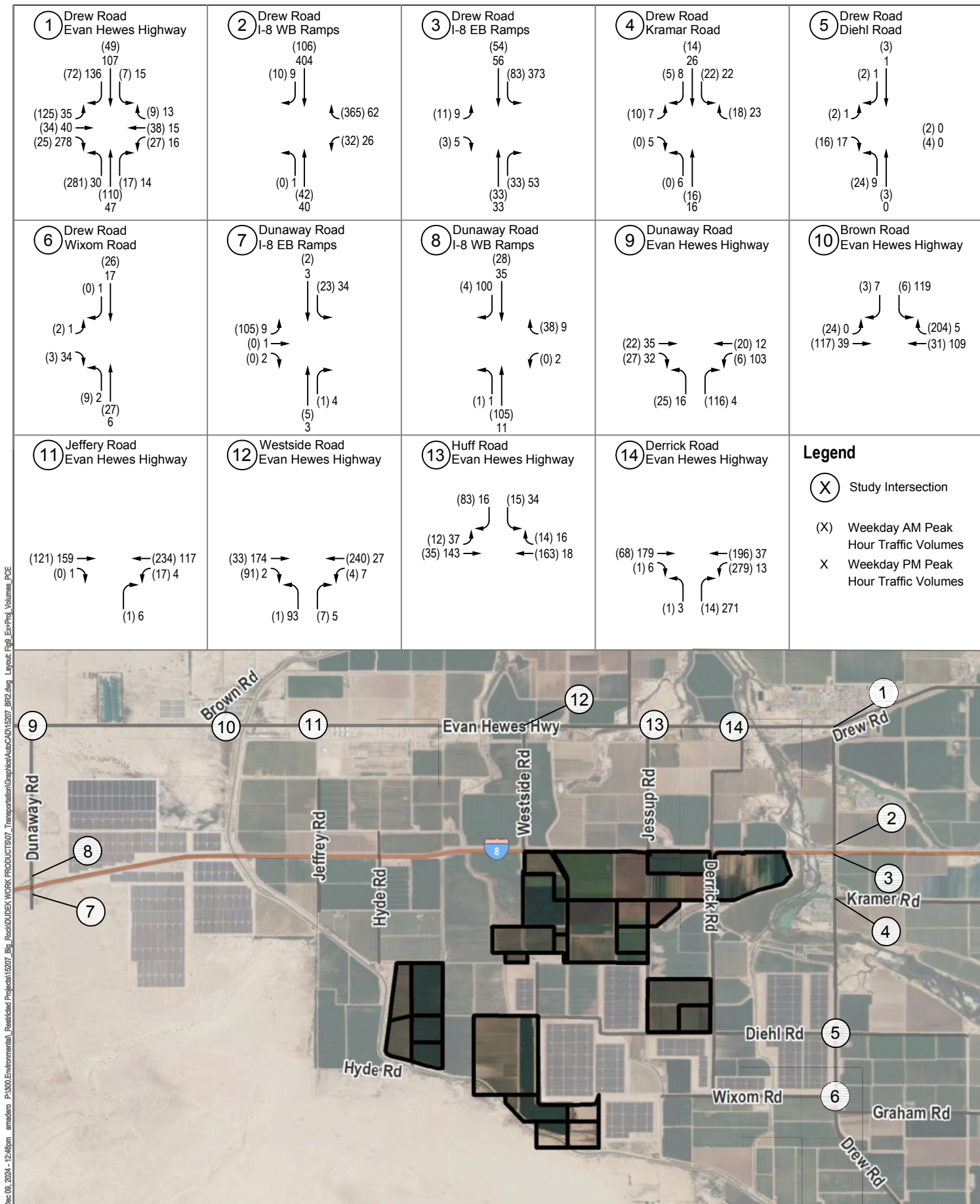


FIGURE 9
Existing + Project Traffic Volumes (in PCE)

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7 Near Term Traffic Operations

This section describes conditions within the study area in the short-term (estimated to be year 2027) when peak construction of the Project and cumulative projects in the area would occur. The existing intersection configurations (shown in Figure 2) have been assumed to be preserved under the Near-term conditions.

7.1 Cumulative Projects

Cumulative projects are projects that are proposed and in the development review process, but not yet fully approved; or projects that have been approved, but not fully constructed or occupied. The project's EIR consultant provided a list of cumulative projects obtained from the Imperial County Planning and Development Services. From review of the project status, three cumulative projects were identified in the vicinity of the proposed project. These projects were reviewed to determine the extent of cumulative project traffic, either resulting from the construction or operation of the listed facilities that would potentially add traffic to the study area intersections and roadway segments. Figure 10 shows the locations of, and Table 9 provides a brief description of, the cumulative projects.

Table 9. Description of Cumulative Projects

No.	Cumulative Project	Location	Description	Status
1	VEGA Solar Energy Project	southwest quadrant of Drew Road and Wixom Road	100 PV Solar/100 MW BESS on 574 acres	Pending construction
2	Laurel Cluster	west of Westside Rd and Vaughn Rd, northeast quadrant of Derrick Rd and Diehl Rd and north-south of Wixom Rd (west of Drew Rd)		Pending construction
3	Saavi BESS	west of Hyde Road and Mandrapa Road	400 MW capacity on 39.25 acres	Pending entitlement

Source: Imperial County, 2024

7.1.1 Trip Generation

The trip generation for the construction period for two cumulative projects is estimated in Table 10.

Table 10. Cumulative Projects Trip Generation Summary

No.	Cumulative Project	Land Use	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
1	Vega Solar Energy Project ¹	Worker	272	136	0	136	0	136	136
		Truck	102	51	0	51	0	51	51
		Total	374	187	0	187	0	187	187
2	Laurel Cluster ²	Worker	307	98	0	98	0	98	98
		Truck	28	6	0	6	0	6	6
		Total	334	104	0	104	0	104	104

Notes:

¹ Trip generation from Traffic Impact Study for Vega SES LLC Solar Project, prepared by LLG, April 20, 2023

- ² The proposed project has acquired a large portion of previously named Big Rock Cluster Solar Farm which is currently proposed Laurel Cluster project. Therefore, the trip generation for Laurel Cluster was assumed to be approximately half of the trip generated estimated in the Traffic Impact Study for Big Rock Cluster Solar Farm LLC Solar Project, prepared by LLG, October 10, 2017.

7.1.2 Trip Distribution and Assignment

Trip distributions and assignments for the cumulative projects were developed using the traffic study or assessment for these projects or by using professional judgment based on logical travel corridors. The trips generated by the cumulative projects were distributed and assigned through the study area network by assuming none of the construction trips would use Drew Road north of its intersection with Diehl Road, and would use Westside Road and Derrick Road, to access various parts of the cumulative projects.

7.2 Traffic Volumes

To account for background growth and traffic from cumulative projects that are not known at the time of this writing, the near-term traffic is estimated by increasing the existing traffic counts by an ambient growth rate of 2.3 percent per year, which corresponds to the population growth in the Imperial County.

The Near-Term traffic volumes were estimating by applying growth rate and adding the average daily and peak hour trips from the cumulative projects (shown in Table 12) to the existing traffic volumes for the study area roadway segments and intersections.

7.3 Intersection Operations

Figure 13 illustrates the Near Term (no project) traffic volumes for the peak hour conditions. Table 11 summarizes the results of the Near Term intersection analysis for the AM and PM peak hours. LOS worksheets are provided in Appendix B. As shown in the table, with the exception of the Derrick Road/Evan Hewes Highway intersection in the AM peak hour, all other study area intersections are forecast to operate at LOS C or better under Near Term conditions. The Derrick Road/Evan Hewes Highway intersection would operate at LOS E in the AM peak hour under Near Term conditions.

Table 11. Near Term Weekday Peak Hour Intersection LOS

No.	Intersection	Traffic Control	Near Term			
			AM Peak		PM Peak	
			Delay ¹	LOS ²	Delay ¹	LOS ²
1	Drew Road/Haskell Road -Evan Hewes Road	AWSC	19.9	C	11.2	B
2	Drew Road/I-8 WB Ramps	TWSC	10.9	B	12.1	B
3	Drew Road/I-8 EB Ramps	TWSC	10.9	B	22.4	C
4	Drew Road/Kramar Road	TWSC	9.3	A	9.1	A
5	Drew Road/Diehl Road	TWSC	9.2	A	8.4	A
6	Drew Road/Wixom Road	TWSC	9.2	A	8.8	A
7	Dunaway Road/I-8 EB Ramps	TWSC	9.2	A	9.2	A
8	Dunaway Road/I-8 WB Ramps	TWSC	8.7	A	8.8	A
9	Dunaway Road/Evan Hewes Highway	TWSC	9.0	A	9.6	A

Table 11. Near Term Weekday Peak Hour Intersection LOS

No.	Intersection	Traffic Control	Near Term			
			AM Peak		PM Peak	
			Delay ¹	LOS ²	Delay ¹	LOS ²
10	Brown Road/Evan Hewes Highway	AWSC	9.5	A	10.4	B
11	Jeffery Road/Evan Hewes Highway	TWSC	8.8	A	10.0	B
12	Westside Road/Evan Hewes Highway	TWSC	8.7	A	11.3	B
13	Huff Road/Evan Hewes Highway	TWSC	11.5	B	12.6	B
14	Derrick Road/Evan Hewes Highway	TWSC	40.9	E	17.0	C

Notes: WB = Westbound; EB = Eastbound; AWSC = All-way stop-controlled; TWSC = two-way stop-controlled

¹ Delay measured in seconds per vehicle for unsignalized intersection (LOS is reported based on the worst delayed movement of the unsignalized intersection).

² LOS = Level of Service

7.4 Roadway Segment Operations

A roadway segment LOS analysis was prepared for the Near Term condition at the study roadway segments using the roadway segment LOS methodologies as discussed in Section 3. Table 11 shows the results of the Near Term condition LOS analysis for the study roadway segments. As shown below, all the study area roadway segments are forecast to operate at satisfactory ADT volume-to-capacity conditions under Near Term conditions.

Table 12. Near Term ADT Roadway Segment Level of Service

No.	Roadway Segment	Classification (as built)	No. of Lanes	Capacity at LOS E	Near Term Conditions		
					ADT ²	V/C	LOS
1	Drew Road, north of I-8 WB Ramps	Minor Collector (Local Collector)	2	16,200	3,807	0.24	B
2	Drew Road, north of Diehl Road	Minor Collector (Local Collector)	2	16,200	35	0.00	A
3	Drew Road, between Diehl Road and Wixom Road	Minor Collector (Local Collector)	2	16,200	216	0.01	A
4	Drew Road, south of Wixom Road	Minor Collector (Local Collector)	2	16,200	395	0.02	A
5	Dunaway Road, between Evan Hewes Hwy & I-8 WB Ramps	Minor Collector (Local Collector)	2	16,200	894	0.06	A
6	Evan Hewes Hwy between Brown Road and Dunaway Road	Minor Collector (Local Collector)	2	16,200	742	0.05	A
7	Evan Hewes Hwy between Westside Road and Huff Road	Minor Collector (Local Collector)	2	16,200	2,807	0.17	B
8	Evan Hewes Hwy between Derrick Road and Drew Road	Minor Collector (Local Collector)	2	16,200	3,805	0.23	B

Notes: LOS: Level of Service; ADT = Average Daily Traffic; V/C = volume- to-capacity Ratio; Hwy = Highway; WB = Westbound

- ¹ Capacity determined from Table 3 in Section 1.3.2.2, Roadway Segments
- ² Volume provided from average daily traffic (ADT) counts conducted in April and September 2024.
- ³ LOS is based on volume-to-capacity (V/C) ratios

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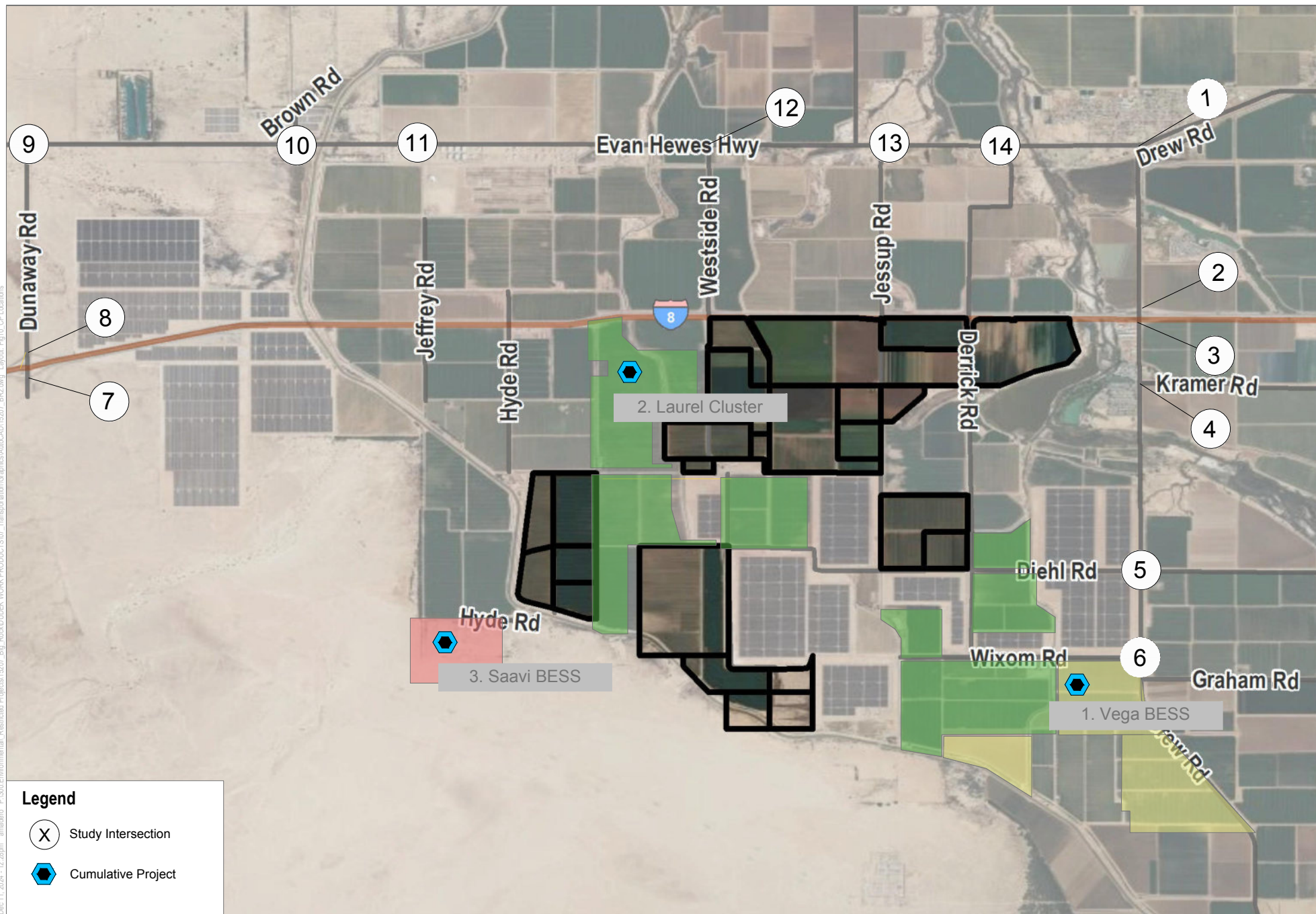


FIGURE 10
Cumulative Project Locations

Big Rock II Solar Project

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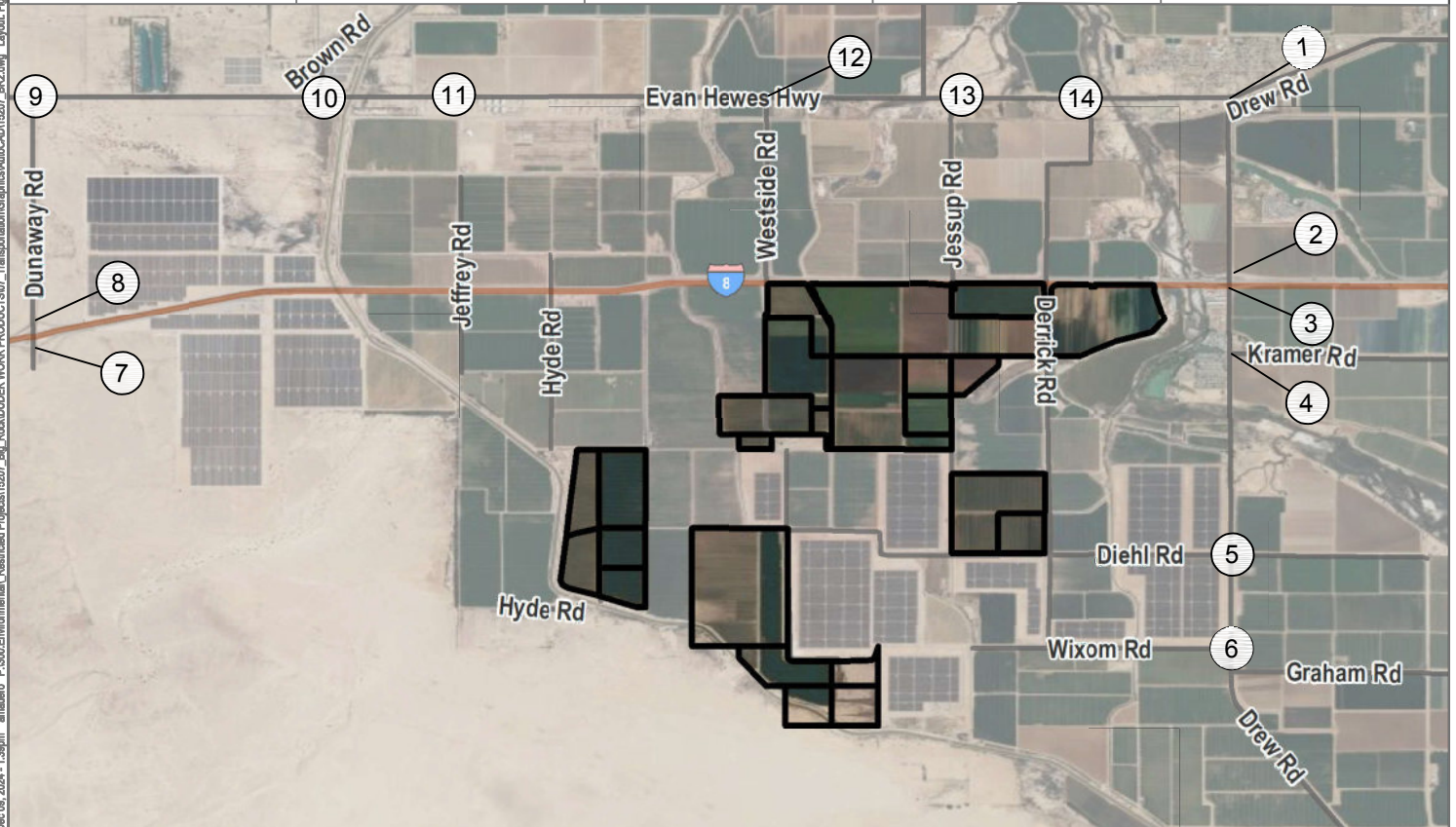
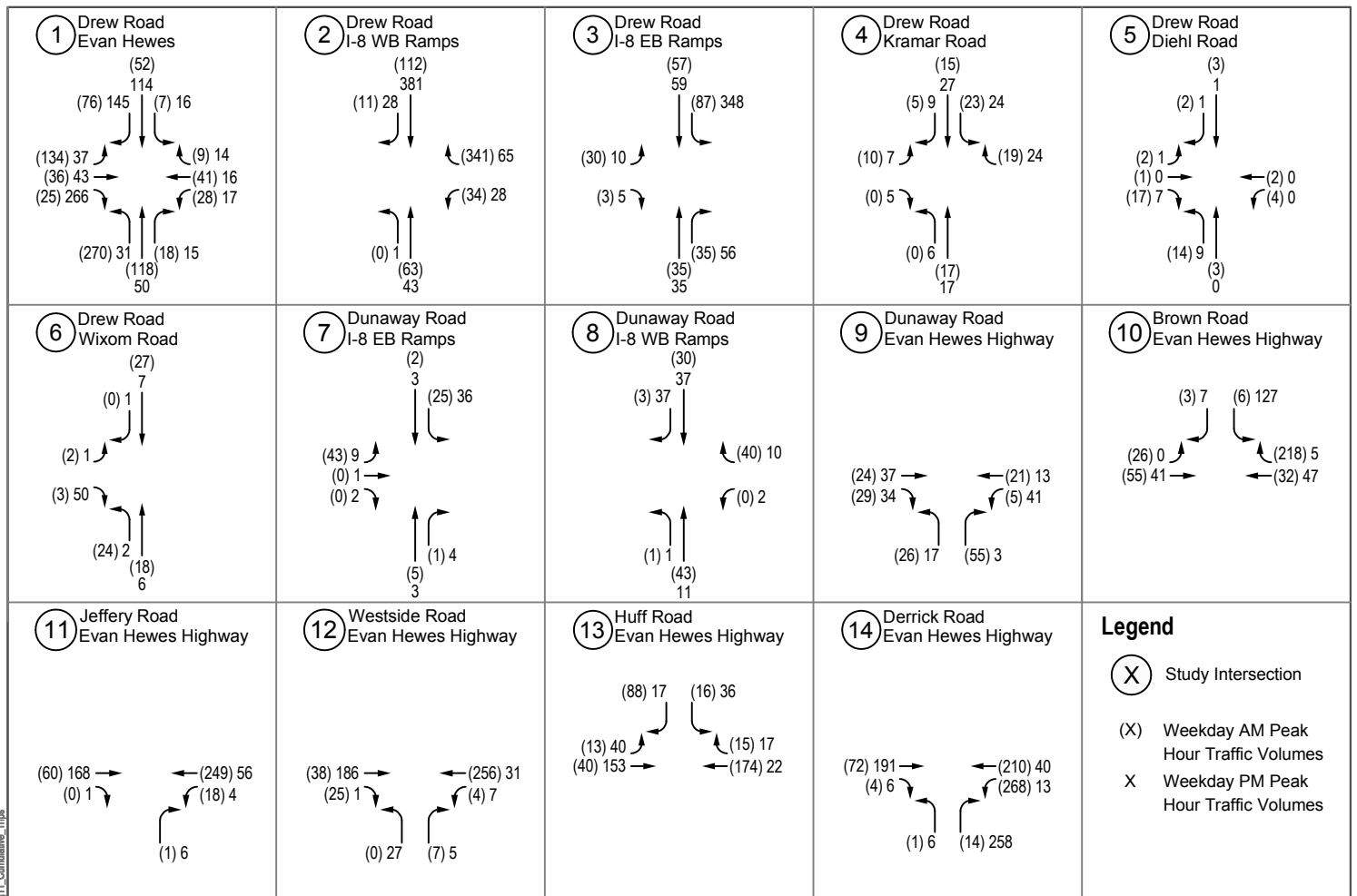


FIGURE 11
Near Term Peak Hour Traffic Volumes (in PCE)

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8 Near Term Plus Project Traffic Operations

This section details the Near Term traffic volumes and the existing intersection and roadway segment operations within the study area with the addition of Project trips. The total Project trip assignments shown in Figure 7 were added to the Near Term peak hour traffic volumes shown in Figure 11 to derive the Near Term plus Project peak hour traffic volumes shown in Figure 12.

8.1 Intersection Operations

Table 13 summarizes the results of the intersection analysis for the AM and PM peak hours for Near Term plus project conditions. LOS worksheets are provided in Appendix B. As shown in the table, with the exception of Drew Road/Haskell Road-Evan Hewes Road intersection (in AM and PM peak hours), Drew Road/I-8 eastbound ramps (in PM peak hour) and Derrick Road/Evan Hewes Highway (in AM and PM peak hours), all other the study intersections are forecast to operate at LOS C or better under Near Term plus Project conditions.

Table 13. Near Term plus Project Weekday Peak Hour Intersection LOS

No.	Intersection	Traffic Control	Near Term				Near Term plus Project			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
1	Drew Road/Haskell Road & Evan Hewes Road	AWSC	19.9	C	11.2	B	120.4	F	30.4	D
2	Drew Road/I-8 WB Ramps	TWSC	10.9	B	12.1	B	16.1	C	15.8	C
3	Drew Road/I-8 EB Ramps	TWSC	10.9	B	22.4	C	11.0	B	67.2	F
4	Drew Road/Lakeview - Kramar Road	TWSC	9.3	A	9.1	A	9.3	A	9.1	A
5	Drew Road/Diehl Road	TWSC	9.2	A	8.4	A	9.5	A	8.4	A
6	Drew Road/Wixom Road	TWSC	9.2	A	8.8	A	9.4	A	9.1	A
7	Dunaway Road/I-8 EB Ramps	TWSC	9.2	A	9.2	A	10.0	B	9.2	A
8	Dunaway Road/I-8 WB Ramps	TWSC	8.7	A	8.8	A	9.3	A	8.8	A
9	Dunaway Road/Evan Hewes Highway	TWSC	9.0	A	9.6	A	9.1	A	11.5	B
10	Brown Road/Evan Hewes Highway	AWSC	9.5	A	10.4	B	10.5	B	11.9	B
11	Jeffery Road/Evan Hewes Highway	TWSC	8.8	A	10.0	B	9.7	A	10.0	B

Table 13. Near Term plus Project Weekday Peak Hour Intersection LOS

No.	Intersection	Traffic Control	Near Term				Near Term plus Project			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
12	Westside Road/Evan Hewes Highway	TWSC	8.7	A	11.3	B	12.8	B	13.6	B
13	Huff Road/Evan Hewes Highway	TWSC	11.5	B	12.6	B	11.5	B	12.6	B
14	Derrick Road/Evan Hewes Highway	TWSC	40.9	E	17.0	C	314.5	F	115.6	F

Notes: WB = Westbound; EB = Eastbound; AWSC = All-way stop-controlled; TWSC = two-way stop-controlled

¹ V/C = Volume to Capacity; Delay measured in seconds per vehicle for unsignalized intersection (LOS is reported based on the worst delayed movement of the unsignalized intersection).

² LOS = Level of Service

As mentioned in Section 1, the County's new transportation guidelines that are currently under preparation could trigger an update to the Transportation/ Circulation Element and the threshold of LOS C for street segments and intersections. However, LOS is not used as metric for determining transportation impacts under CEQA, but is used for determining traffic effects under the County's General Plan and is reported for informational purposes. The current threshold of LOS C has been used to determine if any roadway improvements, or transportation demand management measures would be implemented by the Project.

Because the traffic effect caused by construction traffic from the proposed project under Near Term plus Project conditions at the study area intersections would be temporary and short-term, no roadway improvements are recommended by the Project. A traffic control plan as part of a Construction Traffic Management Plan (CTMP) would be implemented by the applicant or contractor at the three intersections that operate at LOS D or worse under proposed project. See Section 11 for details on construction traffic management plan.

8.2 Roadway Segment Operations

Table 14 shows the results of the Near-Term condition LOS analysis for the study area roadway segments of Drew Road and Evan Hewes Road with the project-added traffic. As shown below, all the study area roadway segments are operating at LOS C or better under Near Term plus Project conditions.

Table 14. Near Term plus Project Weekday Peak Hour Intersection LOS

No.	Roadway Segment	Classification (as built)	No. of Lanes	Capacity at LOS E	Near Term Conditions			Project ADT	Near Term plus Project Conditions		
					ADT ²	V/C	LOS		ADT ²	V/C	LOS
1	Drew Road, north of I-8 WB Ramps	Minor Collector (Local Collector)	2	16,200	3,807	0.24	B	716	4,523	0.28	C
2	Drew Road, north of Diehl Road	Minor Collector (Local Collector)	2	16,200	35	0.00	A	38	73	0.00	A
3	Drew Road, between Diehl Road and Wixom Road	Minor Collector (Local Collector)	2	16,200	216	0.01	A	38	254	0.02	A
4	Drew Road, south of Wixom Road	Minor Collector (Local Collector)	2	16,200	395	0.02	A	50	445	0.03	A
5	Dunaway Road, between Evan Hewes Hwy & I-8 WB Ramps	Minor Collector (Local Collector)	2	16,200	894	0.06	A	266	1,160	0.07	A
6	Evan Hewes Hwy between Brown Road and Dunaway Road	Minor Collector (Local Collector)	2	16,200	742	0.05	A	266	1,008	0.06	A
7	Evan Hewes Hwy between Westside Road and Huff Road	Minor Collector (Local Collector)	2	16,200	2,807	0.17	B	0	2,807	0.17	B
8	Evan Hewes Hwy between Derrick Road and Drew Road	Minor Collector (Local Collector)	2	16,200	3,805	0.23	B	716	4,521	0.28	C

Notes: LOS: Level of Service; ADT = Average Daily Traffic; V/C = volume- to-capacity Ratio; Hwy = Highway; WB = Westbound

¹ Capacity determined from Table 3 in Section 1.3.2.2, Roadway Segments

² Volume provided from average daily traffic (ADT) counts conducted in March and September 2024. Project ADT is adjusted to PCE volumes

³ LOS is based on V/C ratios

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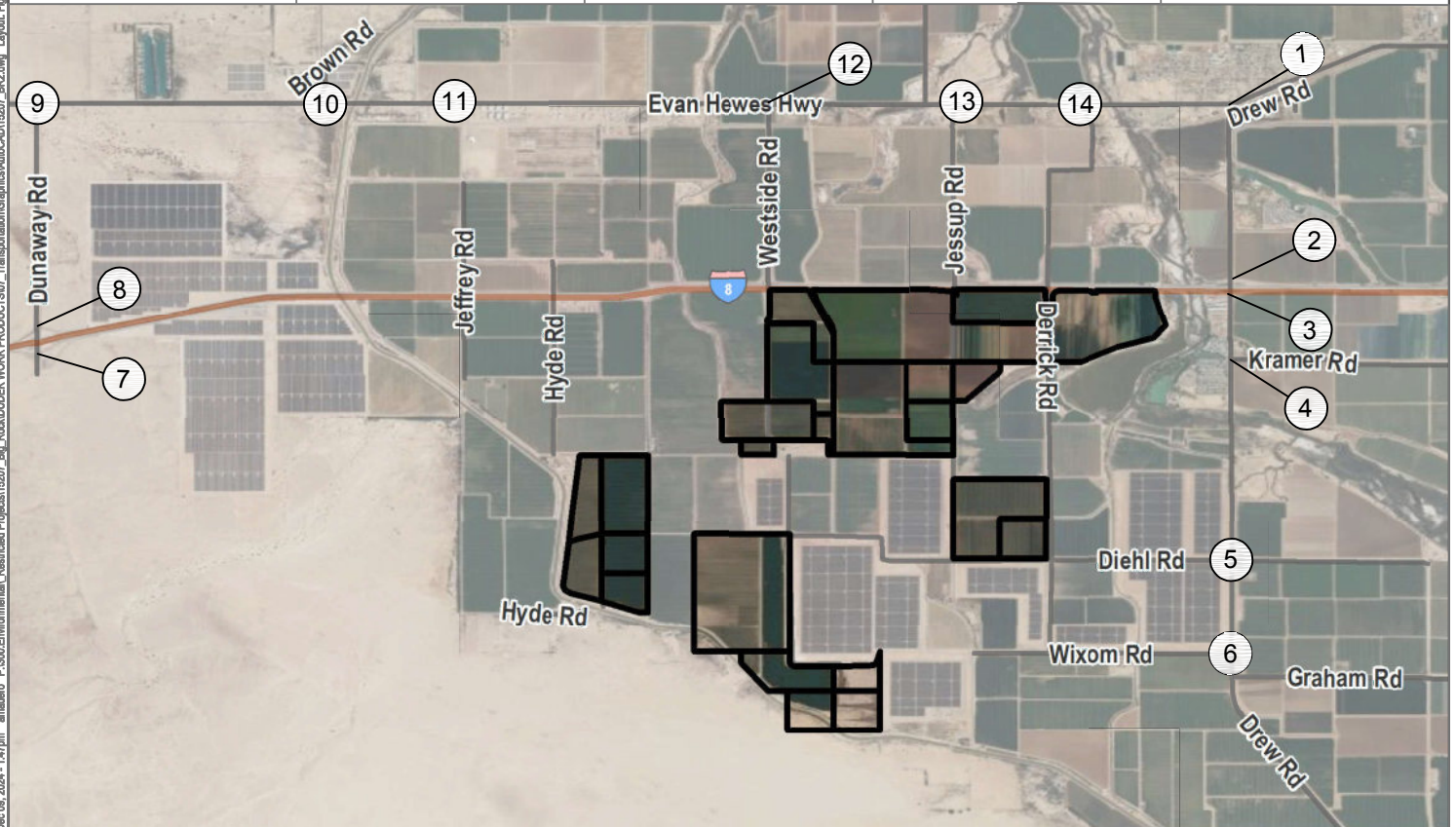
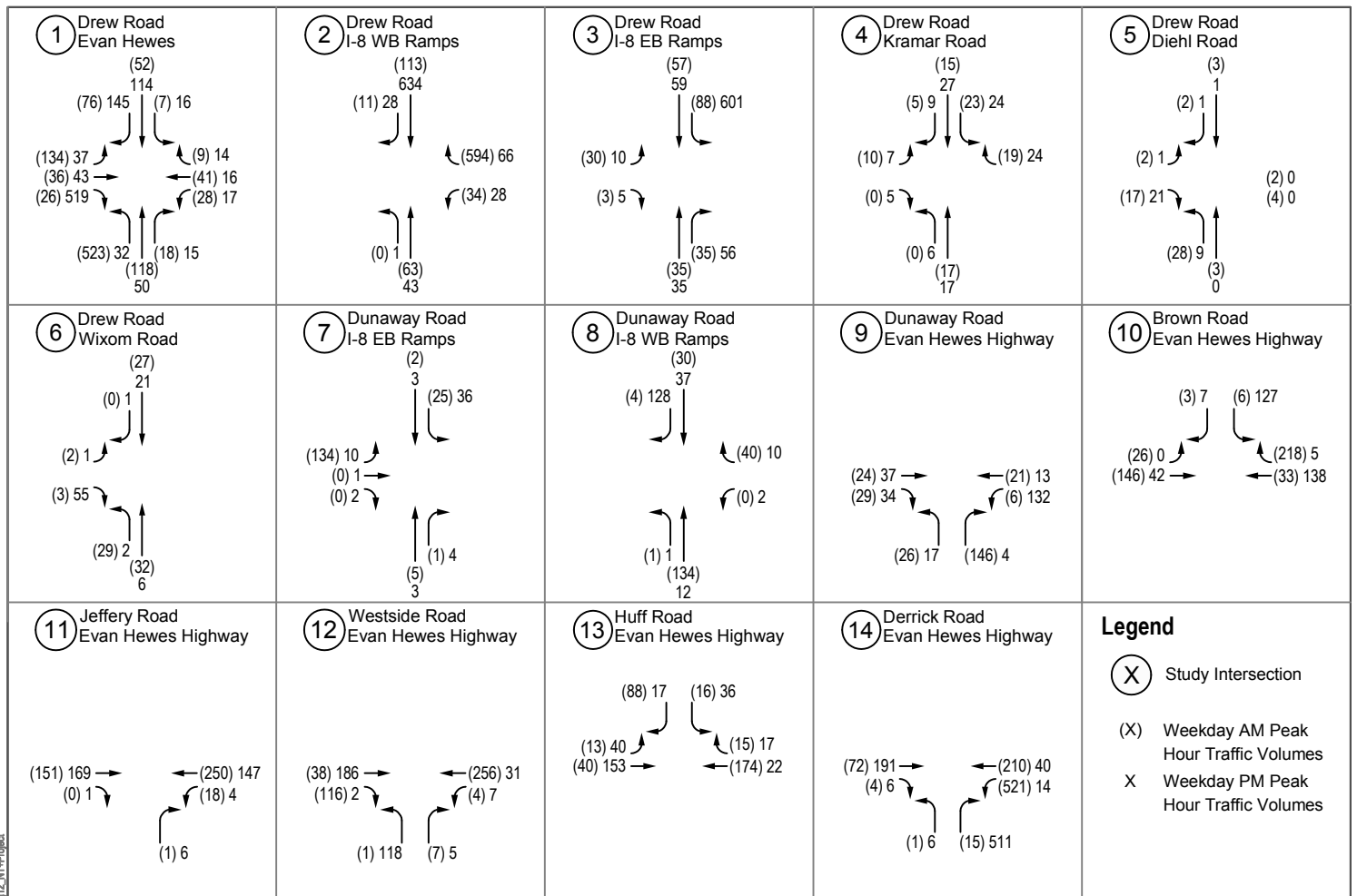


FIGURE 12
Near Term Plus Project Traffic Volumes (in PCE)

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9 Project Access, Circulation and Caltrans Off-Ramp Queues

9.1 Project Access and Circulation

At the time of this writing, the exact locations of the staging areas and project access driveways are not known. It should be noted that the bridge along Drew Road, north of its intersection with Diehl Road, has partially collapsed and hence will not be used by worker or truck traffic during construction. Both worker and truck traffic will travel along Evan Hewes Highway from I-8 and its interchanges at Drew Road and Dunaway Road and travel northbound and southbound on Westside Road and Derrick Road, instead of Drew Road, to access the various parts of the Project. Construction-related traffic is not expected to cause excessive delays for vehicles entering or exiting the project site from Westside Road or Derrick Road. However, to reduce excessive delays and improve traffic flow for non-construction vehicles at the Drew Road/Haskell Road-Evan Hewes Road, Drew Road/I-8 eastbound ramp and Derrick Road/Evan Hewes Highway intersections, a traffic control plan would be implemented during AM and PM peak hour conditions, under Near Term conditions. The surrounding terrain is flat and no issues with sight distance at the project driveways are anticipated. Oversize vehicles will be subject to comply with oversize load permits and prior to construction the applicant would be required to secure all necessary permits. This would include implementation of construction traffic management plan, such as a traffic control plan to ensure adequate site access. See Section 10 for further details on details of construction traffic management plan which would be implemented by the Project during its construction phase.

Once operational, ingress/egress would be provided at controlled access gates at main entrances to the Project site. The perimeter of the Project site would be enclosed by chain link fence with barbed wire measuring up to eight feet in height from finished grade. An intrusion alarm system comprised of sensor cables integrated into the perimeter fence, intrusion detection cabinets placed approximately every 1,500 feet along the perimeter fence, and an intrusions control unit, located either in the substation control room or at the O&M building, or similar technology, may be installed. Only authorized access will be permitted on-site. The final design for the internal access roads and driveways would be subject to County roadway standards and final approval from Imperial County.

Due to the rural nature of the area, transit, bicycle, and pedestrian facilities are limited. Due to nominal operational trip generation, no impacts or traffic effects to the surrounding roadway network, along with transit, bicycle, or pedestrian facilities are anticipated.

9.2 Caltrans Off-Ramp Queues

With the exception of the Drew Road/I-8 eastbound ramp intersection in the PM peak hour under, all Caltrans off-ramp intersections in the study area currently operate at, or are projected to operate at, LOS C or better. It should be noted that the I-8 eastbound ramps and Drew Road intersection would operate at LOS F during the PM peak hour in the Near Term plus Project conditions due to a high volume of outbound construction traffic from the Project which would need to make a southbound left turn to access I-8. It should be noted that eastbound left turn movement at this off-ramp has a very low volume of traffic during the PM peak hour which experiences delay. However, there are no queuing issues that may potentially spill back onto the I-8 mainline because adequate storage length is available at the off-ramp intersection. Therefore, the construction-related traffic from the Project would not result in queuing impacts to the Caltrans off-ramp facilities in the study area which could impact the operation of I-8 mainline.

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10 Construction Traffic Management Plan

The project would implement a Construction Traffic Management Plan (CTMP) during the peak phases identified in the 18-24 month period, when the project construction overlaps with construction of other cumulative projects in the area. Measures for temporary traffic control and transportation demand management that could be implemented are as follows:

1. The applicant or the contractor will implement a Traffic Control Plan at the following intersections where project's construction traffic could impede traffic flow causing delays or safe passing of non-construction traffic:
 - a. Evan Hewes Highway/Drew Road intersection
 - b. Evan Hewes Highway/Derrick Road intersection
 - c. Drew Road/I-8 eastbound ramp intersection

The TCP would include use of temporary traffic control devices (i.e., flagmen, signage, barriers, etc.) in accordance with Caltrans' California Manual on Uniform Traffic Control Device (CAMUTCD).

2. If feasible, the applicant or the contractor shall stagger construction work shifts during the peak construction phase to reduce AM and PM peak hour traffic to and from the proposed project;
3. The applicant or the contractor shall encourage carpooling among construction employees (workers);
4. If feasible, the applicant or the contractor shall schedule truck deliveries during off peak hours; and
5. The applicant or the contractor shall coordinate with Caltrans and County of Imperial in order to secure the necessary encroachment permits to implement temporary traffic control and trip permits necessary for any specialized haul trucks.

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11 Findings and Recommendations

- The peak construction phase would temporarily generate approximately 1,016 total daily trips, 362 AM peak hour trips (361 inbound and 1 outbound), and 362 PM peak hour trips (1 inbound and 361 outbound). With the application of PCE factors to truck trips, the Project would generate 1,032 total PCE daily trips, and 362 PCE trips during the AM peak hour (361 inbound and 1 outbound) and 362 PCE trips during the PM peak hour (1 inbound and 361 outbound).
- As shown in Section 4, the VMT generated by the construction of the proposed project would be short-term and temporary and would not require a detailed analysis. The trips generated by the operation of the proposed project would be less than 110 ADT and hence would be screened from conducting a detailed VMT analysis. Therefore, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)(1) and 15064.3(b)(3), and impacts related to VMT would be less than significant. No mitigation measures are required. The study area intersections currently operate at LOS B or better under Existing conditions and Existing plus Project conditions during both the peak hours.
- The study area roadway segments currently operate at LOS B or better conditions and would continue to operate at LOS B or better under Existing plus Project conditions.
- With the exception of the Derrick Road/Evan Hewes Highway intersection in the AM peak hour, all other study area intersections are forecast to operate at LOS C or better under the Near Term conditions. With the addition of temporary trips from peak phase of construction of the Project, the Drew Road/Haskell Road-Evan Hewes Road intersection (in AM and PM peak hours), Drew Road/I-8 eastbound ramps (in PM peak hour) and Derrick Road/Evan Hewes Highway (in AM and PM peak hours) would operate at LOS D or worse conditions, under the Near Term plus Project conditions. Because the traffic effect caused by construction traffic from the proposed project under Near Term conditions at the study area intersections would be temporary and short-term, no roadway improvements are recommended by the Project. A traffic control plan as part of Construction Traffic Management Plan (CTMP) would be implemented by the applicant or contractor at the three intersections that operate at LOS D or worse under proposed project.
- The study area roadway segments would operate at LOS B or better conditions under Near Term conditions and would continue to operate at LOS C or better under Near Term plus Project conditions, with the addition of temporary trips from peak phase of construction of the Project.
- Construction-related traffic is not expected to cause excessive delays for vehicles entering or exiting the project site from Westside Road or Derrick Road. The construction-related traffic would not result in queuing impacts to the Caltrans off-ramp facilities in the study area which could impact the operation of I-8 mainline.
- Once operational, ingress/egress would be provided at controlled access gates at main entrances to the Project site, and the final design for the internal access roads and driveways would be subject to County roadway standards and final approval from Imperial County. Due to nominal operational trip generation, no impacts or traffic effects to the surrounding roadway network, along with transit, bicycle, and pedestrian facilities, are anticipated.
- The project would implement a Construction Traffic Management Plan during the peak phases identified in the 18-24-month period, when the project construction overlaps with construction of other cumulative projects in the area.

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12 References

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OPR (California Governor's Office of Planning and Research). 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018. Accessed at https://lci.ca.gov/docs/20190122-743_Technical_Advisory.pdf

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Appendix A

Raw Traffic Counts

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024

CITY: El Centro

JOB #: SC4480

LOCATION: CLASS1 Drew Rd north of I-8 WB Ramps

AM TIME	NORTHBOUND						TOTAL	PM Time	NORTHBOUND						TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	2	1	0	0	0	0	3	12:00	15	2	0	1	0	0	18
0:15	0	0	0	0	0	0	0	12:15	12	1	0	1	0	0	14
0:30	3	0	0	0	0	0	3	12:30	21	0	0	0	0	0	21
0:45	5	0	0	0	0	0	5	12:45	12	3	1	1	0	0	17
1:00	0	0	0	0	0	0	0	13:00	10	2	0	2	0	1	15
1:15	0	0	0	0	0	0	0	13:15	14	6	2	4	0	0	26
1:30	2	0	0	0	0	0	2	13:30	21	0	1	0	0	1	23
1:45	2	0	0	0	0	0	2	13:45	15	1	0	1	0	0	17
2:00	0	0	1	0	0	0	1	14:00	42	3	1	2	0	1	49
2:15	1	0	0	0	0	0	1	14:15	40	1	1	3	0	0	45
2:30	2	0	0	0	0	0	2	14:30	32	7	0	2	0	0	41
2:45	1	0	0	0	0	0	1	14:45	25	0	0	2	0	0	27
3:00	0	0	0	0	0	0	0	15:00	44	2	1	1	0	0	48
3:15	1	0	0	0	0	0	1	15:15	28	3	0	3	0	0	34
3:30	2	0	1	1	0	0	4	15:30	21	3	1	0	0	2	27
3:45	2	0	0	0	0	0	2	15:45	33	1	2	2	0	2	40
4:00	1	0	0	0	0	0	1	16:00	16	3	1	0	0	0	20
4:15	5	1	0	0	0	0	6	16:15	13	1	1	1	0	0	16
4:30	7	0	0	1	0	0	8	16:30	20	2	1	0	0	0	23
4:45	5	1	0	0	0	0	6	16:45	32	0	1	0	0	0	33
5:00	14	1	0	0	0	0	15	17:00	24	3	0	0	0	0	27
5:15	8	1	0	0	0	0	9	17:15	19	0	1	1	0	0	21
5:30	11	3	0	1	0	0	15	17:30	17	0	1	0	0	0	19
5:45	15	2	0	0	0	1	18	17:45	22	0	0	0	0	0	22
6:00	20	1	0	0	0	0	21	18:00	17	0	0	0	0	0	17
6:15	15	0	0	0	0	0	15	18:15	15	0	0	1	0	0	16
6:30	12	3	2	3	0	0	20	18:30	11	0	0	0	0	0	11
6:45	22	2	0	0	0	0	24	18:45	12	1	0	0	0	0	13
7:00	12	2	0	3	0	0	17	19:00	12	0	0	0	0	0	12
7:15	16	1	0	3	0	0	20	19:15	9	0	0	0	0	0	9
7:30	30	3	0	0	0	0	33	19:30	7	0	0	1	0	0	8
7:45	50	2	1	1	0	1	55	19:45	8	0	0	0	0	0	8
8:00	23	2	0	2	0	0	27	20:00	11	1	0	0	0	0	12
8:15	17	2	0	0	0	0	19	20:15	7	0	1	1	0	0	9
8:30	6	2	0	1	0	0	9	20:30	18	1	0	0	0	0	19
8:45	11	2	0	1	0	0	14	20:45	35	1	0	0	0	0	36
9:00	9	1	1	1	1	0	13	21:00	7	0	0	0	0	0	7
9:15	13	1	0	0	0	0	14	21:15	2	0	0	0	0	0	2
9:30	15	2	0	1	0	0	18	21:30	5	0	0	0	0	0	5
9:45	13	4	0	0	0	0	17	21:45	35	1	0	0	0	0	36
10:00	14	5	1	2	0	0	22	22:00	30	3	0	0	0	0	33
10:15	13	2	0	0	0	0	15	22:15	5	0	0	0	0	0	5
10:30	18	1	0	1	0	0	20	22:30	2	0	0	0	0	0	2
10:45	13	0	1	1	0	0	15	22:45	3	0	0	0	0	0	3
11:00	14	2	0	0	0	0	16	23:00	3	0	0	0	0	0	3
11:15	19	2	0	0	0	0	21	23:15	1	0	0	0	0	0	1
11:30	15	1	0	3	0	0	19	23:30	0	0	0	0	0	0	0
11:45	9	1	0	2	0	0	12	23:45	1	0	0	0	0	0	1
TOTAL	488	54	8	28	1	2	581	TOTAL	804	53	17	30	0	7	911
AM PEAK HOUR							7:15 AM	AM PEAK HOUR							2:00 PM
AM PEAK VOLUME							135	AM PEAK VOLUME							162

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	1,292	107	25	58	1	9	1,492
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	86.6%	7.2%	1.7%	3.9%	0.1%	0.6%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	2,644	205	44	118	1	21	3,033
CLASS 6	Buses	% OF TOTAL	87.2%	6.8%	1.5%	3.9%	0.0%	0.7%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024
JOB #: SC4480

CITY: El Centro
LOCATION: CLASS1 Drew Rd north of I-8 WB Ramps

AM TIME	SOUTHBOUND							TOTAL	PM Time	SOUTHBOUND							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	0	0	0	0	0	0	0	0	12:00	9	2	1	0	0	0	12	
0:15	2	0	0	0	0	0	0	2	12:15	16	1	1	1	0	0	19	
0:30	1	0	0	0	0	0	0	1	12:30	11	3	0	0	0	0	14	
0:45	2	0	0	0	0	0	0	2	12:45	16	0	0	3	0	0	19	
1:00	1	0	0	0	0	0	0	1	13:00	14	4	0	2	0	1	21	
1:15	3	0	0	0	0	0	0	3	13:15	40	1	0	1	0	0	42	
1:30	3	0	1	0	0	0	0	4	13:30	21	2	0	1	0	0	24	
1:45	0	0	0	0	0	0	0	0	13:45	15	1	0	1	0	0	17	
2:00	0	0	0	0	0	0	0	0	14:00	10	2	0	1	0	0	13	
2:15	2	0	0	0	0	0	0	2	14:15	17	0	1	1	0	0	19	
2:30	2	0	0	0	0	0	0	2	14:30	26	1	0	2	0	0	29	
2:45	4	0	0	0	0	0	0	4	14:45	11	1	3	1	0	1	17	
3:00	1	0	0	0	0	0	0	1	15:00	11	2	1	1	0	0	15	
3:15	4	0	0	0	0	0	0	4	15:15	16	1	1	0	0	0	18	
3:30	10	0	0	0	0	0	0	10	15:30	19	0	0	1	0	1	21	
3:45	2	0	0	0	0	0	0	2	15:45	15	3	0	0	0	1	19	
4:00	2	0	0	0	0	0	0	2	16:00	51	1	0	0	0	0	52	
4:15	3	0	0	0	0	0	0	3	16:15	25	2	1	0	0	0	28	
4:30	4	0	0	0	0	0	0	4	16:30	30	4	0	1	0	0	35	
4:45	5	2	0	0	0	0	0	7	16:45	31	1	0	1	0	0	33	
5:00	9	0	0	2	0	0	0	11	17:00	33	0	0	0	0	0	33	
5:15	29	0	0	0	0	0	0	29	17:15	23	1	0	2	0	1	27	
5:30	52	3	0	1	0	0	0	56	17:30	19	2	0	0	0	0	21	
5:45	50	4	0	1	0	0	0	55	17:45	16	2	1	1	0	1	21	
6:00	37	3	1	1	0	1	0	43	18:00	21	1	0	0	0	0	22	
6:15	17	4	1	2	0	1	0	25	18:15	17	1	0	0	0	0	18	
6:30	33	5	1	2	0	0	0	41	18:30	15	1	0	1	0	0	17	
6:45	25	4	0	3	0	0	0	32	18:45	15	0	0	0	0	0	15	
7:00	9	2	0	0	0	0	0	11	19:00	20	0	1	0	0	0	21	
7:15	18	1	0	0	0	0	2	21	19:15	13	1	0	0	0	0	14	
7:30	22	2	0	0	0	0	0	24	19:30	17	0	0	0	0	0	17	
7:45	27	1	0	3	0	1	0	32	19:45	11	0	0	0	0	0	11	
8:00	19	1	0	2	0	0	0	22	20:00	18	0	0	0	0	0	18	
8:15	12	4	0	2	0	0	0	18	20:15	9	0	0	1	0	0	10	
8:30	19	1	1	2	0	1	0	24	20:30	5	0	0	0	0	0	5	
8:45	25	3	0	0	0	0	0	28	20:45	6	0	0	0	0	0	6	
9:00	12	0	0	1	0	0	0	13	21:00	13	0	0	0	0	0	13	
9:15	8	1	1	1	0	0	0	11	21:15	26	0	0	0	0	0	26	
9:30	5	1	0	2	0	0	0	8	21:30	12	0	0	0	0	0	12	
9:45	10	2	2	2	0	0	0	16	21:45	7	0	0	0	0	0	7	
10:00	17	0	0	0	0	0	0	17	22:00	7	0	0	0	0	0	7	
10:15	16	2	0	1	0	0	0	19	22:15	3	0	0	0	0	0	3	
10:30	10	0	0	1	0	0	0	11	22:30	5	0	0	0	0	0	5	
10:45	8	0	0	1	0	0	0	9	22:45	4	0	0	0	0	0	4	
11:00	11	2	0	2	0	0	0	15	23:00	3	0	0	1	0	0	4	
11:15	15	5	0	1	0	0	0	21	23:15	7	0	0	0	0	0	7	
11:30	17	1	0	1	0	0	0	19	23:30	4	0	0	0	0	0	4	
11:45	12	3	0	2	0	0	0	17	23:45	4	0	0	0	0	0	4	
TOTAL	595	57	8	36	0	6		702	TOTAL	757	41	11	24	0	6	839	
			AM PEAK HOUR		5:15 AM					AM PEAK HOUR		4:00 PM					
			AM PEAK VOLUME		183					AM PEAK VOLUME		148					

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	1,352	98	19	60	0	12	1,541
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	87.7%	6.4%	1.2%	3.9%	0.0%	0.8%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024

CITY: El Centro

JOB #: SC4480

LOCATION: CLASS1 Drew Rd north of I-8 WB Ramps

AM TIME	COMBINED							TOTAL	PM Time	COMBINED							TOTAL
	1	2	3	4	5	6				1	2	3	4	5	6		
0:00	2	1	0	0	0	0	0	3	12:00	24	4	1	1	0	0	0	30
0:15	2	0	0	0	0	0	0	2	12:15	28	2	1	2	0	0	0	33
0:30	4	0	0	0	0	0	0	4	12:30	32	3	0	0	0	0	0	35
0:45	7	0	0	0	0	0	0	7	12:45	28	3	1	4	0	0	0	36
1:00	1	0	0	0	0	0	0	1	13:00	24	6	0	4	0	0	2	36
1:15	3	0	0	0	0	0	0	3	13:15	54	7	2	5	0	0	0	68
1:30	5	0	1	0	0	0	0	6	13:30	42	2	1	1	0	0	1	47
1:45	2	0	0	0	0	0	0	2	13:45	30	2	0	2	0	0	0	34
2:00	0	0	1	0	0	0	0	1	14:00	52	5	1	3	0	0	1	62
2:15	3	0	0	0	0	0	0	3	14:15	57	1	2	4	0	0	0	64
2:30	4	0	0	0	0	0	0	4	14:30	58	8	0	4	0	0	0	70
2:45	5	0	0	0	0	0	0	5	14:45	36	1	3	3	0	0	1	44
3:00	1	0	0	0	0	0	0	1	15:00	55	4	2	2	0	0	0	63
3:15	5	0	0	0	0	0	0	5	15:15	44	4	1	3	0	0	0	52
3:30	12	0	1	1	0	0	0	14	15:30	40	3	1	1	0	0	3	48
3:45	4	0	0	0	0	0	0	4	15:45	48	4	2	2	0	0	3	59
4:00	3	0	0	0	0	0	0	3	16:00	67	4	1	0	0	0	0	72
4:15	8	1	0	0	0	0	0	9	16:15	38	3	2	1	0	0	0	44
4:30	11	0	0	1	0	0	0	12	16:30	50	6	1	1	0	0	0	58
4:45	10	3	0	0	0	0	0	13	16:45	63	1	1	1	0	0	0	66
5:00	23	1	0	2	0	0	0	26	17:00	57	3	0	0	0	0	0	60
5:15	37	1	0	0	0	0	0	38	17:15	42	1	1	3	0	0	1	48
5:30	63	6	0	2	0	0	0	71	17:30	36	3	1	0	0	0	0	40
5:45	65	6	0	1	0	0	1	73	17:45	38	2	1	1	0	0	1	43
6:00	57	4	1	1	0	0	1	64	18:00	38	1	0	0	0	0	0	39
6:15	32	4	1	2	0	0	1	40	18:15	32	1	0	1	0	0	0	34
6:30	45	8	3	5	0	0	0	61	18:30	26	1	0	1	0	0	0	28
6:45	47	6	0	3	0	0	0	56	18:45	27	1	0	0	0	0	0	28
7:00	21	4	0	3	0	0	0	28	19:00	32	0	1	0	0	0	0	33
7:15	34	2	0	3	0	0	2	41	19:15	22	1	0	0	0	0	0	23
7:30	52	5	0	0	0	0	0	57	19:30	24	0	0	1	0	0	0	25
7:45	77	3	1	4	0	0	2	87	19:45	19	0	0	0	0	0	0	19
8:00	42	3	0	4	0	0	0	49	20:00	29	1	0	0	0	0	0	30
8:15	29	6	0	2	0	0	0	37	20:15	16	0	1	2	0	0	0	19
8:30	25	3	1	3	0	0	1	33	20:30	23	1	0	0	0	0	0	24
8:45	36	5	0	1	0	0	0	42	20:45	41	1	0	0	0	0	0	42
9:00	21	1	1	2	1	0	0	26	21:00	20	0	0	0	0	0	0	20
9:15	21	2	1	1	0	0	0	25	21:15	28	0	0	0	0	0	0	28
9:30	20	3	0	3	0	0	0	26	21:30	17	0	0	0	0	0	0	17
9:45	23	6	2	2	0	0	0	33	21:45	42	1	0	0	0	0	0	43
10:00	31	5	1	2	0	0	0	39	22:00	37	3	0	0	0	0	0	40
10:15	29	4	0	1	0	0	0	34	22:15	8	0	0	0	0	0	0	8
10:30	28	1	0	2	0	0	0	31	22:30	7	0	0	0	0	0	0	7
10:45	21	0	1	2	0	0	0	24	22:45	7	0	0	0	0	0	0	7
11:00	25	4	0	2	0	0	0	31	23:00	6	0	0	1	0	0	0	7
11:15	34	7	0	1	0	0	0	42	23:15	8	0	0	0	0	0	0	8
11:30	32	2	0	4	0	0	0	38	23:30	4	0	0	0	0	0	0	4
11:45	21	4	0	4	0	0	0	29	23:45	5	0	0	0	0	0	0	5
TOTAL	1,083	111	16	64	1	8		1,283	TOTAL	1,561	94	28	54	0	13		1,750
AM PEAK HOUR								5:30 AM	AM PEAK HOUR								2:15 PM
AM PEAK VOLUME								248	AM PEAK VOLUME								241

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	2,644	205	44	118	1	21	3,033
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	87.2%	6.8%	1.5%	3.9%	0.0%	0.7%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024

CITY: El Centro

JOB #: SC4480

LOCATION: CLASS2 Drew Rd between W Kramar and W Diehl Rd

AM TIME	NORTHBOUND						TOTAL	PM Time	NORTHBOUND						TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	1	0	0	0	0	1
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	1	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	1	0	0	0	0	0	1
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	1	0	0	0	0	0	1
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	1	0	0	0	0	1	19:00	0	0	0	0	0	0	0
7:15	1	0	0	0	0	0	1	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	1	0	0	0	0	1	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	0	1	0	0	0	0	1	21:00	0	0	0	0	0	0	0
9:15	4	0	0	0	0	0	4	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	1	0	0	0	0	1	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	6	4	0	0	0	0	10	TOTAL	5	1	0	0	0	0	6
AM PEAK HOUR							9:00 AM	AM PEAK HOUR							6:00 PM
AM PEAK VOLUME							5	AM PEAK VOLUME							2

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	11	5	0	0	0	0	16
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	68.8%	31.3%	0.0%	0.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	23	10	0	0	0	0	33
CLASS 6	Buses	% OF TOTAL	69.7%	30.3%	0.0%	0.0%	0.0%	0.0%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024
JOB #: SC4480CITY: El Centro
LOCATION: CLASS2 Drew Rd between W Kramar and W Diehl Rd

AM TIME	SOUTHBOUND							PM Time	SOUTHBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	0	1	0	0	0	0	1
1:45	0	0	0	0	0	0	0	13:45	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	1	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	1	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	2	0	0	0	0	0	2
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	1	0	0	0	0	0	1
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	1	0	0	0	0	1	19:00	1	0	0	0	0	0	1
7:15	0	1	0	0	0	0	1	19:15	0	0	0	0	0	0	0
7:30	1	0	0	0	0	0	1	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	1	0	0	0	0	1	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	3	0	0	0	0	0	3	21:15	0	0	0	0	0	0	0
9:30	1	0	0	0	0	0	1	21:30	0	0	0	0	0	0	0
9:45	0	1	0	0	0	0	1	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	5	4	0	0	0	0	9	TOTAL	7	1	0	0	0	0	8
AM PEAK HOUR			9:15 AM					AM PEAK HOUR			3:45 PM				
AM PEAK VOLUME			5					AM PEAK VOLUME			3				

CLASS 1 PASSENGER VEHICLES
CLASS 2 2-AXLE TRUCKS
CLASS 3 3-AXLE TRUCKS
CLASS 4 4 OR MORE AXLE TRUCKS
CLASS 5 RV
CLASS 6 BUS

TOTAL: AM+PM	12	5	0	0	0	0	17
% OF TOTAL	70.6%	29.4%	0.0%	0.0%	0.0%	0.0%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024

CITY: El Centro

JOB #: SC4480

LOCATION: CLASS2 Drew Rd between W Kramar and W Diehl Rd

AM TIME	COMBINED							TOTAL	PM Time	COMBINED							TOTAL
	1	2	3	4	5	6				1	2	3	4	5	6		
0:00	0	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	13:30	0	1	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	0	13:45	2	0	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	14:15	0	1	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	15:00	2	0	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	15:45	1	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	16:15	1	0	0	0	0	0	0	1
4:30	0	0	0	0	0	0	0	0	16:30	2	0	0	0	0	0	0	2
4:45	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	18:30	2	0	0	0	0	0	0	2
6:45	0	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0	0
7:00	0	2	0	0	0	0	0	2	19:00	1	0	0	0	0	0	0	1
7:15	1	1	0	0	0	0	0	2	19:15	0	0	0	0	0	0	0	0
7:30	1	0	0	0	0	0	0	1	19:30	0	0	0	0	0	0	0	0
7:45	0	1	0	0	0	0	0	1	19:45	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0
8:15	0	1	0	0	0	0	0	1	20:15	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0	0
9:00	0	1	0	0	0	0	0	1	21:00	0	0	0	0	0	0	0	0
9:15	7	0	0	0	0	0	0	7	21:15	0	0	0	0	0	0	0	0
9:30	1	0	0	0	0	0	0	1	21:30	0	0	0	0	0	0	0	0
9:45	0	1	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0	0
11:30	0	1	0	0	0	0	0	1	23:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0	0
TOTAL	11	8	0	0	0	0	0	19	TOTAL	12	2	0	0	0	0	0	14
AM PEAK HOUR								9:00 AM	AM PEAK HOUR								3:45 PM
AM PEAK VOLUME								10	AM PEAK VOLUME								4

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	23	10	0	0	0	0	33
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	69.7%	30.3%	0.0%	0.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024

CITY: El Centro

JOB #: SC4480

LOCATION: CLASS3 Drew Rd between W Diehl Rd and W Wixom Rd

AM TIME	NORTHBOUND						TOTAL	PM Time	NORTHBOUND						TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	0	0	0	0	0	0	0	12:00	1	0	0	0	0	0	1
0:15	0	1	0	0	0	0	1	12:15	0	0	1	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	3	0	0	0	0	0	3
0:45	0	0	0	0	0	0	0	12:45	1	0	0	1	0	0	2
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	1	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	13:30	0	0	1	1	0	0	2
1:45	0	0	0	0	0	0	0	13:45	2	1	0	0	0	0	3
2:00	0	0	0	0	0	0	0	14:00	1	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	14:15	2	1	0	0	0	0	3
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	1	0	0	0	0	0	1	14:45	0	0	0	1	0	0	1
3:00	1	0	0	0	0	0	1	15:00	3	1	0	0	0	0	4
3:15	1	0	0	0	0	0	1	15:15	2	0	0	0	0	0	2
3:30	0	0	0	0	0	0	0	15:30	2	0	1	0	0	0	3
3:45	0	0	0	0	0	0	0	15:45	2	0	0	0	0	0	2
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	2	0	0	1	0	0	3
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	2	0	0	0	0	0	2
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	1	0	0	1
5:30	0	0	0	0	0	0	0	17:30	1	0	0	0	0	0	1
5:45	0	0	0	0	0	0	0	17:45	0	0	0	1	0	0	1
6:00	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	1
6:15	0	0	1	0	0	0	1	18:15	0	0	0	0	0	0	0
6:30	1	0	0	1	0	0	2	18:30	1	0	0	0	0	0	1
6:45	2	1	1	0	0	0	4	18:45	1	0	0	0	0	0	1
7:00	1	1	0	0	0	0	2	19:00	0	1	0	0	0	0	1
7:15	2	2	0	0	0	0	4	19:15	0	0	0	0	0	0	0
7:30	0	1	0	0	0	0	1	19:30	0	0	0	0	0	0	0
7:45	1	1	0	0	0	0	2	19:45	1	0	0	0	0	0	1
8:00	1	1	0	1	0	0	3	20:00	0	0	0	0	0	0	0
8:15	3	0	0	0	0	0	3	20:15	0	0	0	0	0	0	0
8:30	1	0	0	0	0	0	1	20:30	0	0	0	0	0	0	0
8:45	0	1	0	2	0	0	3	20:45	0	0	0	0	0	0	0
9:00	2	0	0	0	0	0	2	21:00	0	0	0	0	0	0	0
9:15	9	0	0	1	0	0	10	21:15	0	0	0	0	0	0	0
9:30	6	0	0	0	0	0	6	21:30	0	0	0	0	0	0	0
9:45	1	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0
10:00	2	0	0	2	0	0	4	22:00	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	0	0	1	1	0	0	2	23:15	0	0	0	0	0	0	0
11:30	3	0	0	1	0	0	4	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	41	9	3	9	0	0	62	TOTAL	29	4	3	6	0	0	42
AM PEAK HOUR							9:15 AM	AM PEAK HOUR							3:00 PM
AM PEAK VOLUME							21	AM PEAK VOLUME							11

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	70	13	6	15	0	0	104
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	67.3%	12.5%	5.8%	14.4%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	123	25	9	34	0	0	191
CLASS 6	Buses	% OF TOTAL	64.4%	13.1%	4.7%	17.8%	0.0%	0.0%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024
JOB #: SC4480

CITY: El Centro
LOCATION: CLASS3 Drew Rd between W Diehl Rd and W Wixom Rd

AM TIME	SOUTHBOUND							TOTAL	PM Time	SOUTHBOUND							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	0	0	0	0	0	0	0	0	12:00	0	0	0	1	0	0	0	1
0:15	0	0	0	0	0	0	0	0	12:15	2	1	0	0	0	0	0	3
0:30	0	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	12:45	0	0	0	1	0	0	0	1
1:00	0	0	0	0	0	0	0	0	13:00	3	0	0	0	0	0	0	3
1:15	0	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	13:30	3	1	0	1	0	0	0	5
1:45	0	0	0	0	0	0	0	0	13:45	2	0	0	1	0	0	0	3
2:00	0	0	0	0	0	0	0	0	14:00	1	0	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	0	14:15	1	0	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	0	14:30	0	1	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	15:00	4	0	0	2	0	0	0	6
3:15	0	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	15:30	2	0	0	0	0	0	0	2
3:45	0	0	0	0	0	0	0	0	15:45	1	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	16:30	2	0	0	0	0	0	0	2
4:45	0	0	0	0	0	0	0	0	16:45	2	0	0	0	0	0	0	2
5:00	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0
5:30	2	0	0	0	0	0	0	2	17:30	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0
6:30	1	0	0	0	0	0	0	1	18:30	0	0	0	0	0	0	0	0
6:45	1	1	0	0	0	0	0	2	18:45	0	0	0	0	0	0	0	0
7:00	0	1	0	0	0	0	0	1	19:00	0	0	0	0	0	0	0	0
7:15	2	1	0	1	0	0	0	4	19:15	0	0	0	0	0	0	0	0
7:30	2	0	1	3	0	0	0	6	19:30	1	0	0	0	0	0	0	1
7:45	1	0	0	1	0	0	0	2	19:45	0	0	0	0	0	0	0	0
8:00	2	0	0	0	0	0	0	2	20:00	0	0	0	0	0	0	0	0
8:15	0	1	0	1	0	0	0	2	20:15	1	0	0	0	0	0	0	1
8:30	2	0	0	1	0	0	0	3	20:30	0	0	0	0	0	0	0	0
8:45	1	0	0	0	0	0	0	1	20:45	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0
9:15	4	1	0	0	0	0	0	5	21:15	0	0	0	0	0	0	0	0
9:30	1	0	0	0	0	0	0	1	21:30	0	0	0	0	0	0	0	0
9:45	2	2	1	0	0	0	0	5	21:45	0	0	0	0	0	0	0	0
10:00	1	0	0	4	0	0	0	5	22:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0	0
10:30	0	0	0	1	0	0	0	1	22:30	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0	0
11:00	0	0	0	1	0	0	0	1	23:00	0	0	0	0	0	0	0	0
11:15	2	1	0	0	0	0	0	3	23:15	0	0	0	0	0	0	0	0
11:30	1	1	1	0	0	0	0	3	23:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0	0
TOTAL	26	9	3	13	0	0	0	51	TOTAL	27	3	0	6	0	0	0	36
AM PEAK HOUR				9:15 AM				AM PEAK HOUR				1:00 PM					
AM PEAK VOLUME				16				AM PEAK VOLUME				11					

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	53	12	3	19	0	0	87
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	60.9%	13.8%	3.4%	21.8%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024

CITY: El Centro

JOB #: SC4480

LOCATION: CLASS3 Drew Rd between W Diehl Rd and W Wixom Rd

AM TIME	COMBINED							TOTAL	PM Time	COMBINED							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	0	0	0	0	0	0	0	0	12:00	1	0	0	1	0	0	0	2
0:15	0	1	0	0	0	0	0	1	12:15	2	1	1	0	0	0	0	4
0:30	0	0	0	0	0	0	0	0	12:30	3	0	0	0	0	0	0	3
0:45	0	0	0	0	0	0	0	0	12:45	1	0	0	2	0	0	0	3
1:00	0	0	0	0	0	0	0	0	13:00	3	0	0	0	0	0	0	3
1:15	0	0	0	0	0	0	0	0	13:15	1	0	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	0	13:30	3	1	1	2	0	0	0	7
1:45	0	0	0	0	0	0	0	0	13:45	4	1	0	1	0	0	0	6
2:00	0	0	0	0	0	0	0	0	14:00	2	0	0	0	0	0	0	2
2:15	0	0	0	0	0	0	0	0	14:15	3	1	0	0	0	0	0	4
2:30	0	0	0	0	0	0	0	0	14:30	0	1	0	0	0	0	0	1
2:45	1	0	0	0	0	0	0	1	14:45	0	0	0	1	0	0	0	1
3:00	1	0	0	0	0	0	0	1	15:00	7	1	0	2	0	0	0	10
3:15	1	0	0	0	0	0	0	1	15:15	2	0	0	0	0	0	0	2
3:30	0	0	0	0	0	0	0	0	15:30	4	0	1	0	0	0	0	5
3:45	0	0	0	0	0	0	0	0	15:45	3	0	0	0	0	0	0	3
4:00	0	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	0	16:15	2	0	0	1	0	0	0	3
4:30	0	0	0	0	0	0	0	0	16:30	2	0	0	0	0	0	0	2
4:45	0	0	0	0	0	0	0	0	16:45	4	0	0	0	0	0	0	4
5:00	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	17:15	0	0	0	1	0	0	0	1
5:30	2	0	0	0	0	0	0	2	17:30	1	0	0	0	0	0	0	1
5:45	0	0	0	0	0	0	0	0	17:45	0	0	0	1	0	0	0	1
6:00	0	0	0	0	0	0	0	0	18:00	2	0	0	0	0	0	0	2
6:15	0	0	1	0	0	0	0	1	18:15	0	0	0	0	0	0	0	0
6:30	2	0	0	1	0	0	0	3	18:30	1	0	0	0	0	0	0	1
6:45	3	2	1	0	0	0	0	6	18:45	1	0	0	0	0	0	0	1
7:00	1	2	0	0	0	0	0	3	19:00	0	1	0	0	0	0	0	1
7:15	4	3	0	1	0	0	0	8	19:15	0	0	0	0	0	0	0	0
7:30	2	1	1	3	0	0	0	7	19:30	1	0	0	0	0	0	0	1
7:45	2	1	0	1	0	0	0	4	19:45	1	0	0	0	0	0	0	1
8:00	3	1	0	1	0	0	0	5	20:00	0	0	0	0	0	0	0	0
8:15	3	1	0	1	0	0	0	5	20:15	1	0	0	0	0	0	0	1
8:30	3	0	0	1	0	0	0	4	20:30	0	0	0	0	0	0	0	0
8:45	1	1	0	2	0	0	0	4	20:45	0	0	0	0	0	0	0	0
9:00	2	0	0	0	0	0	0	2	21:00	0	0	0	0	0	0	0	0
9:15	13	1	0	1	0	0	0	15	21:15	0	0	0	0	0	0	0	0
9:30	7	0	0	0	0	0	0	7	21:30	0	0	0	0	0	0	0	0
9:45	3	2	1	0	0	0	0	6	21:45	0	0	0	0	0	0	0	0
10:00	3	0	0	6	0	0	0	9	22:00	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0	0
10:30	0	0	0	1	0	0	0	1	22:30	0	0	0	0	0	0	0	0
10:45	2	0	0	0	0	0	0	2	22:45	0	0	0	0	0	0	0	0
11:00	1	0	0	1	0	0	0	2	23:00	0	0	0	0	0	0	0	0
11:15	2	1	1	1	0	0	0	5	23:15	0	0	0	0	0	0	0	0
11:30	4	1	1	1	0	0	0	7	23:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0	0
TOTAL	67	18	6	22	0	0	0	113	TOTAL	56	7	3	12	0	0	0	78
AM PEAK HOUR				9:15 AM				AM PEAK HOUR				3:00 PM					
AM PEAK VOLUME				37				AM PEAK VOLUME				20					

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	123	25	9	34	0	0	191
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	64.4%	13.1%	4.7%	17.8%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024

CITY: El Centro

JOB #: SC4480

LOCATION: CLASS4 Drew Rd south of W Wixom Rd

AM TIME	NORTHBOUND						TOTAL	PM Time	NORTHBOUND						TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	0	0	0	0	0	0	0	12:00	1	1	0	0	0	0	2
0:15	0	1	0	0	0	0	1	12:15	0	0	1	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	3	0	0	0	0	0	3
0:45	1	0	0	0	0	0	1	12:45	1	0	0	1	0	0	2
1:00	0	0	0	0	0	0	0	13:00	1	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	13:15	2	0	0	0	0	0	2
1:30	0	0	0	0	0	0	0	13:30	0	1	1	1	0	0	3
1:45	0	0	0	0	0	0	0	13:45	2	1	0	0	0	0	3
2:00	0	0	0	0	0	0	0	14:00	1	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	14:15	2	1	0	0	0	0	3
2:30	0	0	0	0	0	0	0	14:30	0	0	1	0	0	0	1
2:45	1	0	0	0	0	0	1	14:45	1	0	0	1	0	0	2
3:00	1	0	0	0	0	0	1	15:00	3	1	0	0	0	0	4
3:15	1	0	0	0	0	0	1	15:15	2	0	0	0	0	0	2
3:30	0	0	0	0	0	0	0	15:30	1	0	1	0	0	0	2
3:45	0	0	0	0	0	0	0	15:45	2	0	0	0	0	0	2
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	2	0	0	1	0	0	3
4:30	0	0	0	0	0	0	0	16:30	0	1	0	0	0	0	1
4:45	2	0	0	0	0	0	2	16:45	1	0	0	0	0	0	1
5:00	1	0	0	0	0	0	1	17:00	0	0	0	0	0	0	0
5:15	2	0	0	0	0	0	2	17:15	0	0	0	1	0	0	1
5:30	8	0	0	0	0	0	8	17:30	1	0	0	0	0	0	1
5:45	6	0	0	0	0	0	6	17:45	1	0	0	1	0	0	2
6:00	8	0	0	0	0	0	8	18:00	1	0	0	0	0	0	1
6:15	7	1	1	0	0	0	9	18:15	0	0	0	0	0	0	0
6:30	2	1	0	1	0	0	4	18:30	1	0	0	0	0	0	1
6:45	2	2	1	0	0	0	5	18:45	1	0	0	0	0	0	1
7:00	1	2	0	0	0	0	3	19:00	1	1	0	0	0	0	2
7:15	3	2	0	0	0	0	5	19:15	0	0	0	0	0	0	0
7:30	0	1	0	0	0	0	1	19:30	0	0	0	0	0	0	0
7:45	1	1	0	0	0	0	2	19:45	1	0	0	0	0	0	1
8:00	2	1	0	1	0	0	4	20:00	0	0	0	0	0	0	0
8:15	3	0	0	0	0	0	3	20:15	0	0	0	0	0	0	0
8:30	1	0	0	0	0	0	1	20:30	0	0	0	0	0	0	0
8:45	0	1	0	2	0	0	3	20:45	0	0	0	0	0	0	0
9:00	2	0	0	1	0	0	3	21:00	0	0	0	0	0	0	0
9:15	10	0	0	1	0	0	11	21:15	0	0	0	0	0	0	0
9:30	6	0	0	0	0	0	6	21:30	0	0	0	0	0	0	0
9:45	1	2	0	0	0	0	3	21:45	0	0	0	0	0	0	0
10:00	3	1	0	2	0	0	6	22:00	0	0	0	0	0	0	0
10:15	2	0	0	0	0	0	2	22:15	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	1	22:30	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	2	0	1	1	0	0	4	23:15	0	0	0	0	0	0	0
11:30	3	0	0	1	0	0	4	23:30	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	1	23:45	0	0	0	0	0	0	0
TOTAL	85	16	3	11	0	0	115	TOTAL	32	7	4	6	0	0	49
AM PEAK HOUR							5:30 AM	AM PEAK HOUR							3:00 PM
AM PEAK VOLUME							31	AM PEAK VOLUME							10

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	117	23	7	17	0	0	164
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	71.3%	14.0%	4.3%	10.4%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	216	51	13	39	0	0	319
CLASS 6	Buses	% OF TOTAL	67.7%	16.0%	4.1%	12.2%	0.0%	0.0%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024
JOB #: SC4480

CITY: El Centro
LOCATION: CLASS4 Drew Rd south of W Wixom Rd

AM TIME	SOUTHBOUND							TOTAL	PM Time	SOUTHBOUND							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	0	1	0	0	0	0	0	1	12:00	1	0	0	1	0	0	0	2
0:15	0	0	0	0	0	0	0	0	12:15	2	1	0	0	0	0	0	3
0:30	0	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	12:45	0	0	0	1	0	0	0	1
1:00	0	0	0	0	0	0	0	0	13:00	2	0	0	0	0	0	0	2
1:15	0	0	0	0	0	0	0	0	13:15	2	4	0	0	0	0	0	6
1:30	0	0	0	0	0	0	0	0	13:30	3	1	0	1	0	0	0	5
1:45	0	0	0	0	0	0	0	0	13:45	2	0	0	1	0	0	0	3
2:00	0	0	0	0	0	0	0	0	14:00	1	1	0	0	0	0	0	2
2:15	0	0	0	0	0	0	0	0	14:15	1	0	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	0	14:30	2	2	0	0	0	0	0	4
2:45	0	0	0	0	0	0	0	0	14:45	1	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	15:00	10	1	0	2	0	0	0	13
3:15	0	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	15:30	6	1	0	0	0	0	0	7
3:45	0	0	0	0	0	0	0	0	15:45	1	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	16:30	2	0	0	0	0	0	0	2
4:45	0	0	0	0	0	0	0	0	16:45	18	1	0	1	0	0	0	20
5:00	0	0	0	0	0	0	0	0	17:00	2	2	1	0	0	0	0	5
5:15	0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0
5:30	2	1	0	0	0	0	0	3	17:30	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	18:00	2	0	0	0	0	0	0	2
6:15	0	0	1	0	0	0	0	1	18:15	0	0	0	0	0	0	0	0
6:30	1	0	0	0	0	0	0	1	18:30	0	0	0	0	0	0	0	0
6:45	3	0	0	0	0	0	0	3	18:45	0	0	0	0	0	0	0	0
7:00	0	1	0	0	0	0	0	1	19:00	0	2	0	0	0	0	0	2
7:15	2	1	0	1	0	0	0	4	19:15	0	0	0	0	0	0	0	0
7:30	2	0	1	3	0	0	0	6	19:30	1	0	0	0	0	0	0	1
7:45	1	0	0	1	0	0	0	2	19:45	0	0	0	0	0	0	0	0
8:00	2	0	0	1	0	0	0	3	20:00	0	0	0	0	0	0	0	0
8:15	1	1	0	1	0	0	0	3	20:15	1	0	0	0	0	0	0	1
8:30	2	0	0	1	0	0	0	3	20:30	0	0	0	0	0	0	0	0
8:45	2	0	0	0	0	0	0	2	20:45	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0
9:15	5	1	0	0	0	0	0	6	21:15	0	0	0	0	0	0	0	0
9:30	2	0	0	1	0	0	0	3	21:30	0	1	0	0	0	0	0	1
9:45	3	2	2	0	0	0	0	7	21:45	0	0	0	0	0	0	0	0
10:00	2	0	0	4	0	0	0	6	22:00	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0	0
10:30	0	0	0	1	0	0	0	1	22:30	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0	0
11:00	0	0	0	1	0	0	0	1	23:00	1	0	0	0	0	0	0	1
11:15	2	1	0	0	0	0	0	3	23:15	0	0	0	0	0	0	0	0
11:30	3	1	1	0	0	0	0	5	23:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	23:45	0	1	0	0	0	0	0	1
TOTAL	37	10	5	15	0	0	0	67	TOTAL	62	18	1	7	0	0	0	88
AM PEAK HOUR				9:15 AM				AM PEAK HOUR				4:30 PM					
AM PEAK VOLUME				22				AM PEAK VOLUME				27					

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	99	28	6	22	0	0	155
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	63.9%	18.1%	3.9%	14.2%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024

CITY: El Centro

JOB #: SC4480

LOCATION: CLASS4 Drew Rd south of W Wixom Rd

AM TIME	COMBINED							TOTAL	PM Time	COMBINED							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	0	1	0	0	0	0	0	1	12:00	2	1	0	1	0	0	4	
0:15	0	1	0	0	0	0	0	1	12:15	2	1	1	0	0	0	4	
0:30	0	0	0	0	0	0	0	0	12:30	3	0	0	0	0	0	3	
0:45	1	0	0	0	0	0	0	1	12:45	1	0	0	2	0	0	3	
1:00	0	0	0	0	0	0	0	0	13:00	3	0	0	0	0	0	3	
1:15	0	0	0	0	0	0	0	0	13:15	4	4	0	0	0	0	8	
1:30	0	0	0	0	0	0	0	0	13:30	3	2	1	2	0	0	8	
1:45	0	0	0	0	0	0	0	0	13:45	4	1	0	1	0	0	6	
2:00	0	0	0	0	0	0	0	0	14:00	2	1	0	0	0	0	3	
2:15	0	0	0	0	0	0	0	0	14:15	3	1	0	0	0	0	4	
2:30	0	0	0	0	0	0	0	0	14:30	2	2	1	0	0	0	5	
2:45	1	0	0	0	0	0	0	1	14:45	2	0	0	1	0	0	3	
3:00	1	0	0	0	0	0	0	1	15:00	13	2	0	2	0	0	17	
3:15	1	0	0	0	0	0	0	1	15:15	2	0	0	0	0	0	2	
3:30	0	0	0	0	0	0	0	0	15:30	7	1	1	0	0	0	9	
3:45	0	0	0	0	0	0	0	0	15:45	3	0	0	0	0	0	3	
4:00	0	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	1	
4:15	0	0	0	0	0	0	0	0	16:15	2	0	0	1	0	0	3	
4:30	0	0	0	0	0	0	0	0	16:30	2	1	0	0	0	0	3	
4:45	2	0	0	0	0	0	0	2	16:45	19	1	0	1	0	0	21	
5:00	1	0	0	0	0	0	0	1	17:00	2	2	1	0	0	0	5	
5:15	2	0	0	0	0	0	0	2	17:15	0	0	0	1	0	0	1	
5:30	10	1	0	0	0	0	0	11	17:30	1	0	0	0	0	0	1	
5:45	6	0	0	0	0	0	0	6	17:45	1	0	0	1	0	0	2	
6:00	8	0	0	0	0	0	0	8	18:00	3	0	0	0	0	0	3	
6:15	7	1	2	0	0	0	0	10	18:15	0	0	0	0	0	0	0	
6:30	3	1	0	1	0	0	0	5	18:30	1	0	0	0	0	0	1	
6:45	5	2	1	0	0	0	0	8	18:45	1	0	0	0	0	0	1	
7:00	1	3	0	0	0	0	0	4	19:00	1	3	0	0	0	0	4	
7:15	5	3	0	1	0	0	0	9	19:15	0	0	0	0	0	0	0	
7:30	2	1	1	3	0	0	0	7	19:30	1	0	0	0	0	0	1	
7:45	2	1	0	1	0	0	0	4	19:45	1	0	0	0	0	0	1	
8:00	4	1	0	2	0	0	0	7	20:00	0	0	0	0	0	0	0	
8:15	4	1	0	1	0	0	0	6	20:15	1	0	0	0	0	0	1	
8:30	3	0	0	1	0	0	0	4	20:30	0	0	0	0	0	0	0	
8:45	2	1	0	2	0	0	0	5	20:45	0	0	0	0	0	0	0	
9:00	2	0	0	1	0	0	0	3	21:00	0	0	0	0	0	0	0	
9:15	15	1	0	1	0	0	0	17	21:15	0	0	0	0	0	0	0	
9:30	8	0	0	1	0	0	0	9	21:30	0	1	0	0	0	0	1	
9:45	4	4	2	0	0	0	0	10	21:45	0	0	0	0	0	0	0	
10:00	5	1	0	6	0	0	0	12	22:00	0	0	0	0	0	0	0	
10:15	3	0	0	0	0	0	0	3	22:15	0	0	0	0	0	0	0	
10:30	1	0	0	1	0	0	0	2	22:30	0	0	0	0	0	0	0	
10:45	2	0	0	0	0	0	0	2	22:45	0	0	0	0	0	0	0	
11:00	1	0	0	1	0	0	0	2	23:00	1	0	0	0	0	0	1	
11:15	4	1	1	1	0	0	0	7	23:15	0	0	0	0	0	0	0	
11:30	6	1	1	1	0	0	0	9	23:30	0	0	0	0	0	0	0	
11:45	0	0	0	1	0	0	0	1	23:45	0	1	0	0	0	0	1	
TOTAL	122	26	8	26	0	0	0	182	TOTAL	94	25	5	13	0	0	137	
AM PEAK HOUR				9:15 AM				AM PEAK HOUR				4:15 PM					
AM PEAK VOLUME				48				AM PEAK VOLUME				32					

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	216	51	13	39	0	0	319
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	67.7%	16.0%	4.1%	12.2%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024

CITY: El Centro

JOB #: SC4480

LOCATION: CLASS5 W Diehl Rd west of Drew Rd

AM TIME	EASTBOUND						TOTAL	PM Time	EASTBOUND						TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	0	0	0	0	0	0	0	12:00	0	0	0	1	0	0	1
0:15	0	0	0	0	0	0	0	12:15	2	1	0	0	0	0	3
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	1	0	0	1
1:00	0	0	0	0	0	0	0	13:00	4	0	0	1	0	0	5
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	2	0	0	1	0	0	3
1:45	0	0	0	0	0	0	0	13:45	1	0	0	1	0	0	2
2:00	0	0	0	0	0	0	0	14:00	1	0	0	1	0	0	2
2:15	0	0	0	0	0	0	0	14:15	1	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	14:30	0	1	0	0	0	0	1
2:45	0	0	0	0	0	0	0	14:45	1	0	0	2	0	0	3
3:00	0	0	0	0	0	0	0	15:00	3	1	0	0	0	0	4
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	1	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	16:15	2	0	0	0	0	0	2
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	1	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	1	0	0	0	0	1
5:30	2	0	0	0	0	0	2	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	2	0	0	0	0	0	2
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	1	0	0	0	0	0	1	18:30	0	0	0	0	0	0	0
6:45	1	0	0	0	0	0	1	18:45	0	0	0	0	0	0	0
7:00	1	0	0	0	0	0	1	19:00	0	0	0	0	0	0	0
7:15	0	1	0	1	0	0	2	19:15	0	0	0	0	0	0	0
7:30	0	0	1	2	0	0	3	19:30	1	0	0	0	0	0	1
7:45	1	1	1	0	0	0	3	19:45	0	0	0	0	0	0	0
8:00	1	0	0	0	0	0	1	20:00	0	0	0	0	0	0	0
8:15	0	0	0	1	0	0	1	20:15	1	0	0	0	0	0	1
8:30	2	0	0	1	0	0	3	20:30	0	0	0	0	0	0	0
8:45	1	0	0	0	0	0	1	20:45	1	0	0	0	0	0	1
9:00	1	1	0	0	0	0	2	21:00	0	0	0	0	0	0	0
9:15	4	1	0	0	0	0	5	21:15	0	0	0	0	0	0	0
9:30	1	0	0	1	0	0	2	21:30	0	0	0	0	0	0	0
9:45	4	3	1	1	0	0	9	21:45	0	0	0	0	0	0	0
10:00	1	0	0	2	0	0	3	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30	0	0	1	1	0	0	2	22:30	0	0	0	0	0	0	0
10:45	2	0	0	1	0	0	3	22:45	0	0	0	0	0	0	0
11:00	1	0	0	1	0	0	2	23:00	0	0	0	0	0	0	0
11:15	2	2	0	1	0	0	5	23:15	0	0	0	0	0	0	0
11:30	1	1	1	0	0	0	3	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	27	10	5	13	0	0	55	TOTAL	25	4	0	8	0	0	37
AM PEAK HOUR							9:15 AM	AM PEAK HOUR							1:00 PM
AM PEAK VOLUME							19	AM PEAK VOLUME							10

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	52	14	5	21	0	0	92
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	56.5%	15.2%	5.4%	22.8%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	133	26	12	33	0	0	204
CLASS 6	Buses	% OF TOTAL	65.2%	12.7%	5.9%	16.2%	0.0%	0.0%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024
JOB #: SC4480

CITY: El Centro
LOCATION: CLASS5 W Diehl Rd west of Drew Rd

AM TIME	WESTBOUND							TOTAL	PM Time	WESTBOUND							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	0	0	0	0	0	0	0	0	12:00	1	0	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	0	12:15	0	0	1	0	0	0	0	1
0:30	0	0	0	0	0	0	0	0	12:30	2	0	1	0	0	0	0	3
0:45	0	0	0	0	0	0	0	0	12:45	2	0	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	0	13:00	0	0	0	1	0	0	0	1
1:15	0	0	0	0	0	0	0	0	13:15	3	0	0	0	0	0	0	3
1:30	0	0	0	0	0	0	0	0	13:30	1	0	1	1	0	0	0	3
1:45	0	0	0	0	0	0	0	0	13:45	2	0	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	0	14:00	1	0	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	0	14:15	3	0	0	0	0	0	0	3
2:30	0	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0	0
2:45	1	0	0	0	0	0	0	1	14:45	1	0	0	1	0	0	0	2
3:00	1	0	0	0	0	0	0	1	15:00	1	1	0	0	0	0	0	2
3:15	1	0	0	0	0	0	0	1	15:15	1	0	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	0	15:30	1	0	1	0	0	0	0	2
3:45	0	0	0	0	0	0	0	0	15:45	3	0	0	0	0	0	0	3
4:00	0	0	0	0	0	0	0	0	16:00	1	1	0	0	0	0	0	2
4:15	0	0	0	0	0	0	0	0	16:15	1	0	0	1	0	0	0	2
4:30	0	0	0	0	0	0	0	0	16:30	1	0	0	0	0	0	0	1
4:45	0	0	0	0	0	0	0	0	16:45	2	0	0	0	0	0	0	2
5:00	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	17:15	0	1	0	1	0	0	0	2
5:30	0	0	0	0	0	0	0	0	17:30	1	0	0	0	0	0	0	1
5:45	0	0	0	0	0	0	0	0	17:45	1	0	0	1	0	0	0	2
6:00	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0
6:15	0	0	1	0	0	0	0	1	18:15	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	0
6:45	1	0	1	0	0	0	0	2	18:45	2	0	0	0	0	0	0	2
7:00	2	0	0	0	0	0	0	2	19:00	1	0	0	0	0	0	0	1
7:15	2	1	0	0	0	0	0	3	19:15	0	1	0	0	0	0	0	1
7:30	0	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0	0
7:45	0	5	0	0	0	0	0	5	19:45	1	0	0	0	0	0	0	1
8:00	2	0	0	1	0	0	0	3	20:00	0	0	0	0	0	0	0	0
8:15	3	0	0	0	0	0	0	3	20:15	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0	0
8:45	2	0	0	1	0	0	0	3	20:45	0	0	0	0	0	0	0	0
9:00	2	0	0	0	0	0	0	2	21:00	0	0	0	0	0	0	0	0
9:15	8	0	0	1	0	0	0	9	21:15	0	0	0	0	0	0	0	0
9:30	7	0	0	0	0	0	0	7	21:30	0	0	0	0	0	0	0	0
9:45	3	1	0	0	0	0	0	4	21:45	0	0	0	0	0	0	0	0
10:00	2	0	0	0	0	0	0	2	22:00	0	0	0	0	0	0	0	0
10:15	2	1	0	0	0	0	0	3	22:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0	0
10:45	1	0	0	1	0	0	0	2	22:45	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	0	1	23:00	0	0	0	0	0	0	0	0
11:15	3	0	1	1	0	0	0	5	23:15	0	0	0	0	0	0	0	0
11:30	3	0	0	1	0	0	0	4	23:30	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	0	1	23:45	0	0	0	0	0	0	0	0
TOTAL	48	8	3	6	0	0	0	65	TOTAL	33	4	4	6	0	0	0	47
AM PEAK HOUR				9:15 AM				AM PEAK HOUR				3:30 PM					
AM PEAK VOLUME				22				AM PEAK VOLUME				9					

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	81	12	7	12	0	0	112
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	72.3%	10.7%	6.3%	10.7%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024

CITY: El Centro

JOB #: SC4480

LOCATION: CLASS5 W Diehl Rd west of Drew Rd

AM TIME	COMBINED							TOTAL	PM Time	COMBINED							TOTAL
	1	2	3	4	5	6				1	2	3	4	5	6		
0:00	0	0	0	0	0	0	0	0	12:00	1	0	0	1	0	0	0	2
0:15	0	0	0	0	0	0	0	0	12:15	2	1	1	0	0	0	0	4
0:30	0	0	0	0	0	0	0	0	12:30	2	0	1	0	0	0	0	3
0:45	0	0	0	0	0	0	0	0	12:45	2	0	0	1	0	0	0	3
1:00	0	0	0	0	0	0	0	0	13:00	4	0	0	2	0	0	0	6
1:15	0	0	0	0	0	0	0	0	13:15	3	0	0	0	0	0	0	3
1:30	0	0	0	0	0	0	0	0	13:30	3	0	1	2	0	0	0	6
1:45	0	0	0	0	0	0	0	0	13:45	3	0	0	1	0	0	0	4
2:00	0	0	0	0	0	0	0	0	14:00	2	0	0	1	0	0	0	3
2:15	0	0	0	0	0	0	0	0	14:15	4	0	0	0	0	0	0	4
2:30	0	0	0	0	0	0	0	0	14:30	0	1	0	0	0	0	0	1
2:45	1	0	0	0	0	0	0	1	14:45	2	0	0	3	0	0	0	5
3:00	1	0	0	0	0	0	0	1	15:00	4	2	0	0	0	0	0	6
3:15	1	0	0	0	0	0	0	1	15:15	1	0	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	0	15:30	2	0	1	0	0	0	0	3
3:45	0	0	0	0	0	0	0	0	15:45	3	0	0	0	0	0	0	3
4:00	0	0	0	0	0	0	0	0	16:00	2	1	0	0	0	0	0	3
4:15	0	0	0	0	0	0	0	0	16:15	3	0	0	1	0	0	0	4
4:30	0	0	0	0	0	0	0	0	16:30	1	0	0	0	0	0	0	1
4:45	0	0	0	0	0	0	0	0	16:45	3	0	0	0	0	0	0	3
5:00	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	17:15	0	2	0	1	0	0	0	3
5:30	2	0	0	0	0	0	0	2	17:30	1	0	0	0	0	0	0	1
5:45	0	0	0	0	0	0	0	0	17:45	1	0	0	1	0	0	0	2
6:00	0	0	0	0	0	0	0	0	18:00	2	0	0	0	0	0	0	2
6:15	0	0	1	0	0	0	0	1	18:15	0	0	0	0	0	0	0	0
6:30	1	0	0	0	0	0	0	1	18:30	0	0	0	0	0	0	0	0
6:45	2	0	1	0	0	0	0	3	18:45	2	0	0	0	0	0	0	2
7:00	3	0	0	0	0	0	0	3	19:00	1	0	0	0	0	0	0	1
7:15	2	2	0	1	0	0	0	5	19:15	0	1	0	0	0	0	0	1
7:30	0	0	1	2	0	0	0	3	19:30	1	0	0	0	0	0	0	1
7:45	1	6	1	0	0	0	0	8	19:45	1	0	0	0	0	0	0	1
8:00	3	0	0	1	0	0	0	4	20:00	0	0	0	0	0	0	0	0
8:15	3	0	0	1	0	0	0	4	20:15	1	0	0	0	0	0	0	1
8:30	2	0	0	1	0	0	0	3	20:30	0	0	0	0	0	0	0	0
8:45	3	0	0	1	0	0	0	4	20:45	1	0	0	0	0	0	0	1
9:00	3	1	0	0	0	0	0	4	21:00	0	0	0	0	0	0	0	0
9:15	12	1	0	1	0	0	0	14	21:15	0	0	0	0	0	0	0	0
9:30	8	0	0	1	0	0	0	9	21:30	0	0	0	0	0	0	0	0
9:45	7	4	1	1	0	0	0	13	21:45	0	0	0	0	0	0	0	0
10:00	3	0	0	2	0	0	0	5	22:00	0	0	0	0	0	0	0	0
10:15	2	1	0	0	0	0	0	3	22:15	0	0	0	0	0	0	0	0
10:30	0	0	1	1	0	0	0	2	22:30	0	0	0	0	0	0	0	0
10:45	3	0	0	2	0	0	0	5	22:45	0	0	0	0	0	0	0	0
11:00	2	0	0	1	0	0	0	3	23:00	0	0	0	0	0	0	0	0
11:15	5	2	1	2	0	0	0	10	23:15	0	0	0	0	0	0	0	0
11:30	4	1	1	1	0	0	0	7	23:30	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	0	1	23:45	0	0	0	0	0	0	0	0
TOTAL	75	18	8	19	0	0	0	120	TOTAL	58	8	4	14	0	0	0	84
AM PEAK HOUR								9:15 AM	AM PEAK HOUR								1:00 PM
AM PEAK VOLUME								41	AM PEAK VOLUME								19

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	133	26	12	33	0	0	204
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	65.2%	12.7%	5.9%	16.2%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024

CITY: El Centro

JOB #: SC4480

LOCATION: CLASS6 W Wixom Rd west of Drew Rd

AM TIME	EASTBOUND						TOTAL	PM Time	EASTBOUND						TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	0	1	0	0	0	0	1	12:00	1	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	2	4	0	0	0	0	6
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	0	1	0	0	0	0	1
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	2	1	0	0	0	0	3
2:45	0	0	0	0	0	0	0	14:45	1	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	15:00	7	1	0	0	0	0	8
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	5	1	0	0	0	0	6
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	18	1	0	1	0	0	20
5:00	0	0	0	0	0	0	0	17:00	2	2	1	0	0	0	5
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	1	0	0	0	0	1	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	1
6:15	0	0	1	0	0	0	1	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	2	0	0	0	0	0	2	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	2	0	0	0	0	2
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	1	0	0	0	0	1	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	1	0	0	1	20:00	0	0	0	0	0	0	0
8:15	1	0	0	0	0	0	1	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	1	0	0	0	0	0	1	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	1	0	0	0	0	0	1	21:15	0	0	0	0	0	0	0
9:30	1	0	0	1	0	0	2	21:30	0	1	0	0	0	0	1
9:45	1	0	1	0	0	0	2	21:45	0	0	0	0	0	0	0
10:00	1	0	0	0	0	0	1	22:00	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	1	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	2	0	0	0	0	0	2	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	1	0	0	0	0	1
TOTAL	11	3	2	2	0	0	18	TOTAL	40	15	1	1	0	0	57
AM PEAK HOUR							9:30 AM	AM PEAK HOUR							4:45 PM
AM PEAK VOLUME							6	AM PEAK VOLUME							25

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	51	18	3	3	0	0	75
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	68.0%	24.0%	4.0%	4.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	103	30	4	5	0	0	142
CLASS 6	Buses	% OF TOTAL	72.5%	21.1%	2.8%	3.5%	0.0%	0.0%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024
JOB #: SC4480

CITY: El Centro
LOCATION: CLASS6 W Wixom Rd west of Drew Rd

AM TIME	WESTBOUND							PM Time	WESTBOUND							TOTAL
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL	
0:00	0	0	0	0	0	0	0	12:00	0	1	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0	0
0:45	1	0	0	0	0	0	1	12:45	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	2	0	0	0	0	0	0	2
1:15	0	0	0	0	0	0	0	13:15	1	0	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	13:30	0	1	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	0	0	1	0	0	0	0	1
2:45	0	0	0	0	0	0	0	14:45	1	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	15:00	1	0	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	1	0	0	0	0	0	1
4:45	2	0	0	0	0	0	2	16:45	1	0	0	0	0	0	0	1
5:00	1	0	0	0	0	0	1	17:00	0	0	0	0	0	0	0	0
5:15	2	0	0	0	0	0	2	17:15	0	0	0	0	0	0	0	0
5:30	8	0	0	0	0	0	8	17:30	0	0	0	0	0	0	0	0
5:45	6	0	0	0	0	0	6	17:45	1	0	0	0	0	0	0	1
6:00	8	0	0	0	0	0	8	18:00	0	0	0	0	0	0	0	0
6:15	7	1	0	0	0	0	8	18:15	0	0	0	0	0	0	0	0
6:30	1	1	0	0	0	0	2	18:30	0	0	0	0	0	0	0	0
6:45	0	2	0	0	0	0	2	18:45	0	0	0	0	0	0	0	0
7:00	0	1	0	0	0	0	1	19:00	1	0	0	0	0	0	0	1
7:15	1	0	0	0	0	0	1	19:15	0	0	0	0	0	0	0	0
7:30	0	1	0	0	0	0	1	19:30	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0	0
8:00	1	0	0	0	0	0	1	20:00	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0	0
9:00	0	0	0	1	0	0	1	21:00	0	0	0	0	0	0	0	0
9:15	1	0	0	0	0	0	1	21:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0	0
9:45	0	2	0	0	0	0	2	21:45	0	0	0	0	0	0	0	0
10:00	1	1	0	0	0	0	2	22:00	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	1	22:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0
11:15	2	0	0	0	0	0	2	23:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	1	23:45	0	0	0	0	0	0	0	0
TOTAL	44	9	0	2	0	0	55	TOTAL	8	3	1	0	0	0	0	12
AM PEAK HOUR							5:30 AM	AM PEAK HOUR							1:00 PM	
AM PEAK VOLUME							30	AM PEAK VOLUME							4	

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	52	12	1	2	0	0	67
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	77.6%	17.9%	1.5%	3.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, March 26, 2024

CITY: El Centro

JOB #: SC4480

LOCATION: CLASS6 W Wixom Rd west of Drew Rd

AM TIME	COMBINED							TOTAL	PM Time	COMBINED							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	0	1	0	0	0	0	0	1	12:00	1	1	0	0	0	0	0	2
0:15	0	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0	0
0:45	1	0	0	0	0	0	0	1	12:45	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	13:00	2	0	0	0	0	0	0	2
1:15	0	0	0	0	0	0	0	0	13:15	3	4	0	0	0	0	0	7
1:30	0	0	0	0	0	0	0	0	13:30	0	1	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	14:00	0	1	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	14:30	2	1	1	0	0	0	0	4
2:45	0	0	0	0	0	0	0	0	14:45	2	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	15:00	8	1	0	0	0	0	0	9
3:15	0	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	15:30	5	1	0	0	0	0	0	6
3:45	0	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	16:30	0	1	0	0	0	0	0	1
4:45	2	0	0	0	0	0	0	2	16:45	19	1	0	1	0	0	0	21
5:00	1	0	0	0	0	0	0	1	17:00	2	2	1	0	0	0	0	5
5:15	2	0	0	0	0	0	0	2	17:15	0	0	0	0	0	0	0	0
5:30	8	1	0	0	0	0	0	9	17:30	0	0	0	0	0	0	0	0
5:45	6	0	0	0	0	0	0	6	17:45	1	0	0	0	0	0	0	1
6:00	8	0	0	0	0	0	0	8	18:00	1	0	0	0	0	0	0	1
6:15	7	1	1	0	0	0	0	9	18:15	0	0	0	0	0	0	0	0
6:30	1	1	0	0	0	0	0	2	18:30	0	0	0	0	0	0	0	0
6:45	2	2	0	0	0	0	0	4	18:45	0	0	0	0	0	0	0	0
7:00	0	1	0	0	0	0	0	1	19:00	1	2	0	0	0	0	0	3
7:15	1	0	0	0	0	0	0	1	19:15	0	0	0	0	0	0	0	0
7:30	0	2	0	0	0	0	0	2	19:30	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0	0
8:00	1	0	0	1	0	0	0	2	20:00	0	0	0	0	0	0	0	0
8:15	1	0	0	0	0	0	0	1	20:15	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0	0
8:45	1	0	0	0	0	0	0	1	20:45	0	0	0	0	0	0	0	0
9:00	0	0	0	1	0	0	0	1	21:00	0	0	0	0	0	0	0	0
9:15	2	0	0	0	0	0	0	2	21:15	0	0	0	0	0	0	0	0
9:30	1	0	0	1	0	0	0	2	21:30	0	1	0	0	0	0	0	1
9:45	1	2	1	0	0	0	0	4	21:45	0	0	0	0	0	0	0	0
10:00	2	1	0	0	0	0	0	3	22:00	0	0	0	0	0	0	0	0
10:15	2	0	0	0	0	0	0	2	22:15	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	1	22:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	23:00	1	0	0	0	0	0	0	1
11:15	2	0	0	0	0	0	0	2	23:15	0	0	0	0	0	0	0	0
11:30	2	0	0	0	0	0	0	2	23:30	0	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	0	1	23:45	0	1	0	0	0	0	0	1
TOTAL	55	12	2	4	0	0	0	73	TOTAL	48	18	2	1	0	0	0	69
AM PEAK HOUR				5:30 AM				AM PEAK HOUR				4:30 PM					
AM PEAK VOLUME				32				AM PEAK VOLUME				27					

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	103	30	4	5	0	0	142
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	72.5%	21.1%	2.8%	3.5%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, September 17, 2024

CITY: El Centro

JOB #: SC4879

LOCATION: CLASS7 Dunaway Rd between W Evan Hewes Hwy and I-8 WB Ramps

AM TIME	NORTHBOUND							PM Time	NORTHBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	1	2	0	2	0	0	5
0:15	0	0	0	0	0	0	0	12:15	2	0	0	1	0	0	3
0:30	1	0	0	0	0	0	1	12:30	2	1	0	5	0	0	8
0:45	1	0	0	0	0	0	1	12:45	1	3	0	0	0	0	4
1:00	1	0	0	1	0	0	2	13:00	3	1	0	2	0	0	6
1:15	0	0	0	2	0	0	2	13:15	6	0	0	3	0	0	9
1:30	0	0	0	2	0	0	2	13:30	6	0	0	1	0	0	7
1:45	0	0	0	1	0	0	1	13:45	7	1	0	3	0	0	11
2:00	0	0	0	1	0	0	1	14:00	1	1	0	6	0	0	8
2:15	0	0	0	1	0	0	1	14:15	6	1	0	1	0	0	8
2:30	0	0	0	1	0	0	1	14:30	3	0	0	0	0	0	3
2:45	1	0	0	2	0	0	3	14:45	6	0	0	1	0	0	7
3:00	1	0	0	0	0	0	1	15:00	3	0	0	2	0	0	5
3:15	0	0	0	0	0	0	0	15:15	4	1	0	2	0	0	7
3:30	4	0	0	1	0	0	5	15:30	1	0	0	2	0	0	3
3:45	1	0	0	1	0	0	2	15:45	0	1	0	0	0	0	1
4:00	4	0	0	1	0	0	5	16:00	1	0	0	0	0	0	1
4:15	5	0	0	0	0	0	5	16:15	2	0	0	2	0	0	4
4:30	5	0	0	0	0	0	5	16:30	0	0	0	2	0	0	2
4:45	5	1	0	0	0	0	6	16:45	1	0	0	1	0	0	2
5:00	3	0	0	0	0	0	3	17:00	2	3	0	0	0	0	5
5:15	4	1	0	1	0	0	6	17:15	1	0	0	0	0	0	1
5:30	18	0	0	1	0	0	19	17:30	0	0	0	2	0	0	2
5:45	20	1	0	0	0	0	21	17:45	4	0	0	0	0	0	4
6:00	6	0	1	5	0	0	12	18:00	0	0	0	2	0	0	2
6:15	11	0	0	1	0	0	12	18:15	3	0	0	1	0	0	4
6:30	8	0	0	1	0	0	9	18:30	2	0	0	0	0	0	2
6:45	13	1	0	3	0	0	17	18:45	2	0	0	2	0	0	4
7:00	5	0	0	1	0	0	6	19:00	0	0	0	2	0	0	2
7:15	7	0	0	1	0	0	8	19:15	3	0	0	2	0	0	5
7:30	6	1	0	1	0	0	8	19:30	1	0	0	0	0	0	1
7:45	15	2	0	1	0	0	18	19:45	2	0	0	0	0	0	2
8:00	3	0	0	2	0	0	5	20:00	1	0	0	0	0	0	1
8:15	2	2	0	1	0	0	5	20:15	1	0	0	0	0	0	1
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	1	0	2	0	0	3	20:45	3	3	0	1	0	0	7
9:00	1	0	0	2	0	0	3	21:00	0	0	0	0	0	0	0
9:15	1	1	0	0	0	0	2	21:15	2	0	0	0	0	0	2
9:30	1	0	0	1	0	0	2	21:30	1	1	0	0	0	0	2
9:45	0	0	0	1	0	0	1	21:45	1	0	0	0	0	0	1
10:00	0	0	0	4	0	0	4	22:00	1	0	0	1	0	0	2
10:15	1	0	0	3	0	0	4	22:15	7	0	0	0	0	0	7
10:30	4	0	0	2	0	0	6	22:30	3	0	0	0	0	0	3
10:45	4	1	0	0	0	0	5	22:45	1	0	0	0	0	0	1
11:00	1	2	0	1	0	0	4	23:00	1	0	0	0	0	0	1
11:15	0	0	0	4	0	0	4	23:15	0	0	0	1	0	0	1
11:30	1	1	0	4	0	0	6	23:30	1	0	0	0	0	0	1
11:45	3	0	0	2	0	0	5	23:45	0	0	0	0	0	0	0
TOTAL	167	15	1	59	0	0	242	TOTAL	99	19	0	50	0	0	168
AM PEAK HOUR							5:30 AM	AM PEAK HOUR							1:15 PM
AM PEAK VOLUME							64	AM PEAK VOLUME							35

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	266	34	1	109	0	0	410
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	64.9%	8.3%	0.2%	26.6%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	509	57	4	180	0	1	751
CLASS 6	Buses	% OF TOTAL	67.8%	7.6%	0.5%	24.0%	0.0%	0.1%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, September 17, 2024
JOB #: SC4879

CITY: El Centro
LOCATION: CLASS7 Dunaway Rd between W Evan Hewes Hwy and I-8 WB Ramps

AM TIME	SOUTHBOUND							PM Time	SOUTHBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	4	0	0	0	0	0	4	12:00	3	2	0	3	0	0	8
0:15	0	0	0	1	0	0	1	12:15	0	1	0	1	0	0	2
0:30	0	0	0	0	0	0	0	12:30	4	0	0	1	0	0	5
0:45	0	0	0	1	0	0	1	12:45	3	1	1	2	0	0	7
1:00	0	0	0	0	0	0	0	13:00	6	0	0	0	0	0	6
1:15	1	0	0	1	0	0	2	13:15	1	2	0	2	0	0	5
1:30	0	0	0	0	0	0	0	13:30	4	0	0	1	0	0	5
1:45	0	0	0	0	0	0	0	13:45	5	1	0	1	0	0	7
2:00	0	0	0	0	0	0	0	14:00	3	0	1	2	0	0	6
2:15	1	0	0	1	0	0	2	14:15	7	1	0	1	0	0	9
2:30	1	0	0	1	0	0	2	14:30	11	0	0	0	0	0	11
2:45	0	0	0	2	0	0	2	14:45	5	0	0	1	0	0	6
3:00	1	0	0	1	0	0	2	15:00	7	0	0	1	0	0	8
3:15	0	0	0	3	0	0	3	15:15	9	1	0	1	0	0	11
3:30	2	0	0	0	0	0	2	15:30	9	1	0	0	0	0	10
3:45	0	0	0	0	0	0	0	15:45	11	0	0	1	0	1	13
4:00	0	0	0	0	0	0	0	16:00	12	0	0	0	0	0	12
4:15	2	0	0	1	0	0	3	16:15	4	1	0	1	0	0	6
4:30	0	0	0	1	0	0	1	16:30	13	1	0	0	0	0	14
4:45	0	0	0	0	0	0	0	16:45	4	1	0	1	0	0	6
5:00	1	0	0	1	0	0	2	17:00	4	0	0	1	0	0	5
5:15	2	0	0	0	0	0	2	17:15	2	0	0	0	0	0	2
5:30	0	0	0	2	0	0	2	17:30	2	0	0	1	0	0	3
5:45	0	1	1	0	0	0	2	17:45	1	1	0	0	0	0	2
6:00	0	0	0	2	0	0	2	18:00	3	0	0	0	0	0	3
6:15	1	2	0	0	0	0	3	18:15	1	0	0	0	0	0	1
6:30	2	1	0	2	0	0	5	18:30	1	0	0	0	0	0	1
6:45	2	1	0	1	0	0	4	18:45	1	0	0	1	0	0	2
7:00	9	0	0	3	0	0	12	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	5	0	0	2	0	0	7
7:30	5	0	0	0	0	0	5	19:30	4	0	0	0	0	0	4
7:45	6	0	0	1	0	0	7	19:45	2	0	0	1	0	0	3
8:00	6	0	0	0	0	0	6	20:00	3	0	0	2	0	0	5
8:15	2	0	0	1	0	0	3	20:15	4	0	0	0	0	0	4
8:30	9	1	0	0	0	0	10	20:30	0	0	0	0	0	0	0
8:45	2	0	0	2	0	0	4	20:45	0	0	0	0	0	0	0
9:00	0	0	0	2	0	0	2	21:00	0	0	0	1	0	0	1
9:15	2	0	0	0	0	0	2	21:15	1	0	0	0	0	0	1
9:30	4	1	0	1	0	0	6	21:30	1	0	0	3	0	0	4
9:45	0	1	0	1	0	0	2	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	2	0	0	0	0	0	2
10:15	2	0	0	1	0	0	3	22:15	1	0	0	0	0	0	1
10:30	3	0	0	1	0	0	4	22:30	0	0	0	0	0	0	0
10:45	0	1	0	2	0	0	3	22:45	1	0	0	0	0	0	1
11:00	1	0	0	0	0	0	1	23:00	5	0	0	0	0	0	5
11:15	0	0	0	0	0	0	0	23:15	1	0	0	0	0	0	1
11:30	1	0	0	1	0	0	2	23:30	3	0	0	0	0	0	3
11:45	1	0	0	1	0	0	2	23:45	1	0	0	1	0	0	2
TOTAL	73	9	1	38	0	0	121	TOTAL	170	14	2	33	0	1	220

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	26

AM PEAK HOUR	3:15 PM
AM PEAK VOLUME	46

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	243	23	3	71	0	1	341
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	71.3%	6.7%	0.9%	20.8%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, September 17, 2024

CITY: El Centro

JOB #: SC4879

LOCATION: CLASS7 Dunaway Rd between W Evan Hewes Hwy and I-8 WB Ramps

AM TIME	COMBINED							PM Time	COMBINED						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	4	0	0	0	0	0	4	12:00	4	4	0	5	0	0	13
0:15	0	0	0	1	0	0	1	12:15	2	1	0	2	0	0	5
0:30	1	0	0	0	0	0	1	12:30	6	1	0	6	0	0	13
0:45	1	0	0	1	0	0	2	12:45	4	4	1	2	0	0	11
1:00	1	0	0	1	0	0	2	13:00	9	1	0	2	0	0	12
1:15	1	0	0	3	0	0	4	13:15	7	2	0	5	0	0	14
1:30	0	0	0	2	0	0	2	13:30	10	0	0	2	0	0	12
1:45	0	0	0	1	0	0	1	13:45	12	2	0	4	0	0	18
2:00	0	0	0	1	0	0	1	14:00	4	1	1	8	0	0	14
2:15	1	0	0	2	0	0	3	14:15	13	2	0	2	0	0	17
2:30	1	0	0	2	0	0	3	14:30	14	0	0	0	0	0	14
2:45	1	0	0	4	0	0	5	14:45	11	0	0	2	0	0	13
3:00	2	0	0	1	0	0	3	15:00	10	0	0	3	0	0	13
3:15	0	0	0	3	0	0	3	15:15	13	2	0	3	0	0	18
3:30	6	0	0	1	0	0	7	15:30	10	1	0	2	0	0	13
3:45	1	0	0	1	0	0	2	15:45	11	1	0	1	0	1	14
4:00	4	0	0	1	0	0	5	16:00	13	0	0	0	0	0	13
4:15	7	0	0	1	0	0	8	16:15	6	1	0	3	0	0	10
4:30	5	0	0	1	0	0	6	16:30	13	1	0	2	0	0	16
4:45	5	1	0	0	0	0	6	16:45	5	1	0	2	0	0	8
5:00	4	0	0	1	0	0	5	17:00	6	3	0	1	0	0	10
5:15	6	1	0	1	0	0	8	17:15	3	0	0	0	0	0	3
5:30	18	0	0	3	0	0	21	17:30	2	0	0	3	0	0	5
5:45	20	2	1	0	0	0	23	17:45	5	1	0	0	0	0	6
6:00	6	0	1	7	0	0	14	18:00	3	0	0	2	0	0	5
6:15	12	2	0	1	0	0	15	18:15	4	0	0	1	0	0	5
6:30	10	1	0	3	0	0	14	18:30	3	0	0	0	0	0	3
6:45	15	2	0	4	0	0	21	18:45	3	0	0	3	0	0	6
7:00	14	0	0	4	0	0	18	19:00	0	0	0	2	0	0	2
7:15	7	0	0	1	0	0	8	19:15	8	0	0	4	0	0	12
7:30	11	1	0	1	0	0	13	19:30	5	0	0	0	0	0	5
7:45	21	2	0	2	0	0	25	19:45	4	0	0	1	0	0	5
8:00	9	0	0	2	0	0	11	20:00	4	0	0	2	0	0	6
8:15	4	2	0	2	0	0	8	20:15	5	0	0	0	0	0	5
8:30	9	1	0	0	0	0	10	20:30	0	0	0	0	0	0	0
8:45	2	1	0	4	0	0	7	20:45	3	3	0	1	0	0	7
9:00	1	0	0	4	0	0	5	21:00	0	0	0	1	0	0	1
9:15	3	1	0	0	0	0	4	21:15	3	0	0	0	0	0	3
9:30	5	1	0	2	0	0	8	21:30	2	1	0	3	0	0	6
9:45	0	1	0	2	0	0	3	21:45	1	0	0	0	0	0	1
10:00	0	0	0	4	0	0	4	22:00	3	0	0	1	0	0	4
10:15	3	0	0	4	0	0	7	22:15	8	0	0	0	0	0	8
10:30	7	0	0	3	0	0	10	22:30	3	0	0	0	0	0	3
10:45	4	2	0	2	0	0	8	22:45	2	0	0	0	0	0	2
11:00	2	2	0	1	0	0	5	23:00	6	0	0	0	0	0	6
11:15	0	0	0	4	0	0	4	23:15	1	0	0	1	0	0	2
11:30	2	1	0	5	0	0	8	23:30	4	0	0	0	0	0	4
11:45	4	0	0	3	0	0	7	23:45	1	0	0	1	0	0	2
TOTAL	240	24	2	97	0	0	363	TOTAL	269	33	2	83	0	1	388
AM PEAK HOUR							5:30 AM	AM PEAK HOUR							1:45 PM
AM PEAK VOLUME							73	AM PEAK VOLUME							63

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	509	57	4	180	0	1	751
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	67.8%	7.6%	0.5%	24.0%	0.0%	0.1%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, September 17, 2024

CITY: El Centro

JOB #: SC4879

LOCATION: CLASS8 W Evan Hewes Hwy between Brown Rd and Dunaway Rd

AM TIME	EASTBOUND							PM Time	EASTBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1	12:00	1	1	0	1	0	0	3
0:15	2	0	0	0	0	0	2	12:15	2	1	0	0	0	0	3
0:30	1	0	0	1	0	0	2	12:30	3	1	0	3	0	0	7
0:45	0	0	0	0	0	0	0	12:45	1	3	0	1	0	0	5
1:00	1	0	0	0	0	0	1	13:00	2	1	1	1	0	0	5
1:15	0	0	0	0	0	0	0	13:15	8	0	0	1	0	0	9
1:30	0	0	0	0	0	0	0	13:30	3	1	0	0	0	0	4
1:45	0	0	0	0	0	0	0	13:45	5	0	0	2	0	0	7
2:00	0	0	0	0	0	0	0	14:00	7	3	0	1	0	0	11
2:15	0	0	0	0	0	0	0	14:15	4	2	0	1	0	0	7
2:30	0	0	0	0	0	0	0	14:30	3	0	0	2	0	0	5
2:45	0	0	0	1	0	0	1	14:45	14	1	0	1	0	0	16
3:00	0	0	0	0	0	0	0	15:00	16	1	0	0	0	0	17
3:15	0	0	0	0	0	0	0	15:15	6	1	0	0	0	0	7
3:30	2	0	0	0	0	0	2	15:30	4	0	0	0	0	0	4
3:45	0	0	0	1	0	0	1	15:45	4	1	0	1	0	0	6
4:00	1	0	0	1	0	0	2	16:00	6	0	0	0	0	0	6
4:15	0	0	0	1	0	0	1	16:15	6	0	0	1	0	0	7
4:30	0	0	0	0	0	0	0	16:30	0	1	0	2	0	0	3
4:45	2	1	0	0	0	0	3	16:45	5	3	3	0	0	0	11
5:00	0	0	0	2	0	0	2	17:00	4	3	0	0	0	0	7
5:15	5	1	0	0	0	0	6	17:15	3	0	0	0	0	0	3
5:30	6	0	0	0	0	0	6	17:30	1	0	0	2	0	0	3
5:45	0	0	0	0	0	0	0	17:45	1	0	0	0	0	0	1
6:00	2	0	1	1	0	0	4	18:00	0	0	0	0	0	0	0
6:15	3	0	0	0	0	0	3	18:15	0	0	0	2	0	0	2
6:30	3	1	0	0	0	0	4	18:30	2	0	0	2	0	0	4
6:45	2	1	0	2	0	0	5	18:45	2	0	0	1	0	0	3
7:00	2	0	1	1	0	0	4	19:00	0	1	0	0	0	0	1
7:15	1	0	0	0	0	0	1	19:15	2	0	0	0	0	0	2
7:30	9	1	0	2	0	0	12	19:30	3	0	0	0	0	0	3
7:45	17	1	0	1	0	0	19	19:45	1	0	0	0	0	0	1
8:00	6	0	0	0	0	0	6	20:00	1	0	0	0	0	0	1
8:15	1	1	0	1	0	0	3	20:15	1	0	0	0	0	0	1
8:30	2	0	0	0	0	0	2	20:30	0	0	0	0	0	0	0
8:45	0	0	1	2	0	0	3	20:45	0	4	0	0	0	0	4
9:00	2	0	0	0	0	0	2	21:00	1	0	0	0	0	0	1
9:15	1	1	0	1	0	0	3	21:15	0	0	0	0	0	0	0
9:30	4	2	2	0	0	0	8	21:30	0	1	0	0	0	0	1
9:45	1	0	0	3	0	0	4	21:45	1	0	0	0	0	0	1
10:00	1	0	0	0	0	0	1	22:00	0	0	0	1	0	0	1
10:15	1	0	0	1	0	0	2	22:15	1	0	0	0	0	0	1
10:30	3	1	0	2	0	0	6	22:30	0	0	0	1	0	0	1
10:45	2	3	0	1	0	0	6	22:45	0	0	0	0	0	0	0
11:00	1	2	0	0	0	0	3	23:00	0	0	0	1	0	0	1
11:15	3	0	0	0	0	0	3	23:15	0	0	0	1	0	0	1
11:30	3	1	0	1	0	0	5	23:30	3	0	0	0	0	0	3
11:45	4	0	0	2	0	0	6	23:45	5	0	0	1	0	0	6
TOTAL	95	17	5	28	0	0	145	TOTAL	132	30	4	30	0	0	196
AM PEAK HOUR							7:30 AM	AM PEAK HOUR							2:30 PM
AM PEAK VOLUME							40	AM PEAK VOLUME							45

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	227	47	9	58	0	0	341
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	66.6%	13.8%	2.6%	17.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	431	77	12	88	0	1	609
CLASS 6	Buses	% OF TOTAL	70.8%	12.6%	2.0%	14.4%	0.0%	0.2%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, September 17, 2024
JOB #: SC4879

CITY: El Centro
LOCATION: CLASS8 W Evan Hewes Hwy between Brown Rd and Dunaway Rd

AM TIME	WESTBOUND							PM Time	WESTBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	4	1	0	1	0	0	6
0:15	0	0	0	0	0	0	0	12:15	0	1	0	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	2	2	0	0	0	0	4
0:45	1	0	0	0	0	0	1	12:45	4	0	1	2	0	0	7
1:00	0	0	0	0	0	0	0	13:00	2	0	0	1	0	0	3
1:15	0	0	0	0	0	0	0	13:15	1	3	0	1	0	0	5
1:30	0	0	0	0	0	0	0	13:30	3	0	0	0	0	0	3
1:45	0	0	0	0	0	0	0	13:45	4	0	0	0	0	0	4
2:00	0	0	0	0	0	0	0	14:00	4	1	0	0	0	0	5
2:15	0	0	0	0	0	0	0	14:15	7	0	0	0	0	0	7
2:30	0	0	0	0	0	0	0	14:30	6	2	0	0	0	0	8
2:45	2	0	0	1	0	0	3	14:45	2	0	0	1	0	0	3
3:00	0	0	0	0	0	0	0	15:00	4	1	0	0	0	0	5
3:15	0	0	0	0	0	0	0	15:15	1	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	15:30	8	1	0	0	0	0	9
3:45	1	0	0	1	0	0	2	15:45	5	0	0	0	0	1	6
4:00	0	0	0	0	0	0	0	16:00	4	1	0	2	0	0	7
4:15	0	0	0	1	0	0	1	16:15	3	0	0	0	0	0	3
4:30	5	0	0	0	0	0	5	16:30	4	0	0	0	0	0	4
4:45	4	0	0	0	0	0	4	16:45	2	1	0	1	0	0	4
5:00	2	0	0	0	0	0	2	17:00	1	0	0	0	0	0	1
5:15	5	0	0	0	0	0	5	17:15	2	0	0	0	0	0	2
5:30	5	0	1	0	0	0	6	17:30	1	1	0	0	0	0	2
5:45	8	1	0	0	0	0	9	17:45	2	0	0	0	0	0	2
6:00	1	0	0	2	0	0	3	18:00	4	0	0	0	0	0	4
6:15	5	4	0	1	0	0	10	18:15	7	0	0	0	0	0	7
6:30	6	2	0	0	0	0	8	18:30	0	0	0	0	0	0	0
6:45	6	0	0	0	0	0	6	18:45	0	0	0	2	0	0	2
7:00	6	0	0	0	0	0	6	19:00	0	0	0	1	0	0	1
7:15	7	0	0	0	0	0	7	19:15	1	0	0	1	0	0	2
7:30	3	1	0	1	0	0	5	19:30	2	0	0	0	0	0	2
7:45	3	1	0	1	0	0	5	19:45	0	0	0	0	0	0	0
8:00	2	0	1	0	0	0	3	20:00	3	0	0	0	0	0	3
8:15	3	1	0	3	0	0	7	20:15	3	0	0	0	0	0	3
8:30	3	0	0	1	0	0	4	20:30	1	0	0	0	0	0	1
8:45	2	1	0	0	0	0	3	20:45	0	0	0	0	0	0	0
9:00	3	0	0	1	0	0	4	21:00	1	0	0	0	0	0	1
9:15	5	0	0	0	0	0	5	21:15	0	0	0	0	0	0	0
9:30	3	1	0	0	0	0	4	21:30	2	0	0	0	0	0	2
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	2	0	0	1	0	0	3	22:00	4	0	0	0	0	0	4
10:15	2	0	0	0	0	0	2	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	2	0	0	0	0	0	2
10:45	1	1	0	0	0	0	2	22:45	0	0	0	0	0	0	0
11:00	0	0	0	2	0	0	2	23:00	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	1	23:15	0	0	0	0	0	0	0
11:30	0	0	0	1	0	0	1	23:30	0	0	0	0	0	0	0
11:45	1	2	0	0	0	0	3	23:45	0	0	0	0	0	0	0
TOTAL	98	15	2	17	0	0	132	TOTAL	106	15	1	13	0	1	136

AM PEAK HOUR 6:15 AM
AM PEAK VOLUME 30

AM PEAK HOUR 3:30 PM
AM PEAK VOLUME 25

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	204	30	3	30	0	1	268
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	76.1%	11.2%	1.1%	11.2%	0.0%	0.4%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, September 17, 2024

CITY: El Centro

JOB #: SC4879

LOCATION: CLASS8 W Evan Hewes Hwy between Brown Rd and Dunaway Rd

AM TIME	COMBINED							PM Time	COMBINED						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1	12:00	5	2	0	2	0	0	9
0:15	2	0	0	0	0	0	2	12:15	2	2	0	0	0	0	4
0:30	1	0	0	1	0	0	2	12:30	5	3	0	3	0	0	11
0:45	1	0	0	0	0	0	1	12:45	5	3	1	3	0	0	12
1:00	1	0	0	0	0	0	1	13:00	4	1	1	2	0	0	8
1:15	0	0	0	0	0	0	0	13:15	9	3	0	2	0	0	14
1:30	0	0	0	0	0	0	0	13:30	6	1	0	0	0	0	7
1:45	0	0	0	0	0	0	0	13:45	9	0	0	2	0	0	11
2:00	0	0	0	0	0	0	0	14:00	11	4	0	1	0	0	16
2:15	0	0	0	0	0	0	0	14:15	11	2	0	1	0	0	14
2:30	0	0	0	0	0	0	0	14:30	9	2	0	2	0	0	13
2:45	2	0	0	2	0	0	4	14:45	16	1	0	2	0	0	19
3:00	0	0	0	0	0	0	0	15:00	20	2	0	0	0	0	22
3:15	0	0	0	0	0	0	0	15:15	7	1	0	0	0	0	8
3:30	2	0	0	0	0	0	2	15:30	12	1	0	0	0	0	13
3:45	1	0	0	2	0	0	3	15:45	9	1	0	1	0	1	12
4:00	1	0	0	1	0	0	2	16:00	10	1	0	2	0	0	13
4:15	0	0	0	2	0	0	2	16:15	9	0	0	1	0	0	10
4:30	5	0	0	0	0	0	5	16:30	4	1	0	2	0	0	7
4:45	6	1	0	0	0	0	7	16:45	7	4	3	1	0	0	15
5:00	2	0	0	2	0	0	4	17:00	5	3	0	0	0	0	8
5:15	10	1	0	0	0	0	11	17:15	5	0	0	0	0	0	5
5:30	11	0	1	0	0	0	12	17:30	2	1	0	2	0	0	5
5:45	8	1	0	0	0	0	9	17:45	3	0	0	0	0	0	3
6:00	3	0	1	3	0	0	7	18:00	4	0	0	0	0	0	4
6:15	8	4	0	1	0	0	13	18:15	7	0	0	2	0	0	9
6:30	9	3	0	0	0	0	12	18:30	2	0	0	2	0	0	4
6:45	8	1	0	2	0	0	11	18:45	2	0	0	3	0	0	5
7:00	8	0	1	1	0	0	10	19:00	0	1	0	1	0	0	2
7:15	8	0	0	0	0	0	8	19:15	3	0	0	1	0	0	4
7:30	12	2	0	3	0	0	17	19:30	5	0	0	0	0	0	5
7:45	20	2	0	2	0	0	24	19:45	1	0	0	0	0	0	1
8:00	8	0	1	0	0	0	9	20:00	4	0	0	0	0	0	4
8:15	4	2	0	4	0	0	10	20:15	4	0	0	0	0	0	4
8:30	5	0	0	1	0	0	6	20:30	1	0	0	0	0	0	1
8:45	2	1	1	2	0	0	6	20:45	0	4	0	0	0	0	4
9:00	5	0	0	1	0	0	6	21:00	2	0	0	0	0	0	2
9:15	6	1	0	1	0	0	8	21:15	0	0	0	0	0	0	0
9:30	7	3	2	0	0	0	12	21:30	2	1	0	0	0	0	3
9:45	1	0	0	3	0	0	4	21:45	1	0	0	0	0	0	1
10:00	3	0	0	1	0	0	4	22:00	4	0	0	1	0	0	5
10:15	3	0	0	1	0	0	4	22:15	1	0	0	0	0	0	1
10:30	3	1	0	2	0	0	6	22:30	2	0	0	1	0	0	3
10:45	3	4	0	1	0	0	8	22:45	0	0	0	0	0	0	0
11:00	1	2	0	2	0	0	5	23:00	0	0	0	1	0	0	1
11:15	4	0	0	0	0	0	4	23:15	0	0	0	1	0	0	1
11:30	3	1	0	2	0	0	6	23:30	3	0	0	0	0	0	3
11:45	5	2	0	2	0	0	9	23:45	5	0	0	1	0	0	6
TOTAL	193	32	7	45	0	0	277	TOTAL	238	45	5	43	0	1	332
AM PEAK HOUR							7:30 AM	AM PEAK HOUR							2:15 PM
AM PEAK VOLUME							60	AM PEAK VOLUME							68

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	431	77	12	88	0	1	609
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	70.8%	12.6%	2.0%	14.4%	0.0%	0.2%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, September 17, 2024

CITY: El Centro

JOB #: SC4879

LOCATION: CLASS9 W Evan Hewes Hwy between Westside Rd and Huff Rd

AM TIME	EASTBOUND							PM Time	EASTBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2	12:00	13	1	0	1	0	0	15
0:15	1	0	0	0	0	0	1	12:15	8	2	0	1	0	0	11
0:30	2	0	0	1	0	0	3	12:30	9	1	0	1	0	0	11
0:45	0	0	0	0	0	0	0	12:45	4	3	0	1	0	0	8
1:00	1	0	0	0	0	0	1	13:00	5	1	1	0	0	0	7
1:15	0	0	0	0	0	0	0	13:15	9	2	0	1	0	0	12
1:30	0	0	0	0	0	0	0	13:30	10	1	0	1	0	0	12
1:45	0	1	0	0	0	0	1	13:45	26	2	0	3	0	0	31
2:00	0	0	0	0	0	0	0	14:00	74	3	0	1	0	0	78
2:15	0	0	0	0	0	0	0	14:15	48	2	1	4	0	0	55
2:30	0	0	0	0	0	0	0	14:30	54	2	1	2	0	0	59
2:45	0	0	0	1	0	0	1	14:45	83	3	0	3	0	0	89
3:00	0	0	0	0	0	0	0	15:00	53	2	0	1	0	0	56
3:15	0	0	1	0	0	0	1	15:15	26	1	0	0	0	0	27
3:30	5	0	0	0	0	0	5	15:30	42	2	0	2	0	0	46
3:45	0	0	0	1	0	0	1	15:45	105	3	0	1	0	0	109
4:00	0	0	0	1	0	0	1	16:00	74	2	0	1	0	0	77
4:15	0	0	0	2	0	0	2	16:15	28	0	0	1	0	1	30
4:30	1	0	0	0	0	0	1	16:30	27	3	0	2	0	0	32
4:45	2	0	0	0	0	0	2	16:45	15	3	3	1	0	0	22
5:00	0	0	0	2	0	0	2	17:00	14	0	0	0	0	0	14
5:15	2	0	0	0	0	0	2	17:15	13	0	0	0	0	0	13
5:30	5	0	0	0	0	0	5	17:30	8	0	0	2	0	0	10
5:45	12	1	2	0	0	0	15	17:45	7	1	0	0	0	0	8
6:00	41	0	0	0	0	0	41	18:00	11	0	0	0	0	0	11
6:15	5	0	0	1	0	0	6	18:15	8	0	0	2	0	0	10
6:30	2	3	0	0	0	0	5	18:30	6	0	0	1	0	0	7
6:45	3	1	1	4	0	1	10	18:45	9	0	0	2	0	0	11
7:00	5	0	2	1	0	0	8	19:00	4	1	0	0	0	0	5
7:15	2	1	0	0	0	0	3	19:15	5	0	0	0	0	0	5
7:30	12	1	0	2	0	0	15	19:30	8	0	0	0	0	0	8
7:45	8	0	0	0	0	0	8	19:45	9	0	0	0	0	0	9
8:00	4	1	0	1	0	0	6	20:00	9	0	1	1	0	0	11
8:15	1	0	0	1	0	0	2	20:15	3	0	0	0	0	0	3
8:30	8	1	1	0	0	0	10	20:30	3	0	0	0	0	0	3
8:45	3	1	2	2	0	0	8	20:45	2	0	0	0	0	0	2
9:00	4	2	0	0	0	0	6	21:00	3	0	0	0	0	0	3
9:15	7	1	0	0	0	0	8	21:15	1	0	0	0	0	0	1
9:30	5	0	0	2	0	0	7	21:30	8	0	0	0	0	0	8
9:45	2	0	0	3	0	0	5	21:45	51	0	0	0	0	0	51
10:00	5	3	0	1	0	0	9	22:00	64	1	0	1	0	0	66
10:15	5	2	1	2	0	0	10	22:15	9	0	0	0	0	0	9
10:30	7	2	0	3	0	0	12	22:30	6	0	0	1	0	0	7
10:45	5	4	0	2	0	0	11	22:45	1	0	0	1	0	0	2
11:00	6	0	0	0	0	0	6	23:00	0	0	0	1	0	0	1
11:15	6	1	0	1	0	0	8	23:15	0	0	0	0	0	0	0
11:30	7	1	0	1	0	0	9	23:30	4	0	0	0	0	0	4
11:45	8	1	0	2	0	0	11	23:45	6	0	0	1	0	0	7
TOTAL	194	28	10	37	0	1	270	TOTAL	985	42	7	41	0	1	1,076
AM PEAK HOUR							5:45 AM	AM PEAK HOUR							2:00 PM
AM PEAK VOLUME							67	AM PEAK VOLUME							281

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	1,179	70	17	78	0	2	1,346
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	87.6%	5.2%	1.3%	5.8%	0.0%	0.1%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	2,326	122	27	133	0	5	2,613
CLASS 6	Buses	% OF TOTAL	89.0%	4.7%	1.0%	5.1%	0.0%	0.2%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, September 17, 2024
JOB #: SC4879

CITY: El Centro
LOCATION: CLASS9 W Evan Hewes Hwy between Westside Rd and Huff Rd

AM TIME	WESTBOUND							PM Time	WESTBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	6	0	0	0	0	0	6
0:15	0	0	0	0	0	0	0	12:15	6	1	0	1	0	0	8
0:30	1	0	0	0	0	0	1	12:30	8	2	0	1	0	0	11
0:45	0	0	0	0	0	0	0	12:45	5	1	1	1	0	0	8
1:00	0	1	0	0	0	0	1	13:00	14	0	0	1	0	0	15
1:15	0	0	0	0	0	0	0	13:15	47	1	0	2	0	0	50
1:30	0	0	0	0	0	0	0	13:30	44	0	0	0	0	0	44
1:45	0	0	0	0	0	0	0	13:45	12	0	1	0	0	0	13
2:00	0	0	0	0	0	0	0	14:00	4	2	0	0	0	0	6
2:15	0	0	0	0	0	0	0	14:15	6	2	0	0	0	0	8
2:30	0	0	0	1	0	0	1	14:30	8	2	0	2	0	1	13
2:45	2	0	0	1	0	0	3	14:45	3	0	1	1	0	0	5
3:00	1	0	0	0	0	0	1	15:00	6	0	0	1	0	0	7
3:15	2	1	0	0	0	0	3	15:15	7	0	0	0	0	0	7
3:30	6	0	0	0	0	0	6	15:30	6	0	1	0	0	0	7
3:45	5	0	0	1	0	0	6	15:45	3	0	0	2	0	0	5
4:00	2	1	0	0	0	0	3	16:00	3	1	1	1	0	0	6
4:15	5	0	0	1	0	0	6	16:15	7	0	0	1	0	1	9
4:30	18	0	0	0	0	0	18	16:30	7	0	0	1	0	0	8
4:45	9	0	0	0	0	0	9	16:45	2	0	0	0	0	0	2
5:00	12	0	0	0	0	0	12	17:00	3	0	0	0	0	0	3
5:15	40	1	0	0	0	0	41	17:15	1	0	0	0	0	0	1
5:30	108	0	0	2	0	0	110	17:30	4	0	0	1	0	0	5
5:45	75	2	0	0	0	0	77	17:45	3	2	0	0	0	0	5
6:00	39	2	0	2	0	0	43	18:00	4	1	0	0	0	0	5
6:15	30	2	1	3	0	0	36	18:15	6	0	0	0	0	0	6
6:30	69	4	2	1	0	1	77	18:30	1	0	0	1	0	0	2
6:45	49	1	0	1	0	0	51	18:45	1	0	0	1	0	0	2
7:00	23	1	0	2	0	0	26	19:00	3	1	0	1	0	0	5
7:15	26	1	0	1	0	0	28	19:15	2	0	0	1	0	0	3
7:30	63	2	0	1	0	0	66	19:30	2	0	0	0	0	0	2
7:45	102	1	0	2	0	0	105	19:45	0	0	0	0	0	0	0
8:00	25	1	1	2	0	0	29	20:00	2	0	0	0	0	0	2
8:15	22	0	0	2	0	0	24	20:15	5	0	0	0	0	0	5
8:30	18	1	0	1	0	0	20	20:30	1	0	0	0	0	0	1
8:45	5	0	1	0	0	0	6	20:45	2	0	0	0	0	0	2
9:00	5	3	0	3	0	0	11	21:00	11	0	0	0	0	0	11
9:15	13	2	0	1	0	0	16	21:15	19	0	0	0	0	0	19
9:30	5	1	0	0	0	0	6	21:30	27	0	0	0	0	0	27
9:45	4	0	0	2	0	0	6	21:45	4	1	0	0	0	0	5
10:00	5	0	0	0	0	0	5	22:00	5	0	0	0	0	0	5
10:15	6	0	0	1	0	0	7	22:15	3	0	0	0	0	0	3
10:30	5	0	0	0	0	0	5	22:30	2	0	0	0	0	0	2
10:45	7	1	0	0	0	0	8	22:45	0	0	0	0	0	0	0
11:00	1	1	0	2	0	0	4	23:00	1	0	0	0	0	0	1
11:15	4	1	0	0	0	0	5	23:15	0	0	0	0	0	0	0
11:30	7	3	0	1	0	0	11	23:30	0	0	0	0	0	0	0
11:45	11	1	0	1	0	0	13	23:45	1	0	0	0	0	0	1
TOTAL	830	35	5	35	0	1	906	TOTAL	317	17	5	20	0	2	361

AM PEAK HOUR	5:15 AM
AM PEAK VOLUME	271

AM PEAK HOUR	1:00 PM
AM PEAK VOLUME	122

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	1,147	52	10	55	0	3	1,267
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	90.5%	4.1%	0.8%	4.3%	0.0%	0.2%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, September 17, 2024

CITY: El Centro

JOB #: SC4879

LOCATION: CLASS9 W Evan Hewes Hwy between Westside Rd and Huff Rd

AM TIME	COMBINED							PM Time	COMBINED						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2	12:00	19	1	0	1	0	0	21
0:15	1	0	0	0	0	0	1	12:15	14	3	0	2	0	0	19
0:30	3	0	0	1	0	0	4	12:30	17	3	0	2	0	0	22
0:45	0	0	0	0	0	0	0	12:45	9	4	1	2	0	0	16
1:00	1	1	0	0	0	0	2	13:00	19	1	1	1	0	0	22
1:15	0	0	0	0	0	0	0	13:15	56	3	0	3	0	0	62
1:30	0	0	0	0	0	0	0	13:30	54	1	0	1	0	0	56
1:45	0	1	0	0	0	0	1	13:45	38	2	1	3	0	0	44
2:00	0	0	0	0	0	0	0	14:00	78	5	0	1	0	0	84
2:15	0	0	0	0	0	0	0	14:15	54	4	1	4	0	0	63
2:30	0	0	0	1	0	0	1	14:30	62	4	1	4	0	1	72
2:45	2	0	0	2	0	0	4	14:45	86	3	1	4	0	0	94
3:00	1	0	0	0	0	0	1	15:00	59	2	0	2	0	0	63
3:15	2	1	1	0	0	0	4	15:15	33	1	0	0	0	0	34
3:30	11	0	0	0	0	0	11	15:30	48	2	1	2	0	0	53
3:45	5	0	0	2	0	0	7	15:45	108	3	0	3	0	0	114
4:00	2	1	0	1	0	0	4	16:00	77	3	1	2	0	0	83
4:15	5	0	0	3	0	0	8	16:15	35	0	0	2	0	2	39
4:30	19	0	0	0	0	0	19	16:30	34	3	0	3	0	0	40
4:45	11	0	0	0	0	0	11	16:45	17	3	3	1	0	0	24
5:00	12	0	0	2	0	0	14	17:00	17	0	0	0	0	0	17
5:15	42	1	0	0	0	0	43	17:15	14	0	0	0	0	0	14
5:30	113	0	0	2	0	0	115	17:30	12	0	0	3	0	0	15
5:45	87	3	2	0	0	0	92	17:45	10	3	0	0	0	0	13
6:00	80	2	0	2	0	0	84	18:00	15	1	0	0	0	0	16
6:15	35	2	1	4	0	0	42	18:15	14	0	0	2	0	0	16
6:30	71	7	2	1	0	1	82	18:30	7	0	0	2	0	0	9
6:45	52	2	1	5	0	1	61	18:45	10	0	0	3	0	0	13
7:00	28	1	2	3	0	0	34	19:00	7	2	0	1	0	0	10
7:15	28	2	0	1	0	0	31	19:15	7	0	0	1	0	0	8
7:30	75	3	0	3	0	0	81	19:30	10	0	0	0	0	0	10
7:45	110	1	0	2	0	0	113	19:45	9	0	0	0	0	0	9
8:00	29	2	1	3	0	0	35	20:00	11	0	1	1	0	0	13
8:15	23	0	0	3	0	0	26	20:15	8	0	0	0	0	0	8
8:30	26	2	1	1	0	0	30	20:30	4	0	0	0	0	0	4
8:45	8	1	3	2	0	0	14	20:45	4	0	0	0	0	0	4
9:00	9	5	0	3	0	0	17	21:00	14	0	0	0	0	0	14
9:15	20	3	0	1	0	0	24	21:15	20	0	0	0	0	0	20
9:30	10	1	0	2	0	0	13	21:30	35	0	0	0	0	0	35
9:45	6	0	0	5	0	0	11	21:45	55	1	0	0	0	0	56
10:00	10	3	0	1	0	0	14	22:00	69	1	0	1	0	0	71
10:15	11	2	1	3	0	0	17	22:15	12	0	0	0	0	0	12
10:30	12	2	0	3	0	0	17	22:30	8	0	0	1	0	0	9
10:45	12	5	0	2	0	0	19	22:45	1	0	0	1	0	0	2
11:00	7	1	0	2	0	0	10	23:00	1	0	0	1	0	0	2
11:15	10	2	0	1	0	0	13	23:15	0	0	0	0	0	0	0
11:30	14	4	0	2	0	0	20	23:30	4	0	0	0	0	0	4
11:45	19	2	0	3	0	0	24	23:45	7	0	0	1	0	0	8
TOTAL	1,024	63	15	72	0	2	1,176	TOTAL	1,302	59	12	61	0	3	1,437
AM PEAK HOUR							5:15 AM	AM PEAK HOUR							2:00 PM
AM PEAK VOLUME							334	AM PEAK VOLUME							313

CLASS 1	PASSENGER VEHICLES	TOTAL: AM + PM	2,326	122	27	133	0	5	2,613
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	89.0%	4.7%	1.0%	5.1%	0.0%	0.2%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, September 17, 2024

CITY: El Centro

JOB #: SC4879

LOCATION: CLASS10 W Evan Hewes Hwy between Derrick Rd and Drew Rd

AM TIME	EASTBOUND							PM Time	EASTBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2	12:00	27	2	0	4	0	0	33
0:15	2	1	0	2	0	0	5	12:15	8	3	0	1	0	0	12
0:30	2	0	0	0	0	0	2	12:30	11	3	1	2	0	0	17
0:45	0	0	0	0	0	0	0	12:45	11	1	0	0	0	0	12
1:00	3	0	0	0	0	0	3	13:00	12	6	2	1	0	0	21
1:15	1	0	0	0	0	0	1	13:15	20	1	0	0	0	0	21
1:30	0	0	0	0	0	0	0	13:30	10	3	0	1	0	0	14
1:45	1	2	0	0	0	0	3	13:45	29	0	0	1	0	0	30
2:00	0	0	0	0	0	0	0	14:00	60	5	0	2	0	0	67
2:15	1	0	0	0	0	0	1	14:15	59	3	3	2	0	0	67
2:30	0	0	0	0	0	0	0	14:30	71	8	2	1	0	1	83
2:45	1	0	0	1	0	0	2	14:45	65	1	1	1	0	0	68
3:00	1	0	0	0	0	0	1	15:00	53	3	0	1	0	0	57
3:15	0	0	1	0	0	0	1	15:15	32	2	0	1	0	0	35
3:30	4	0	0	0	0	0	4	15:30	25	2	0	1	0	1	29
3:45	1	0	0	0	0	0	1	15:45	90	5	0	0	0	0	95
4:00	0	0	0	0	0	0	0	16:00	74	1	0	3	0	0	78
4:15	0	0	0	1	0	0	1	16:15	34	1	0	0	0	0	35
4:30	1	0	0	0	0	0	1	16:30	23	1	0	2	0	0	26
4:45	2	0	0	0	0	0	2	16:45	27	8	4	0	0	0	39
5:00	4	0	0	0	0	0	4	17:00	23	1	1	1	0	0	26
5:15	2	0	0	0	0	0	2	17:15	14	0	0	0	0	0	14
5:30	5	0	0	0	0	0	5	17:30	8	0	0	0	0	0	8
5:45	7	1	1	1	0	0	10	17:45	14	3	0	0	0	0	17
6:00	39	2	1	0	0	0	42	18:00	13	1	0	0	0	0	14
6:15	15	1	0	0	0	0	16	18:15	17	1	0	1	0	0	19
6:30	12	4	1	0	0	0	17	18:30	6	1	0	1	0	0	8
6:45	6	4	0	0	0	0	10	18:45	9	0	0	0	0	0	9
7:00	10	2	0	3	0	1	16	19:00	6	1	0	0	0	0	7
7:15	6	2	1	2	0	0	11	19:15	2	2	0	0	0	0	4
7:30	15	1	1	2	0	0	19	19:30	10	0	0	0	0	0	10
7:45	13	0	0	0	0	1	14	19:45	10	0	0	0	0	0	10
8:00	10	2	0	2	0	0	14	20:00	13	0	1	1	0	0	15
8:15	6	1	0	1	0	0	8	20:15	7	0	0	0	0	0	7
8:30	11	1	0	2	0	0	14	20:30	7	0	0	0	0	0	7
8:45	6	3	3	2	0	0	14	20:45	3	0	0	0	0	0	3
9:00	7	1	0	2	0	0	10	21:00	3	1	0	0	0	0	4
9:15	9	3	0	0	0	0	12	21:15	1	0	0	0	0	0	1
9:30	12	0	1	3	0	0	16	21:30	6	0	0	0	0	0	6
9:45	10	4	1	1	0	0	16	21:45	39	0	0	0	0	0	39
10:00	6	6	0	2	0	0	14	22:00	59	1	0	1	0	0	61
10:15	9	4	2	3	0	0	18	22:15	6	1	0	0	0	0	7
10:30	9	4	0	2	0	0	15	22:30	5	0	0	0	0	0	5
10:45	11	4	0	3	0	0	18	22:45	2	0	0	0	0	0	2
11:00	7	0	0	0	0	0	7	23:00	3	0	0	0	0	0	3
11:15	8	3	0	2	0	0	13	23:15	0	0	0	0	0	0	0
11:30	10	2	1	2	0	0	15	23:30	3	0	0	0	0	0	3
11:45	12	3	0	1	0	0	16	23:45	6	0	0	0	0	0	6
TOTAL	299	61	14	40	0	2	416	TOTAL	1,036	72	15	29	0	2	1,154
AM PEAK HOUR							6:00 AM	AM PEAK HOUR							2:00 PM
AM PEAK VOLUME							85	AM PEAK VOLUME							285

CLASS 1	PASSENGER VEHICLES	TOTAL: AM + PM	1,335	133	29	69	0	4	1,570
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	85.0%	8.5%	1.8%	4.4%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	2,610	242	45	125	0	9	3,031
CLASS 6	Buses	% OF TOTAL	86.1%	8.0%	1.5%	4.1%	0.0%	0.3%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, September 17, 2024
JOB #: SC4879

CITY: El Centro
LOCATION: CLASS10 W Evan Hewes Hwy between Derrick Rd and Drew Rd

AM TIME	WESTBOUND							PM Time	WESTBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	12	2	0	1	0	0	15
0:15	0	0	0	0	0	0	0	12:15	11	3	0	1	0	0	15
0:30	1	0	0	0	0	0	1	12:30	7	1	1	0	0	0	9
0:45	0	0	0	0	0	0	0	12:45	9	4	0	1	0	0	14
1:00	0	1	0	0	0	0	1	13:00	19	1	0	0	0	0	20
1:15	0	0	0	0	0	0	0	13:15	49	2	0	1	0	0	52
1:30	2	0	0	0	0	0	2	13:30	35	1	1	2	0	0	39
1:45	1	0	0	0	0	0	1	13:45	18	0	1	0	0	0	19
2:00	0	0	0	0	0	0	0	14:00	8	0	0	0	0	0	8
2:15	1	0	0	0	0	0	1	14:15	9	2	0	0	0	0	11
2:30	2	0	0	0	0	0	2	14:30	15	2	0	2	0	2	21
2:45	1	0	0	0	0	0	1	14:45	6	3	1	0	0	0	10
3:00	1	1	0	0	0	0	2	15:00	9	2	0	1	0	0	12
3:15	3	0	0	1	0	0	4	15:15	15	2	0	0	0	0	17
3:30	7	0	0	0	0	0	7	15:30	17	2	0	1	0	1	21
3:45	8	0	0	1	0	0	9	15:45	6	3	1	2	0	0	12
4:00	6	1	0	0	0	0	7	16:00	14	2	1	0	0	0	17
4:15	10	0	0	0	0	0	10	16:15	10	0	0	0	0	0	10
4:30	18	1	1	0	0	0	20	16:30	10	0	0	1	0	0	11
4:45	6	1	0	0	0	0	7	16:45	7	0	0	0	0	0	7
5:00	13	0	0	0	0	0	13	17:00	9	0	0	0	0	0	9
5:15	37	1	0	0	0	0	38	17:15	3	0	0	0	0	0	3
5:30	110	7	0	2	0	0	119	17:30	9	1	0	1	0	0	11
5:45	59	2	0	0	0	0	61	17:45	5	1	0	0	0	0	6
6:00	44	1	0	0	0	0	45	18:00	9	0	0	0	0	0	9
6:15	56	3	1	2	0	0	62	18:15	10	0	0	0	0	0	10
6:30	60	8	3	1	0	0	72	18:30	3	1	0	0	0	0	4
6:45	35	2	0	2	0	0	39	18:45	7	1	0	2	0	0	10
7:00	21	2	2	1	0	1	27	19:00	4	0	0	0	0	0	4
7:15	34	1	0	3	0	0	38	19:15	7	1	0	1	0	0	9
7:30	52	2	1	0	0	1	56	19:30	4	0	0	0	0	0	4
7:45	79	2	0	1	0	0	82	19:45	4	0	0	0	0	0	4
8:00	15	1	1	2	0	0	19	20:00	4	0	0	0	0	0	4
8:15	23	0	0	3	0	0	26	20:15	4	0	0	0	0	0	4
8:30	12	2	0	2	0	0	16	20:30	5	0	0	0	0	0	5
8:45	9	3	1	1	0	0	14	20:45	2	0	0	0	0	0	2
9:00	10	4	0	2	0	0	16	21:00	14	0	0	0	0	0	14
9:15	8	4	0	3	0	0	15	21:15	17	0	0	0	0	0	17
9:30	6	1	0	0	0	0	7	21:30	19	0	0	0	0	0	19
9:45	7	1	0	1	0	0	9	21:45	7	0	0	0	0	0	7
10:00	11	1	0	1	0	0	13	22:00	6	0	0	0	0	0	6
10:15	7	3	0	1	0	0	11	22:15	3	0	0	0	0	0	3
10:30	7	5	0	0	0	0	12	22:30	1	1	0	0	0	0	2
10:45	7	1	0	1	0	0	9	22:45	1	0	0	0	0	0	1
11:00	9	2	0	3	0	0	14	23:00	0	0	0	0	0	0	0
11:15	9	1	0	1	0	0	11	23:15	0	0	0	0	0	0	0
11:30	12	4	0	2	0	0	18	23:30	2	0	0	0	0	0	2
11:45	10	2	0	2	0	0	14	23:45	1	0	0	0	0	0	1
TOTAL	829	71	10	39	0	2	951	TOTAL	446	38	6	17	0	3	510

AM PEAK HOUR	5:30 AM
AM PEAK VOLUME	287

AM PEAK HOUR	1:00 PM
AM PEAK VOLUME	130

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	1,275	109	16	56	0	5	1,461
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	87.3%	7.5%	1.1%	3.8%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

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

DATE: Tuesday, September 17, 2024

CITY: El Centro

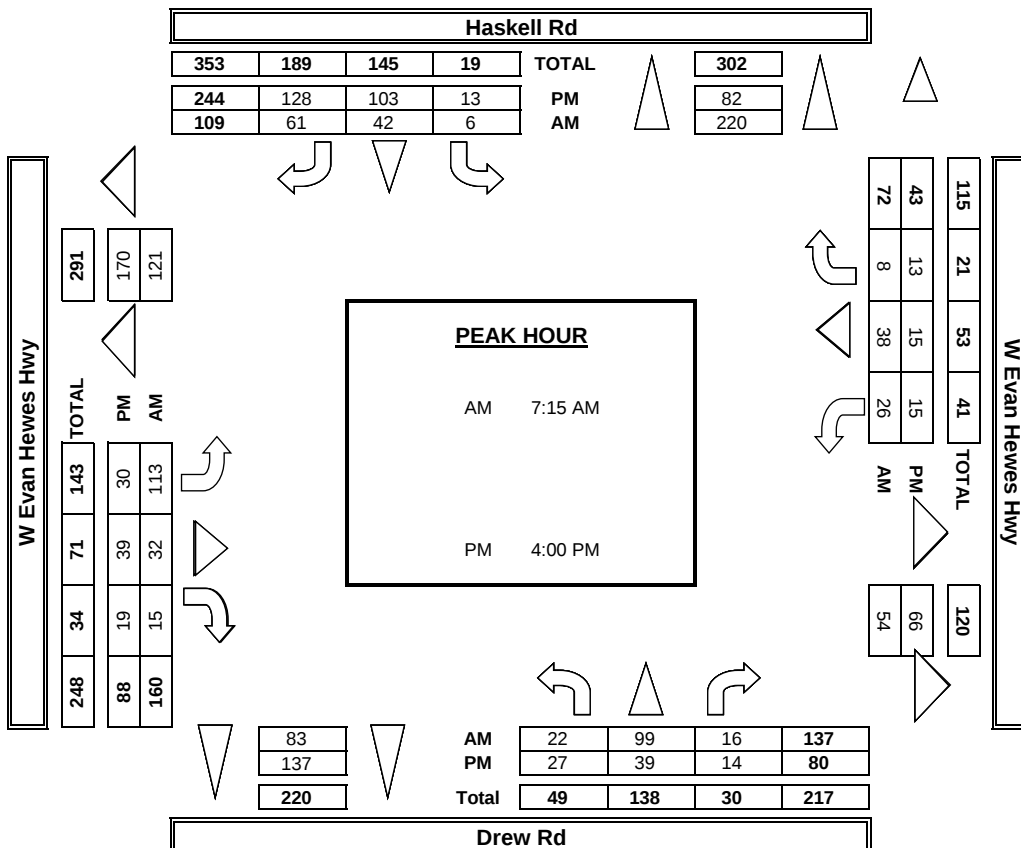
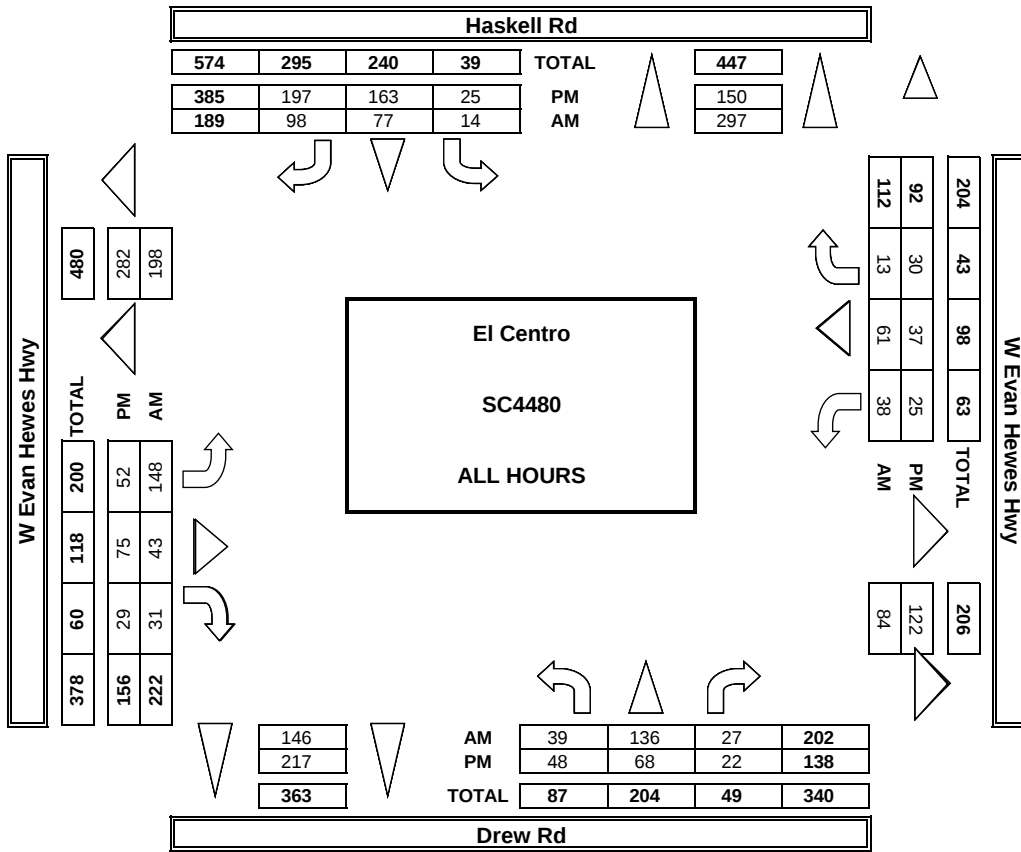
JOB #: SC4879

LOCATION: CLASS10 W Evan Hewes Hwy between Derrick Rd and Drew Rd

AM TIME	COMBINED							PM Time	COMBINED						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2	12:00	39	4	0	5	0	0	48
0:15	2	1	0	2	0	0	5	12:15	19	6	0	2	0	0	27
0:30	3	0	0	0	0	0	3	12:30	18	4	2	2	0	0	26
0:45	0	0	0	0	0	0	0	12:45	20	5	0	1	0	0	26
1:00	3	1	0	0	0	0	4	13:00	31	7	2	1	0	0	41
1:15	1	0	0	0	0	0	1	13:15	69	3	0	1	0	0	73
1:30	2	0	0	0	0	0	2	13:30	45	4	1	3	0	0	53
1:45	2	2	0	0	0	0	4	13:45	47	0	1	1	0	0	49
2:00	0	0	0	0	0	0	0	14:00	68	5	0	2	0	0	75
2:15	2	0	0	0	0	0	2	14:15	68	5	3	2	0	0	78
2:30	2	0	0	0	0	0	2	14:30	86	10	2	3	0	3	104
2:45	2	0	0	1	0	0	3	14:45	71	4	2	1	0	0	78
3:00	2	1	0	0	0	0	3	15:00	62	5	0	2	0	0	69
3:15	3	0	1	1	0	0	5	15:15	47	4	0	1	0	0	52
3:30	11	0	0	0	0	0	11	15:30	42	4	0	2	0	2	50
3:45	9	0	0	1	0	0	10	15:45	96	8	1	2	0	0	107
4:00	6	1	0	0	0	0	7	16:00	88	3	1	3	0	0	95
4:15	10	0	0	1	0	0	11	16:15	44	1	0	0	0	0	45
4:30	19	1	1	0	0	0	21	16:30	33	1	0	3	0	0	37
4:45	8	1	0	0	0	0	9	16:45	34	8	4	0	0	0	46
5:00	17	0	0	0	0	0	17	17:00	32	1	1	1	0	0	35
5:15	39	1	0	0	0	0	40	17:15	17	0	0	0	0	0	17
5:30	115	7	0	2	0	0	124	17:30	17	1	0	1	0	0	19
5:45	66	3	1	1	0	0	71	17:45	19	4	0	0	0	0	23
6:00	83	3	1	0	0	0	87	18:00	22	1	0	0	0	0	23
6:15	71	4	1	2	0	0	78	18:15	27	1	0	1	0	0	29
6:30	72	12	4	1	0	0	89	18:30	9	2	0	1	0	0	12
6:45	41	6	0	2	0	0	49	18:45	16	1	0	2	0	0	19
7:00	31	4	2	4	0	2	43	19:00	10	1	0	0	0	0	11
7:15	40	3	1	5	0	0	49	19:15	9	3	0	1	0	0	13
7:30	67	3	2	2	0	1	75	19:30	14	0	0	0	0	0	14
7:45	92	2	0	1	0	1	96	19:45	14	0	0	0	0	0	14
8:00	25	3	1	4	0	0	33	20:00	17	0	1	1	0	0	19
8:15	29	1	0	4	0	0	34	20:15	11	0	0	0	0	0	11
8:30	23	3	0	4	0	0	30	20:30	12	0	0	0	0	0	12
8:45	15	6	4	3	0	0	28	20:45	5	0	0	0	0	0	5
9:00	17	5	0	4	0	0	26	21:00	17	1	0	0	0	0	18
9:15	17	7	0	3	0	0	27	21:15	18	0	0	0	0	0	18
9:30	18	1	1	3	0	0	23	21:30	25	0	0	0	0	0	25
9:45	17	5	1	2	0	0	25	21:45	46	0	0	0	0	0	46
10:00	17	7	0	3	0	0	27	22:00	65	1	0	1	0	0	67
10:15	16	7	2	4	0	0	29	22:15	9	1	0	0	0	0	10
10:30	16	9	0	2	0	0	27	22:30	6	1	0	0	0	0	7
10:45	18	5	0	4	0	0	27	22:45	3	0	0	0	0	0	3
11:00	16	2	0	3	0	0	21	23:00	3	0	0	0	0	0	3
11:15	17	4	0	3	0	0	24	23:15	0	0	0	0	0	0	0
11:30	22	6	1	4	0	0	33	23:30	5	0	0	0	0	0	5
11:45	22	5	0	3	0	0	30	23:45	7	0	0	0	0	0	7
TOTAL	1,128	132	24	79	0	4	1,367	TOTAL	1,482	110	21	46	0	5	1,664
AM PEAK HOUR							5:30 AM	AM PEAK HOUR							2:00 PM
AM PEAK VOLUME							360	AM PEAK VOLUME							335

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	2,610	242	45	125	0	9	3,031
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	86.1%	8.0%	1.5%	4.1%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

AimTD LLC
TURNING MOVEMENT COUNTS



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

PROJECT #: SC4480
LOCATION #: 1
CONTROL: STOP ALL

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

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4480 1 STOP ALL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Haskell Rd			EASTBOUND W Evan Hewes Hwy			WESTBOUND W Evan Hewes Hwy			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

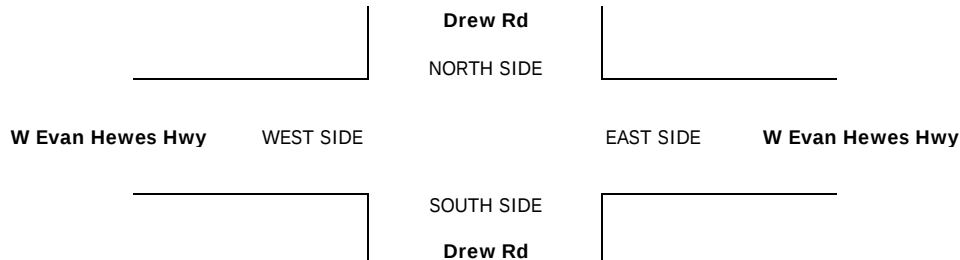
AM	7:00 AM	0	5	2	3	9	4	8	2	1	4	6	1	45
	7:15 AM	2	17	3	0	8	11	16	2	2	3	7	1	72
	7:30 AM	4	31	2	0	9	17	26	10	3	8	14	2	126
	7:45 AM	8	32	2	5	13	12	49	7	0	9	8	3	148
	8:00 AM	3	9	8	0	6	13	13	11	3	5	9	1	81
	8:15 AM	5	16	1	1	3	6	13	2	4	4	3	0	58
	8:30 AM	5	3	3	1	4	11	3	3	3	3	6	2	47
	8:45 AM	4	4	2	2	10	8	2	3	6	1	4	1	47
	VOLUMES	31	117	23	12	62	82	130	40	22	37	57	11	624
	APPROACH %	18%	68%	13%	8%	40%	53%	68%	21%	11%	35%	54%	10%	
PM	APP/DEPART	171	/	258	156	/	121	192	/	75	105	/	170	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	17	89	15	5	36	53	104	30	8	25	38	7	427
	APPROACH %	14%	74%	12%	5%	38%	56%	73%	21%	6%	36%	54%	10%	
	PEAK HR FACTOR	0.720			0.783			0.634			0.729			0.721
	APP/DEPART	121	/	200	94	/	69	142	/	50	70	/	108	0
	4:00 PM	3	9	4	2	33	45	6	10	5	6	5	3	131
	4:15 PM	7	8	3	0	23	21	5	6	2	2	6	4	87
	4:30 PM	5	5	2	4	20	31	7	8	4	2	2	2	92
	4:45 PM	8	11	5	6	22	22	7	13	3	4	2	4	107
	5:00 PM	4	4	0	4	16	24	5	9	2	2	3	4	77
	5:15 PM	5	7	4	2	16	17	4	9	0	3	7	3	77
	5:30 PM	9	4	0	4	11	10	4	7	5	2	6	4	66
	5:45 PM	1	13	4	1	9	12	6	10	1	3	4	5	69
	VOLUMES	42	61	22	23	150	182	44	72	22	24	35	29	706
	APPROACH %	34%	49%	18%	6%	42%	51%	32%	52%	16%	27%	40%	33%	
	APP/DEPART	125	/	134	355	/	196	138	/	117	88	/	259	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	23	33	14	12	98	119	25	37	14	14	15	13	417
	APPROACH %	33%	47%	20%	5%	43%	52%	33%	49%	18%	33%	36%	31%	
	PEAK HR FACTOR	0.729			0.716			0.826			0.750			0.796
	APP/DEPART	70	/	71	229	/	126	76	/	63	42	/	157	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Evan Hewes Hwy	PROJECT #: SC4480 LOCATION #: 1 CONTROL: STOP ALL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER: OTHER:	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Haskell Rd			EASTBOUND W Evan Hewes Hwy			WESTBOUND W Evan Hewes Hwy			TOTAL
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

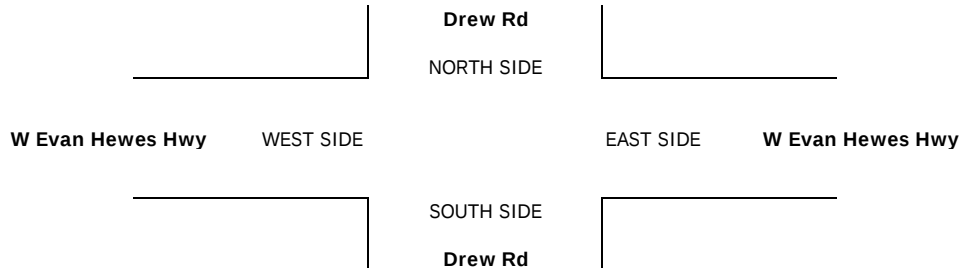
AM	7:00 AM	0	1	1	0	0	1	1	0	1	0	0	0	5
	7:15 AM	1	1	1	0	0	1	1	0	0	0	0	1	7
	7:30 AM	0	2	0	0	0	2	1	0	1	1	0	0	7
	7:45 AM	0	1	0	0	1	0	2	0	1	0	0	0	5
	8:00 AM	0	2	0	1	0	0	0	0	1	0	0	0	4
	8:15 AM	0	2	1	0	3	0	0	1	0	0	2	0	9
	8:30 AM	0	2	0	0	0	2	2	0	0	0	0	0	6
	8:45 AM	1	1	0	0	1	1	1	0	1	0	1	1	8
	VOLUMES	2	12	3	1	6	7	8	1	5	1	3	2	51
	APPROACH %	12%	71%	18%	7%	43%	50%	57%	7%	36%	17%	50%	33%	
PM	APP/DEPART	17	/	22	14	/	12	14	/	5	6	/	12	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	1	6	1	1	2	3	4	0	3	1	0	1	23
	APPROACH %	13%	75%	13%	17%	33%	50%	57%	0%	43%	50%	0%	50%	
	PEAK HR FACTOR	0.667			0.750			0.583			0.500			0.821
	APP/DEPART	8	/	11	6	/	6	7	/	2	2	/	4	0
	4:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	4
	4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	2
	4:30 PM	0	0	0	0	1	3	0	2	2	0	0	0	8
	4:45 PM	2	1	0	0	1	2	0	0	0	0	0	0	6
	5:00 PM	0	0	0	0	1	1	0	0	0	0	0	1	3
	5:15 PM	0	0	0	1	0	1	0	1	0	0	0	0	3
	5:30 PM	0	0	0	0	1	2	0	0	1	0	0	0	4
	5:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	4
	VOLUMES	5	2	0	1	8	10	0	3	3	1	0	1	34
	APPROACH %	71%	29%	0%	5%	42%	53%	0%	50%	50%	50%	0%	50%	
	APP/DEPART	7	/	3	19	/	12	6	/	4	2	/	15	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	4	1	0	0	4	6	0	2	2	1	0	0	20
	APPROACH %	80%	20%	0%	0%	40%	60%	0%	50%	50%	100%	0%	0%	
	PEAK HR FACTOR	0.417			0.625			0.250			0.250			0.625
	APP/DEPART	5	/	1	10	/	7	4	/	2	1	/	10	0

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4480 1 STOP ALL
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ ◀ W S ▶ E ▼ N

	NORTHBOUND Drew Rd			SOUTHBOUND Haskell Rd			EASTBOUND W Evan Hewes Hwy			WESTBOUND W Evan Hewes Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	2	0	0	2	0	

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

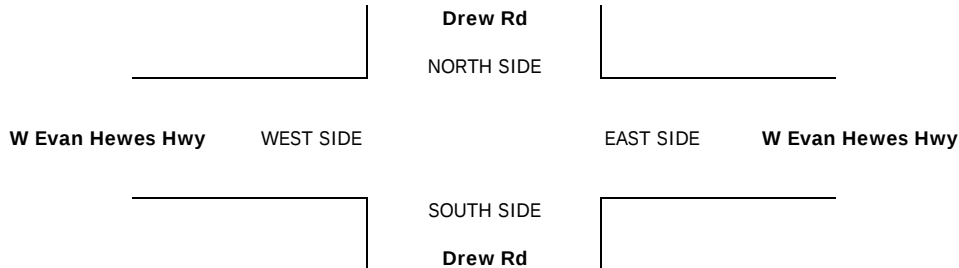
AM	7:00 AM	1	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	1	1	0	0	0	2
	8:00 AM	1	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	0	1	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	0	0	1	1	0	1	1	0	0	0
	APPROACH %	100%	0%	0%	0%	50%	50%	0%	50%	50%	0%	0%	0%
PM	APP/DEPART	2	/	0	2	/	2	2	/	1	0	/	3
	BEGIN PEAK HR	7:15 AM											
	VOLUMES	1	0	0	0	0	0	0	1	1	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	0%
	PEAK HR FACTOR	0.250			0.000			0.250			0.000		
	APP/DEPART	1	/	0	0	/	1	2	/	1	0	/	1
	4:00 PM	0	1	0	0	0	0	1	0	0	0	0	2
	4:15 PM	0	1	0	0	0	1	0	0	1	0	0	3
	4:30 PM	0	0	0	0	0	0	3	0	0	0	0	3
	4:45 PM	0	1	0	0	0	0	1	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	1	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	1	0	0	0	0	1
	5:45 PM	0	0	0	0	1	1	0	0	0	0	0	2
	VOLUMES	0	3	0	0	1	2	7	0	1	0	0	14
	APPROACH %	0%	100%	0%	0%	33%	67%	88%	0%	13%	0%	0%	0%
	APP/DEPART	3	/	10	3	/	2	8	/	0	0	/	2
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	3	0	0	0	1	5	0	1	0	0	10
	APPROACH %	0%	100%	0%	0%	0%	100%	83%	0%	17%	0%	0%	0%
	PEAK HR FACTOR	0.750			0.250			0.500			0.000		
	APP/DEPART	3	/	8	1	/	1	6	/	0	0	/	1

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

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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4480 1 STOP ALL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Haskell Rd			EASTBOUND W Evan Hewes Hwy			WESTBOUND W Evan Hewes Hwy			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	2	0	0	2	0	

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

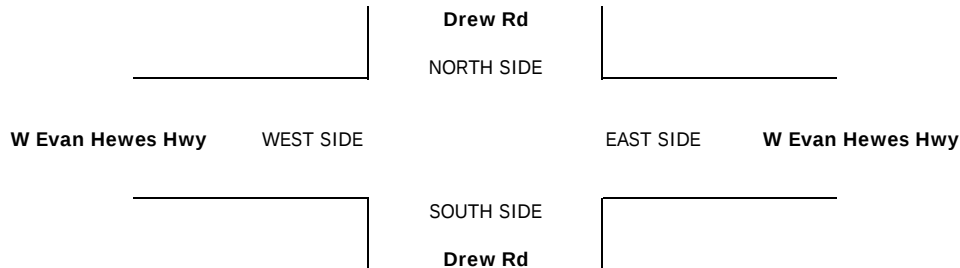
AM	7:00 AM	0	1	1	0	0	0	1	0	0	0	0	0	3
	7:15 AM	0	2	0	0	0	1	3	0	1	0	0	0	7
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	1	0	0	0	1	2	0	0	1	0	0	0	5
	8:00 AM	0	1	0	0	1	1	2	0	1	0	0	0	6
	8:15 AM	0	1	0	0	1	2	0	0	0	0	0	0	4
	8:30 AM	1	0	0	0	1	1	2	0	0	0	0	0	5
	8:45 AM	0	1	0	0	1	0	1	0	0	0	0	0	3
	VOLUMES	2	7	1	0	5	7	9	0	3	0	0	0	34
	APPROACH %	20%	70%	10%	0%	42%	58%	75%	0%	25%	0%	0%	0%	
PM	APP/DEPART	10	/	16	12	/	8	12	/	1	0	/	9	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	1	4	0	0	2	4	5	0	3	0	0	0	19
	APPROACH %	20%	80%	0%	0%	33%	67%	63%	0%	38%	0%	0%	0%	
	PEAK HR FACTOR	0.625			0.500			0.500			0.000			0.679
	APP/DEPART	5	/	9	6	/	5	8	/	0	0	/	5	0
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	1	0	0	0	0	1	0	0	0	2
	4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	2
	5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	1	1	0	1	0	0	0	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	1	2	0	1	2	3	1	0	3	0	0	0	13
	APPROACH %	33%	67%	0%	17%	33%	50%	25%	0%	75%	0%	0%	0%	
	APP/DEPART	3	/	3	6	/	5	4	/	1	0	/	4	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	2	0	1	1	2	0	0	2	0	0	0	8
	APPROACH %	0%	100%	0%	25%	25%	50%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR	0.500			1.000			0.500			0.000			1.000
	APP/DEPART	2	/	2	4	/	3	2	/	1	0	/	2	0

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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4480 1 STOP ALL
CLASS 5: RV	NOTES:		AM PM MD OTHER OTHER	

	NORTHBOUND Drew Rd			SOUTHBOUND Haskell Rd			EASTBOUND W Evan Hewes Hwy			WESTBOUND W Evan Hewes Hwy			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

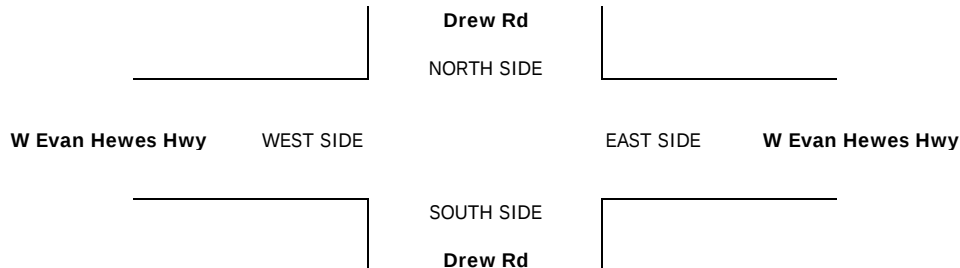
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH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

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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4480 1 STOP ALL
CLASS 6:	NOTES:		AM PM MD OTHER OTHER	▲ ▼ ◀ ▶ W E S N
BUSES				

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Drew Rd			Haskell Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	2	0	0	2	0	

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

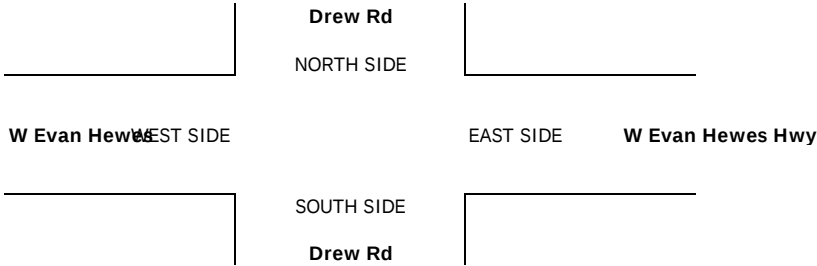
AM	7:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	2
	7:15 AM	1	0	0	0	1	1	0	0	0	0	0	0	3
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	1	0	0	0	1	0	0	1	0	0	0	0	3
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	0	1	3	1	1	1	0	0	1	0	10
	APPROACH %	100%	0%	0%	20%	60%	20%	50%	50%	0%	0%	100%	0%	
PM	APP/DEPART	2	/	1	5	/	3	2	/	2	1	/	4	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	2	0	0	0	2	1	0	1	0	0	0	0	6
	APPROACH %	100%	0%	0%	0%	67%	33%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.500			0.375			0.250			0.000			0.500
	APP/DEPART	2	/	0	3	/	2	1	/	1	0	/	3	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
	VOLUMES	0	0	0	0	2	0	0	0	0	2	0	0	4
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	0	/	0	2	/	2	0	/	0	2	/	2	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

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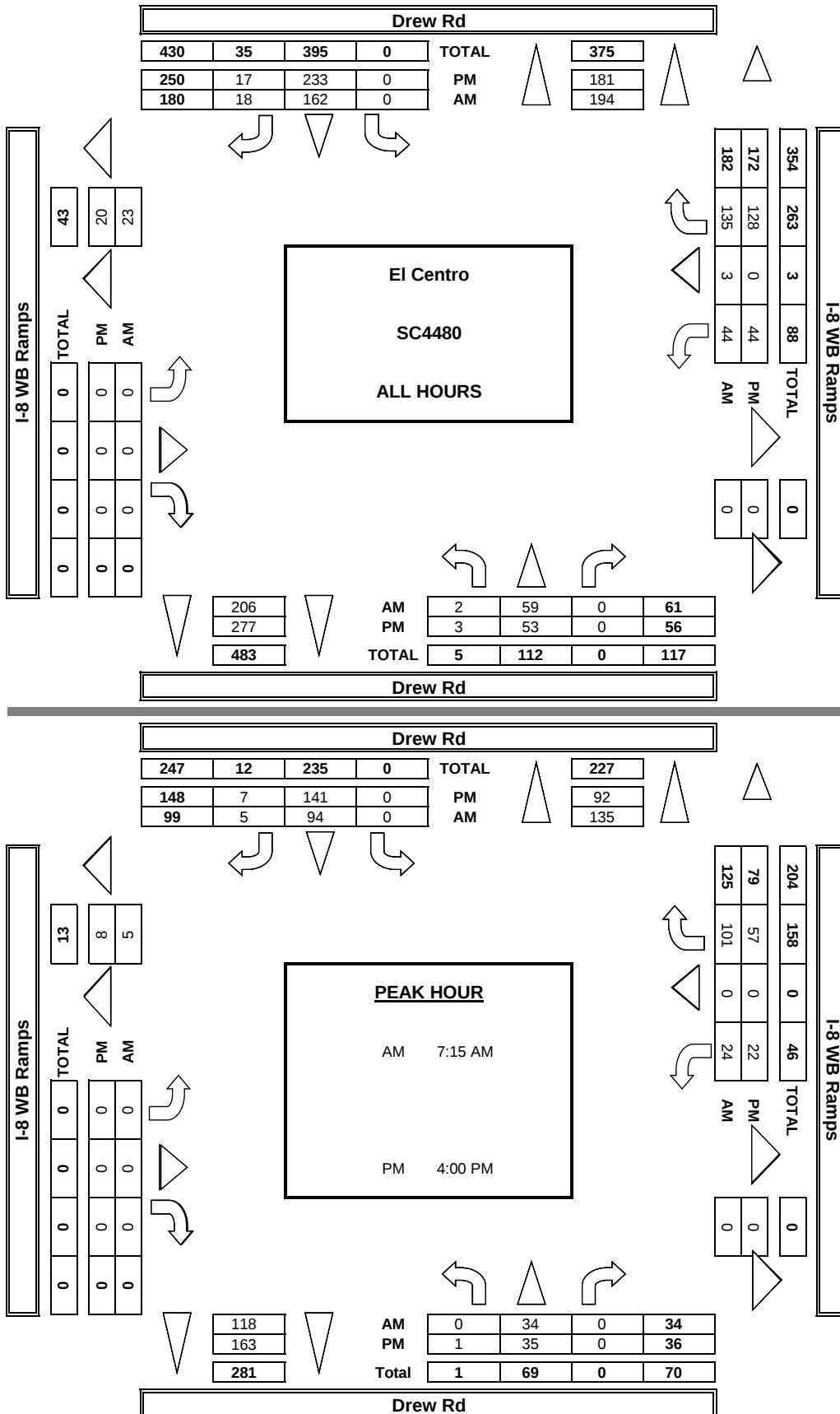
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AimTD LLC
TURNING MOVEMENT COUNTS



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

PROJECT #: SC4480
LOCATION #: 2
CONTROL: STOP W

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

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd I-8 WB Ramps	PROJECT #: LOCATION #: CONTROL:	SC4480 2 STOP W
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND I-8 WB Ramps			WESTBOUND I-8 WB Ramps			
LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL X	ET X	ER X	WL 0.5	WT 0.5	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

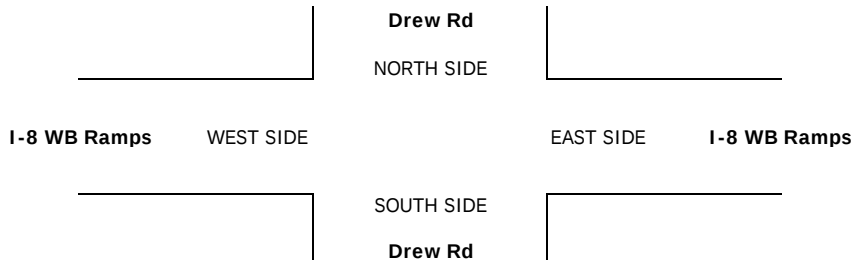
AM	7:00 AM	1	6	0	0	8	1	0	0	0	4	0	6	26
	7:15 AM	0	1	0	0	18	0	0	0	0	5	0	15	39
	7:30 AM	0	3	0	0	22	0	0	0	0	3	0	27	55
	7:45 AM	0	11	0	0	26	1	0	0	0	5	0	39	82
	8:00 AM	0	11	0	0	19	0	0	0	0	4	0	12	46
	8:15 AM	1	3	0	0	10	2	0	0	0	1	0	14	31
	8:30 AM	0	3	0	0	17	2	0	0	0	6	0	3	31
	8:45 AM	0	6	0	0	21	4	0	0	0	6	1	5	43
	VOLUMES	2	44	0	0	141	10	0	0	0	34	1	121	353
	APPROACH %	4%	96%	0%	0%	93%	7%	0%	0%	0%	22%	1%	78%	
PM	APP/DEPART	46	/	165	151	/	175	0	/	0	156	/	13	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	0	26	0	0	85	1	0	0	0	17	0	93	222
	APPROACH %	0%	100%	0%	0%	99%	1%	0%	0%	0%	15%	0%	85%	
	PEAK HR FACTOR	0.591			0.796			0.000			0.625			0.677
	APP/DEPART	26	/	119	86	/	102	0	/	0	110	/	1	0
	4:00 PM	0	4	0	0	49	1	0	0	0	4	0	12	70
	4:15 PM	1	5	0	0	24	1	0	0	0	3	0	8	42
	4:30 PM	0	11	0	0	29	1	0	0	0	8	0	9	58
	4:45 PM	0	10	0	0	30	1	0	0	0	3	0	22	66
	5:00 PM	1	4	0	0	27	6	0	0	0	4	0	20	62
	5:15 PM	0	1	0	0	23	0	0	0	0	7	0	18	49
	5:30 PM	0	1	0	0	15	4	0	0	0	5	0	16	41
	5:45 PM	0	8	0	0	16	0	0	0	0	3	0	14	41
	VOLUMES	2	44	0	0	213	14	0	0	0	37	0	119	429
	APPROACH %	4%	96%	0%	0%	94%	6%	0%	0%	0%	24%	0%	76%	
	APP/DEPART	46	/	163	227	/	250	0	/	0	156	/	16	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	30	0	0	132	4	0	0	0	18	0	51	236
	APPROACH %	3%	97%	0%	0%	97%	3%	0%	0%	0%	26%	0%	74%	
	PEAK HR FACTOR	0.705			0.680			0.000			0.690			0.843
	APP/DEPART	31	/	81	136	/	150	0	/	0	69	/	5	0

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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd I-8 WB Ramps	PROJECT #: SC4480 LOCATION #: 2 CONTROL: STOP W
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER: OTHER:	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND I-8 WB Ramps			WESTBOUND I-8 WB Ramps			TOTAL
LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL X	ET X	ER X	WL 0.5	WT 0.5	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

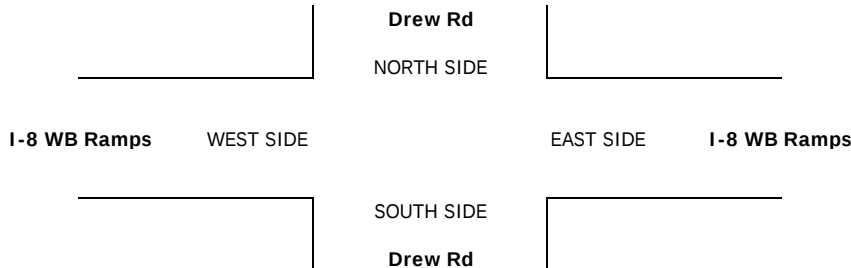
AM	7:00 AM	0	2	0	0	1	1	0	0	0	0	0	0	4
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	7:30 AM	0	2	0	0	1	1	0	0	0	0	0	1	5
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	3
	8:00 AM	0	1	0	0	0	1	0	0	0	2	0	1	5
	8:15 AM	0	0	0	0	3	1	0	0	0	1	0	2	7
	8:30 AM	0	1	0	0	0	1	0	0	0	0	0	1	3
	8:45 AM	0	2	0	0	2	1	0	0	0	0	0	0	5
	VOLUMES	0	10	0	0	9	6	0	0	0	3	0	6	34
	APPROACH %	0%	100%	0%	0%	60%	40%	0%	0%	0%	33%	0%	67%	
APP/DEPART	10	/	16	15	/	12	0	/	0	9	/	6	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	0	5	0	0	3	2	0	0	0	2	0	3	15	
APPROACH %	0%	100%	0%	0%	60%	40%	0%	0%	0%	40%	0%	60%		
PEAK HR FACTOR	0.625			0.625			0.000			0.417			0.750	
APP/DEPART	5	/	8	5	/	5	0	/	0	5	/	2	0	
PM	4:00 PM	0	2	0	0	0	1	0	0	0	1	0	1	5
	4:15 PM	0	0	0	0	0	2	0	0	0	1	0	1	4
	4:30 PM	0	0	0	0	4	0	0	0	0	0	0	2	6
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
	5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:30 PM	0	1	0	0	2	0	0	0	0	1	0	0	4
	5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
	VOLUMES	0	6	0	0	10	3	0	0	0	3	0	4	26
	APPROACH %	0%	100%	0%	0%	77%	23%	0%	0%	0%	43%	0%	57%	
	APP/DEPART	6	/	10	13	/	13	0	/	0	7	/	3	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	2	0	0	5	3	0	0	0	2	0	4	16
	APPROACH %	0%	100%	0%	0%	63%	38%	0%	0%	0%	33%	0%	67%	
PEAK HR FACTOR	0.250			0.500			0.000			0.750			0.667	
APP/DEPART	2	/	6	8	/	7	0	/	0	6	/	3	0	

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INTERSECTION TURNING MOVEMENT COUNTS

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DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd I-8 WB Ramps	PROJECT #: SC4480 LOCATION #: 2 CONTROL: STOP W
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND I-8 WB Ramps			WESTBOUND I-8 WB Ramps			TOTAL
LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL X	ET X	ER X	WL 0.5	WT 0.5	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

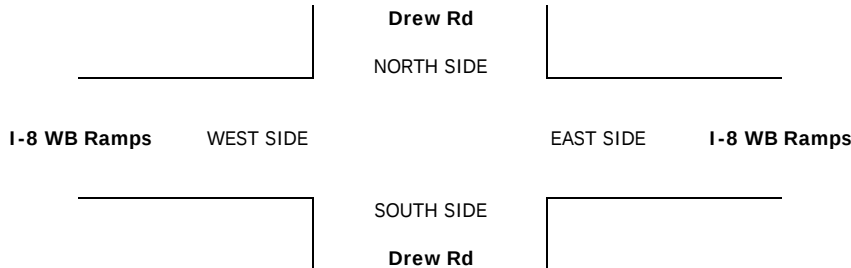
AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1
	7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1
	8:00 AM	0	0	0	0	0	0	0	0	2	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	1	1	0	2
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	4	2	1	8
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	57%	29%	14%	
PM	APP/DEPART	0	/	1	1	/	5	0	/	0	7	/	2
	BEGIN PEAK HR	7:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	3	0	1	4
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	75%	0%	25%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.500		
	APP/DEPART	0	/	1	0	/	3	0	/	0	4	/	0
	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	1	0	0	0	1	0	1	3
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	1
	VOLUMES	0	2	0	0	2	0	0	0	1	0	4	9
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	20%	0%	80%	
	APP/DEPART	2	/	6	2	/	3	0	/	0	5	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	2	0	0	1	0	0	0	1	0	2	6
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	33%	0%	67%	
	PEAK HR FACTOR	0.500			0.250			0.000			0.375		
	APP/DEPART	2	/	4	1	/	2	0	/	0	3	/	0

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INTERSECTION TURNING MOVEMENT COUNTS

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DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd I-8 WB Ramps	PROJECT #: SC4480 LOCATION #: 2 CONTROL: STOP W
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND I-8 WB Ramps			WESTBOUND I-8 WB Ramps			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	X	X	1	0	X	X	X	0.5	0.5	1	

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

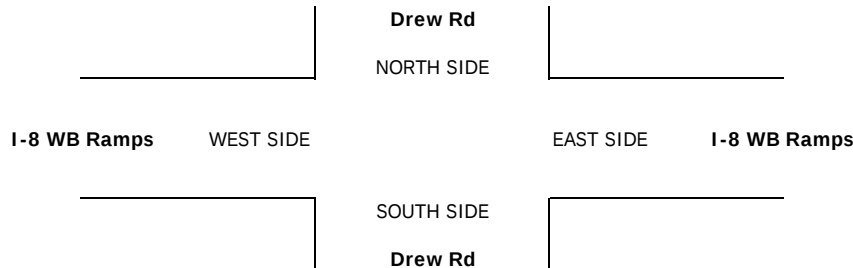
AM	7:00 AM	0	2	0	0	0	0	0	0	0	0	1	3
	7:15 AM	0	2	0	0	0	0	0	0	1	0	1	4
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	1	2	0	0	0	0	1	4
	8:00 AM	0	0	0	0	2	0	0	0	1	0	2	5
	8:15 AM	0	0	0	0	2	0	0	0	0	0	0	2
	8:30 AM	0	0	0	0	2	0	0	0	0	0	1	3
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	1
	VOLUMES	0	4	0	0	7	2	0	0	0	2	7	22
	APPROACH %	0%	100%	0%	0%	78%	22%	0%	0%	0%	22%	0%	78%
PM	APP/DEPART	4	/	11	9	/	9	0	/	0	9	/	2
	BEGIN PEAK HR	7:15 AM											
	VOLUMES	0	2	0	0	3	2	0	0	0	2	4	13
	APPROACH %	0%	100%	0%	0%	60%	40%	0%	0%	0%	33%	0%	67%
	PEAK HR FACTOR	0.250			0.417			0.000			0.500		
	APP/DEPART	2	/	6	5	/	5	0	/	0	6	/	2
	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	1
	4:15 PM	0	1	0	0	0	0	0	0	1	0	0	2
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	2	0	0	0	0	0	1	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	1	0	0	0	1	0	0	0	2	0	0	4
	VOLUMES	1	1	0	0	6	0	0	0	0	3	1	12
	APPROACH %	50%	50%	0%	0%	100%	0%	0%	0%	0%	75%	0%	25%
	APP/DEPART	2	/	2	6	/	9	0	/	0	4	/	1
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	1	0	0	3	0	0	0	0	1	0	5
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%
	PEAK HR FACTOR	0.250			0.750			0.000			0.250		
	APP/DEPART	1	/	1	3	/	4	0	/	0	1	/	0

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DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd I-8 WB Ramps	PROJECT #: LOCATION #: CONTROL:	SC4480 2 STOP W
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CLASS 5:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
RV			

	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND I-8 WB Ramps			WESTBOUND I-8 WB Ramps			TOTAL
LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL X	ET X	ER X	WL 0.5	WT 0.5	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

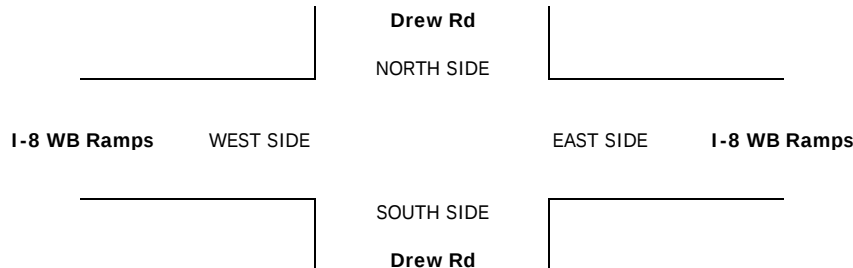
AM	7:00 AM	0	0	0	0	0	0	0	0	1	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	1	0	0	1
	APPROACH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

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd I-8 WB Ramps	PROJECT #: LOCATION #: CONTROL:	SC4480 2 STOP W
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CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Drew Rd			Drew Rd			I-8 WB Ramps			I-8 WB Ramps				NB	SB	EB	WB	TTL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL					

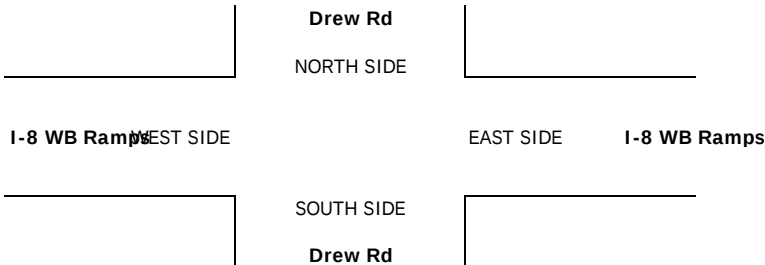
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	4	0	0	0	0	0	0	5					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
PM	APP/DEPART	1	/	1	4	/	4	0	/	0	0	/	0	0				
	BEGIN PEAK HR	7:15 AM												4				
	VOLUMES	0	1	0	0	3	0	0	0	0	0	0	4					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR	0.250			0.375			0.000			0.000			0.500				
	APP/DEPART	1	/	1	3	/	3	0	/	0	0	/	0	0				
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	2	0	0	0	0	0	0	2					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	2	/	2	0	/	0	0	/	0	0				
	BEGIN PEAK HR	4:00 PM												0				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PM	PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000				
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0				

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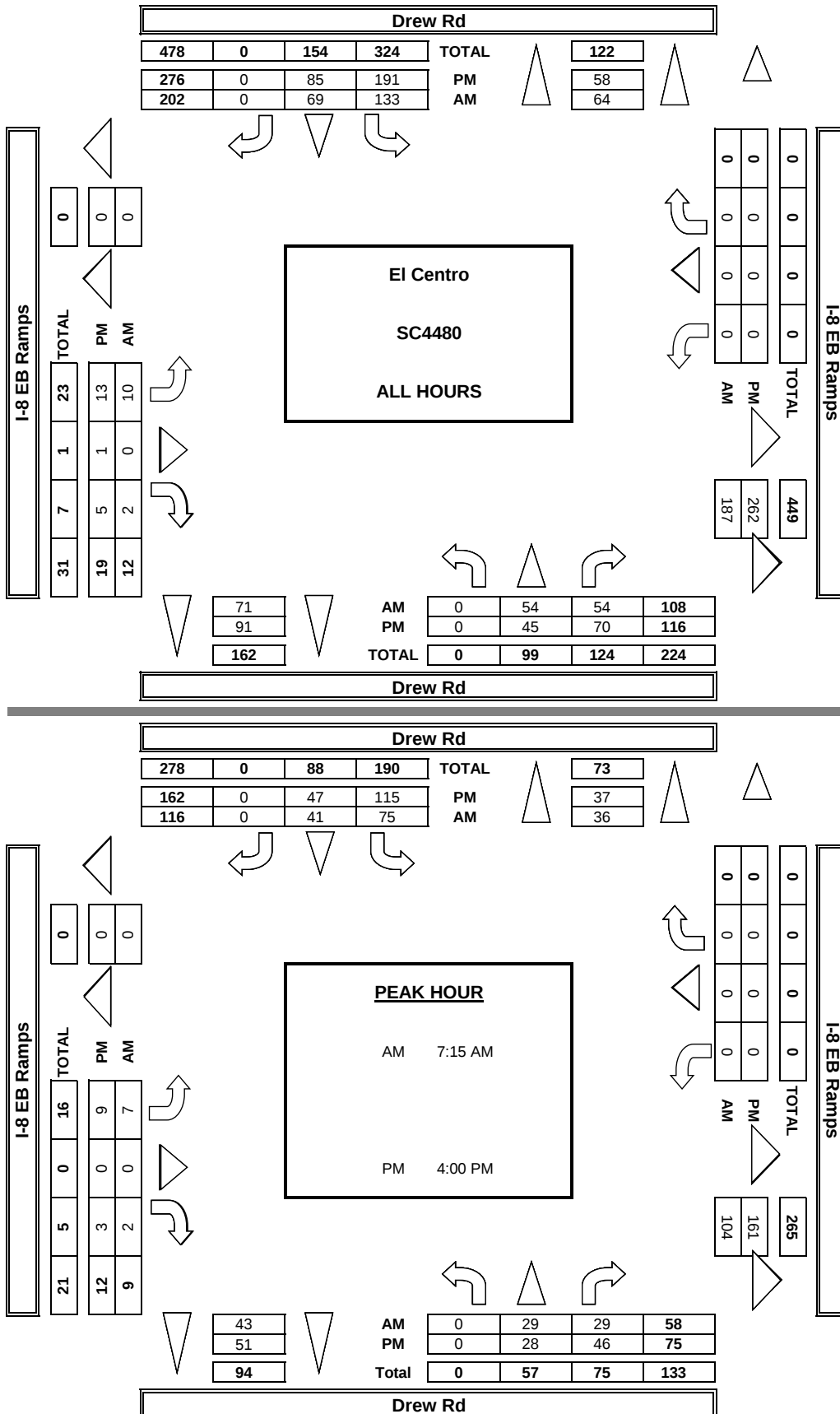
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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AimTD LLC
TURNING MOVEMENT COUNTS



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

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

U-TURNS				
NB	SB	EB	WB	TTL

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

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd I-8 EB Ramps	PROJECT #: LOCATION #: CONTROL:	SC4480 3 STOP E
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND I-8 EB Ramps			WESTBOUND I-8 EB Ramps			
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

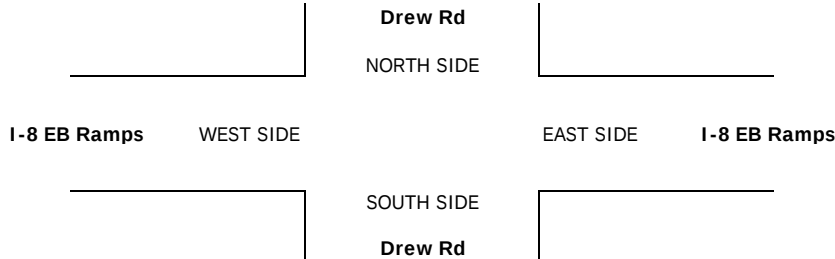
AM	7:00 AM	0	6	4	7	4	0	1	0	0	0	0	0	22
	7:15 AM	0	1	7	18	5	0	0	0	0	0	0	0	31
	7:30 AM	0	3	6	21	3	0	0	0	0	0	0	0	33
	7:45 AM	0	11	10	18	12	0	1	0	1	0	0	0	53
	8:00 AM	0	10	2	12	10	0	2	0	0	0	0	0	36
	8:15 AM	0	4	3	7	4	0	1	0	0	0	0	0	19
	8:30 AM	0	3	5	15	8	0	0	0	0	0	0	0	31
	8:45 AM	0	6	8	18	8	0	0	0	0	0	0	0	40
	VOLUMES	0	44	45	116	54	0	5	0	1	0	0	0	265
	APPROACH %	0%	49%	51%	68%	32%	0%	83%	0%	17%	0%	0%	0%	
PM	APP/DEPART	89	/	49	170	/	55	6	/	161	0	/	0	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	0	25	25	69	30	0	3	0	1	0	0	0	153
	APPROACH %	0%	50%	50%	70%	30%	0%	75%	0%	25%	0%	0%	0%	
	PEAK HR FACTOR	0.595			0.825			0.500			0.000			0.722
	APP/DEPART	50	/	28	99	/	31	4	/	94	0	/	0	0
	4:00 PM	0	2	6	47	6	0	3	0	0	0	0	0	64
	4:15 PM	0	3	6	22	4	0	3	0	2	0	0	0	40
	4:30 PM	0	9	16	21	16	0	2	0	0	0	0	0	64
	4:45 PM	0	9	12	21	12	0	1	0	0	0	0	0	55
	5:00 PM	0	6	1	24	7	0	0	1	0	0	0	0	39
	5:15 PM	0	1	11	18	12	0	0	0	0	0	0	0	42
	5:30 PM	0	1	3	15	5	0	0	0	1	0	0	0	25
	5:45 PM	0	4	4	13	6	0	3	0	1	0	0	0	31
	VOLUMES	0	35	59	181	68	0	12	1	4	0	0	0	361
	APPROACH %	0%	37%	62%	73%	27%	0%	71%	6%	24%	0%	0%	0%	
	APP/DEPART	95	/	47	249	/	73	17	/	241	0	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	23	40	111	38	0	9	0	2	0	0	0	224
	APPROACH %	0%	36%	63%	74%	26%	0%	82%	0%	18%	0%	0%	0%	
	PEAK HR FACTOR	0.640			0.703			0.550			0.000			0.875
	APP/DEPART	64	/	32	149	/	41	11	/	151	0	/	0	0

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

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

1	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

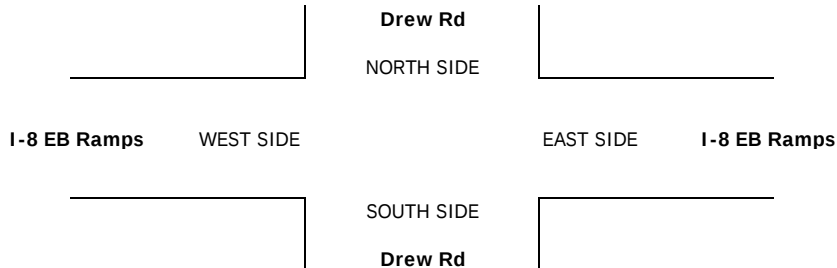
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd I-8 EB Ramps	PROJECT #: SC4480 LOCATION #: 3 CONTROL: STOP E
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER: OTHER:	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND I-8 EB Ramps			WESTBOUND I-8 EB Ramps			TOTAL	U-TURNS				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL
	X	1	0	0	1	X	0.5	0.5	1	X	X	X						

AM	7:00 AM	0	2	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:15 AM	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	2	0	1	0	0	0	0	1	0	0	4	0	0	0	0	0
	7:45 AM	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	0	0	1	2	0	1	0	0	0	0	4	0	0	0	0	0
	8:15 AM	0	0	1	2	2	0	0	0	0	0	0	5	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	2	2	2	0	0	0	0	0	0	0	6	0	0	0	0	0
	VOLUMES	0	7	3	8	5	0	3	0	1	0	0	27	0	0	0	0	0
	APPROACH %	0%	70%	30%	62%	38%	0%	75%	0%	25%	0%	0%	0%	0	0	0	0	0
PM	APP/DEPART	10	/	10	13	/	6	4	/	11	0	/	0	0	0	0	0	0
	BEGIN PEAK HR	7:15 AM																
	VOLUMES	0	2	0	3	3	0	3	0	1	0	0	12	0	0	0	0	0
	APPROACH %	0%	100%	0%	50%	50%	0%	75%	0%	25%	0%	0%	0%	0	0	0	0	0
	PEAK HR FACTOR	0.250			0.500			1.000			0.000			0.750				
	APP/DEPART	2	/	5	6	/	4	4	/	3	0	/	0	0	0	0	0	0
	4:00 PM	0	2	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0
	4:15 PM	0	0	2	0	1	0	0	0	0	0	0	3	0	0	0	0	0
	4:30 PM	0	0	0	2	2	0	0	0	0	0	0	4	0	0	0	0	0
	4:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0
PM	5:00 PM	0	3	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:15 PM	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	1	1	1	2	0	0	0	0	0	0	5	0	0	0	0	0
	5:45 PM	0	0	0	1	1	0	1	0	0	0	0	3	0	0	0	0	0
	VOLUMES	0	6	6	5	8	0	1	0	0	0	0	26	0	0	0	0	0
	APPROACH %	0%	50%	50%	38%	62%	0%	100%	0%	0%	0%	0%	0%	0	0	0	0	0
	APP/DEPART	12	/	7	13	/	8	1	/	11	0	/	0	0	0	0	0	0
	BEGIN PEAK HR	4:00 PM																
	VOLUMES	0	2	3	2	5	0	0	0	0	0	0	12	0	0	0	0	0
	APPROACH %	0%	40%	60%	29%	71%	0%	0%	0%	0%	0%	0%	0%	0	0	0	0	0
PM	PEAK HR FACTOR	0.625			0.438			0.000			0.000			0.750				
	APP/DEPART	5	/	2	7	/	5	0	/	5	0	/	0	0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd I-8 EB Ramps	PROJECT #: SC4480 LOCATION #: 3 CONTROL: STOP E
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND I-8 EB Ramps			WESTBOUND I-8 EB Ramps			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	1	0	0	1	X	0.5	0.5	1	X	X	X	

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

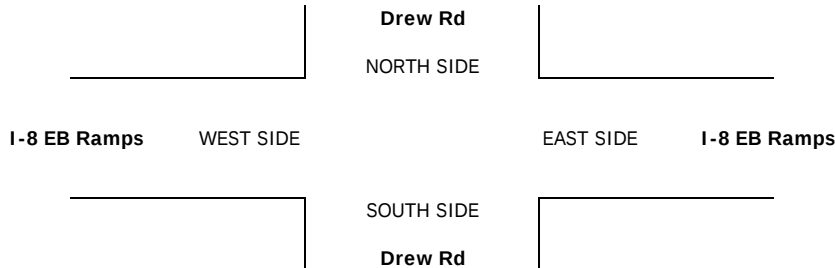
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	2	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:30 AM	0	0	0	1	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	1	4	0	0	0	0	0	0	6
	APPROACH %	0%	0%	100%	20%	80%	0%	0%	0%	0%	0%	0%	
PM	APP/DEPART	1	/	0	5	/	4	0	/	2	0	/	0
	BEGIN PEAK HR	7:15 AM											
	VOLUMES	0	0	1	0	3	0	0	0	0	0	0	4
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.375			0.000			0.000		
	APP/DEPART	1	/	0	3	/	3	0	/	1	0	/	0
	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	2	0	0	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	1	0	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	2	1	1	2	0	0	0	0	0	0	6
	APPROACH %	0%	67%	33%	33%	67%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	3	/	2	3	/	2	0	/	2	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	2	1	0	2	0	0	0	0	0	0	5
	APPROACH %	0%	67%	33%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.375			0.250			0.000			0.000		
	APP/DEPART	3	/	2	2	/	2	0	/	1	0	/	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd I-8 EB Ramps	PROJECT #: SC4480 LOCATION #: 3 CONTROL: STOP E
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND I-8 EB Ramps			WESTBOUND I-8 EB Ramps			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	1	0	0	1	X	0.5	0.5	1	X	X	X	

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

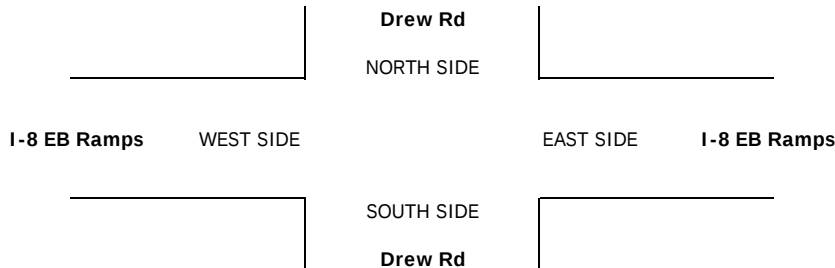
AM	7:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	2
	7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	3
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	3
	8:15 AM	0	0	2	1	1	0	0	0	0	0	0	0	4
	8:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	2	5	4	0	2	0	0	0	0	0	15
	APPROACH %	0%	50%	50%	56%	44%	0%	100%	0%	0%	0%	0%	0%	
PM	APP/DEPART	4	/	4	9	/	4	2	/	7	0	/	0	0
	BEGIN PEAK HR	7:15 AM			2	3	0	1	0	0	0	0	0	7
	VOLUMES	0	1	0	40%	60%	0%	100%	0%	0%	0%	0%	0%	
	APPROACH %	0%	100%	0%	40%	60%	0%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.417			0.250			0.000			0.583
	APP/DEPART	1	/	2	5	/	3	1	/	2	0	/	0	0
	4:00 PM	0	0	1	1	0	0	0	0	1	0	0	0	3
	4:15 PM	0	1	1	0	1	0	0	0	0	0	0	0	3
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
PM	5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4
	VOLUMES	0	2	3	3	6	0	0	0	1	0	0	0	15
	APPROACH %	0%	40%	60%	33%	67%	0%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	5	/	2	9	/	7	1	/	6	0	/	0	0
	BEGIN PEAK HR	4:00 PM			2	2	0	0	0	1	0	0	0	8
	VOLUMES	0	1	2	50%	50%	0%	0%	0%	100%	0%	0%	0%	
	APPROACH %	0%	33%	67%	50%	50%	0%	0%	0%	100%	0%	0%	0%	
PM	PEAK HR FACTOR	0.375			1.000			0.250			0.000			0.667
	APP/DEPART	3	/	1	4	/	3	1	/	4	0	/	0	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd I-8 EB Ramps	PROJECT #: LOCATION #: CONTROL:	SC4480 3 STOP E
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CLASS 5:	NOTES:	AM		▲	
RV		PM		N	
		MD	◀ W	S	E ▶
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Drew Rd			Drew Rd			I-8 EB Ramps			I-8 EB Ramps			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	0	1	X	0.5	0.5	1	X	X	X	

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

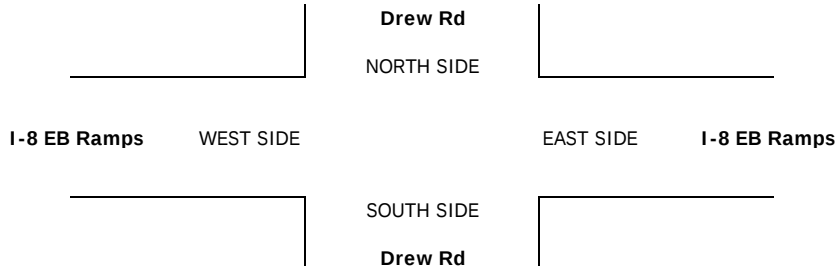
AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	2	0	0	0	0	0	0	0	0	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	2	1	0	0	0	0	0	0	0	3
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%	
PM	APP/DEPART	2	/	0	1	/	0	0	/	3	0	/	0
	BEGIN PEAK HR	7:15 AM											
	VOLUMES	0	0	2	0	0	0	0	0	0	0	0	2
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.000		
	APP/DEPART	2	/	0	0	/	0	0	/	2	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd I-8 EB Ramps	PROJECT #: LOCATION #: CONTROL:	SC4480 3 STOP E
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CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Drew Rd			Drew Rd			I-8 EB Ramps			I-8 EB Ramps				NB	SB	EB	WB	TTL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL					

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	1	2	2	0	0	0	0	0	0	6					
	APPROACH %	0%	50%	50%	50%	50%	0%	0%	0%	0%	0%	0%	0%					
PM	APP/DEPART	2	/	1	4	/	2	0	/	3	0	/	0	0	0	0	0	0
	BEGIN PEAK HR	7:15 AM																
	VOLUMES	0	1	1	1	2	0	0	0	0	0	0	5					
	APPROACH %	0%	50%	50%	33%	67%	0%	0%	0%	0%	0%	0%	0%					
	PEAK HR FACTOR	0.500			0.375			0.000			0.000			0.417				
	APP/DEPART	2	/	1	3	/	2	0	/	2	0	/	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	1	1	1	0	0	0	0	0	0	3					
	APPROACH %	0%	0%	100%	50%	50%	0%	0%	0%	0%	0%	0%	0%					
	APP/DEPART	1	/	0	2	/	1	0	/	2	0	/	0	0	0	0	0	0
	BEGIN PEAK HR	4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0					
	PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000				
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	0	0	0	0

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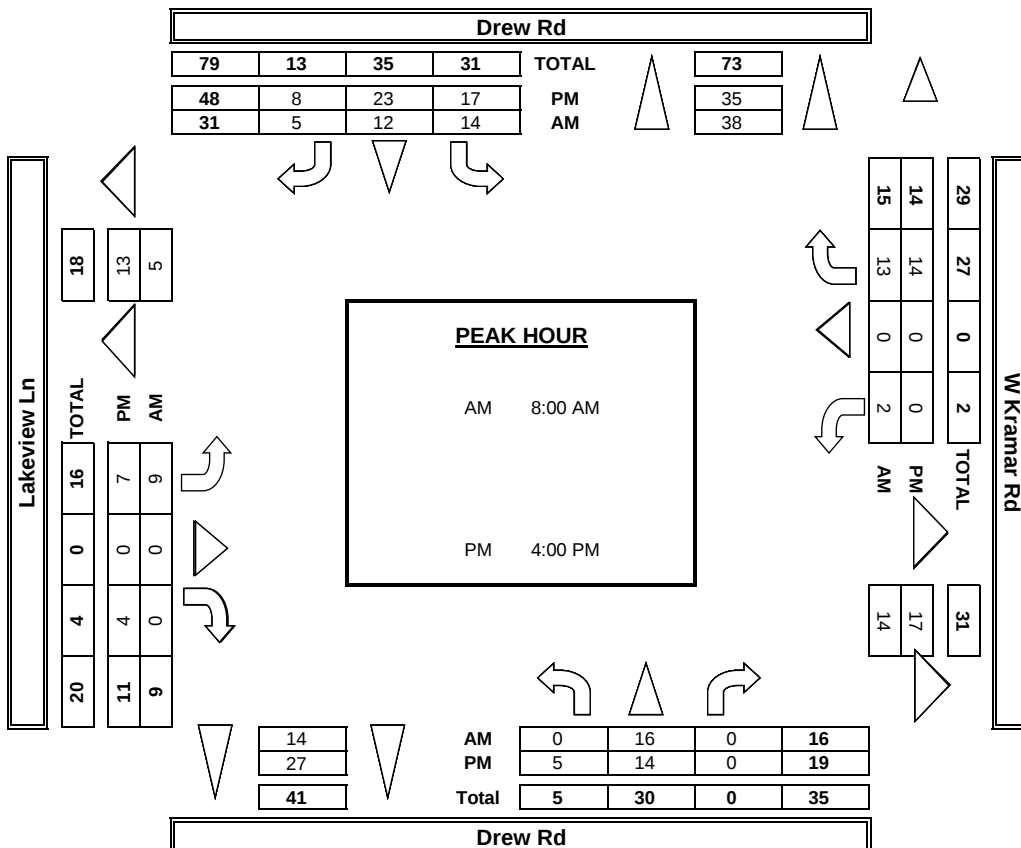
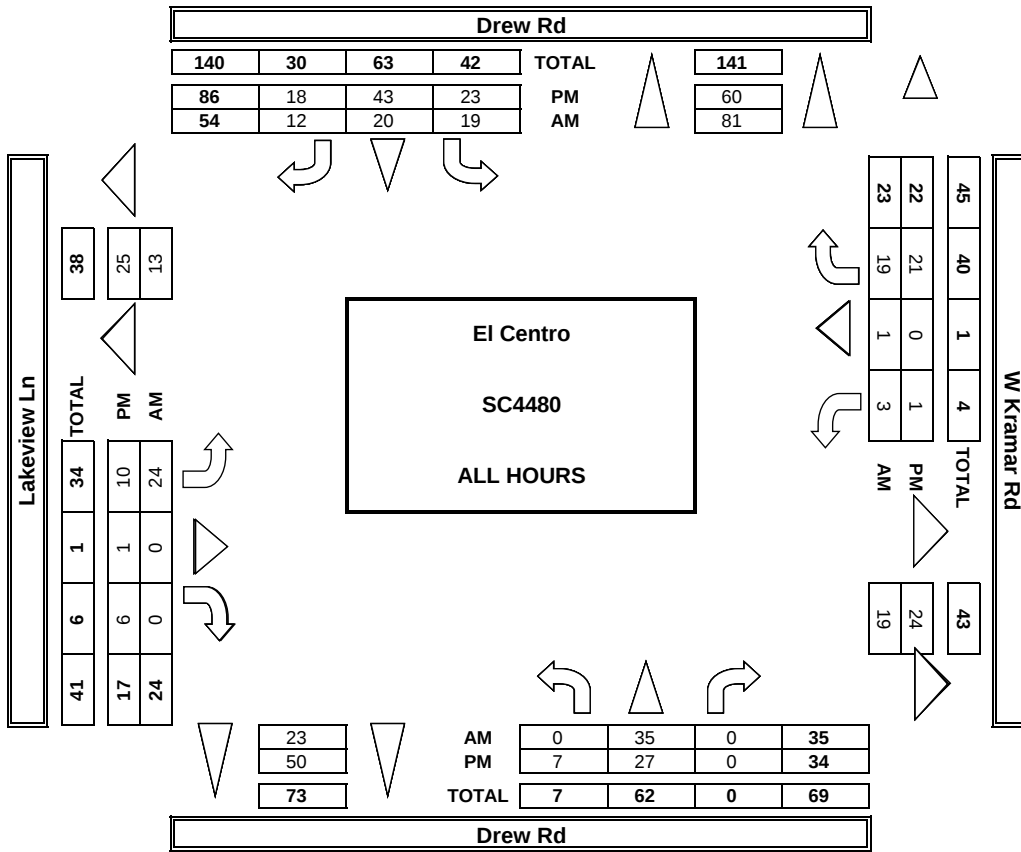
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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AimTD LLC
TURNING MOVEMENT COUNTS



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

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

U-TURNS				
NB	SB	EB	WB	TTL

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Kramar Rd	PROJECT #: LOCATION #: CONTROL:	SC4480 4 STOP E/W
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND Lakeview Ln			WESTBOUND W Kramar Rd			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

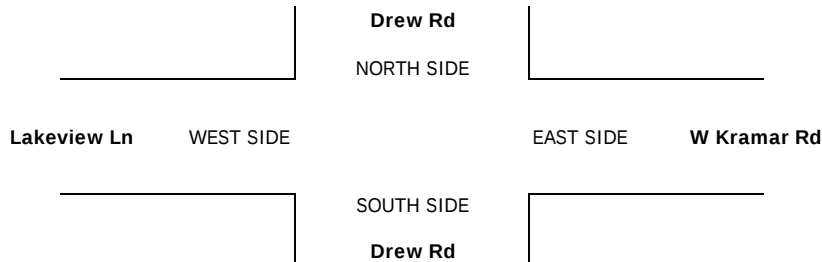
AM	7:00 AM	0	2	0	2	3	1	1	0	0	0	0	3	12
	7:15 AM	0	5	0	3	1	1	3	0	0	0	1	0	14
	7:30 AM	0	4	0	0	1	1	4	0	0	0	0	0	10
	7:45 AM	0	5	0	0	2	3	5	0	0	1	0	0	16
	8:00 AM	0	3	0	1	4	2	3	0	0	0	0	0	13
	8:15 AM	0	2	0	1	1	1	0	0	0	0	0	2	7
	8:30 AM	0	4	0	3	2	1	2	0	0	1	0	3	16
	8:45 AM	0	7	0	2	2	1	3	0	0	1	0	3	19
	VOLUMES	0	32	0	12	16	11	21	0	0	3	1	11	107
	APPROACH %	0%	100%	0%	31%	41%	28%	100%	0%	0%	20%	7%	73%	
PM	APP/DEPART	32	/	64	39	/	19	21	/	12	15	/	12	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	0	16	0	7	9	5	8	0	0	2	0	8	55
	APPROACH %	0%	100%	0%	33%	43%	24%	100%	0%	0%	20%	0%	80%	
	PEAK HR FACTOR	0.571			0.750			0.667			0.625			0.724
	APP/DEPART	16	/	32	21	/	11	8	/	7	10	/	5	0
	4:00 PM	1	3	0	4	4	2	2	0	0	0	0	0	16
	4:15 PM	1	1	0	3	4	2	1	0	1	0	0	1	14
	4:30 PM	0	5	0	3	7	2	3	0	1	0	0	5	26
	4:45 PM	1	2	0	1	6	2	1	0	0	0	0	1	14
	5:00 PM	0	4	0	2	3	1	1	0	0	0	0	0	11
	5:15 PM	1	2	0	1	8	3	1	0	0	0	0	3	19
	5:30 PM	0	2	0	0	3	3	0	0	0	0	0	1	9
	5:45 PM	0	3	0	0	2	3	1	1	0	1	0	2	13
	VOLUMES	4	22	0	14	37	18	10	1	2	1	0	13	123
	APPROACH %	15%	85%	0%	20%	53%	26%	77%	8%	15%	7%	0%	93%	
	APP/DEPART	26	/	46	70	/	40	13	/	15	14	/	22	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	3	11	0	11	21	8	7	0	2	0	0	7	70
	APPROACH %	21%	79%	0%	28%	53%	20%	78%	0%	22%	0%	0%	100%	
	PEAK HR FACTOR	0.700			0.833			0.563			0.350			0.673
	APP/DEPART	14	/	25	40	/	23	9	/	11	7	/	11	0

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Kramar Rd	PROJECT #: SC4480 LOCATION #: 4 CONTROL: STOP E/W
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER: OTHER:	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND Lakeview Ln			WESTBOUND W Kramar Rd			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

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

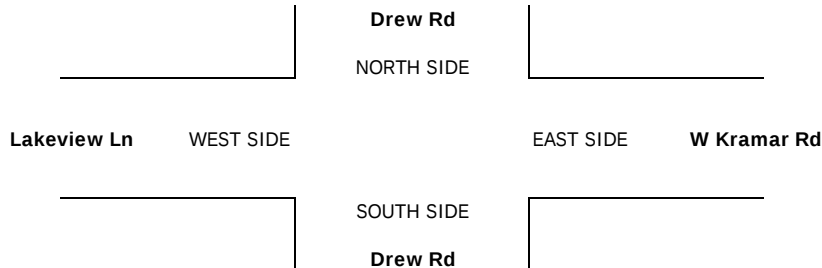
AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	1	0	0	0	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	2	2
	8:00 AM	0	0	0	1	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	1	0	0	1	0	0	0	2
	8:30 AM	0	0	0	1	0	0	0	0	0	1	1	2
	8:45 AM	0	0	0	1	1	0	0	0	0	0	2	4
	VOLUMES	0	1	0	3	3	0	2	0	0	5		14
	APPROACH %	0%	100%	0%	50%	50%	0%	100%	0%	0%	100%		
PM	APP/DEPART	1	/	8	6	/	3	2	/	3	5	/	0
	BEGIN PEAK HR	8:00 AM			3	2	0	1	0	0	0	3	9
	VOLUMES	0	0	0	60%	40%	0%	100%	0%	0%	0%	100%	
	APPROACH %	0%	0%	0%	60%	40%	0%	100%	0%	0%	100%		
	PEAK HR FACTOR	0.000			0.625			0.250			0.375		
	APP/DEPART	0	/	4	5	/	2	1	/	3	3	/	0
	4:00 PM	0	1	0	0	1	0	0	0	0	0	1	3
	4:15 PM	1	0	0	1	0	0	0	0	1	0	0	2
	4:30 PM	1	1	0	2	0	0	0	0	0	0	0	4
	4:45 PM	0	0	0	1	0	0	0	0	1	0	0	2
PM	5:00 PM	0	1	0	0	0	0	0	0	1	0	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1
	5:30 PM	1	0	0	1	1	0	0	0	1	0	0	4
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	1
	VOLUMES	3	3	0	5	3	0	0	0	4	0	0	22
	APPROACH %	50%	50%	0%	63%	38%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	6	/	7	8	/	7	4	/	5	4	/	3
	BEGIN PEAK HR	4:00 PM			4	1	0	0	0	2	0	0	3
	VOLUMES	2	2	0	80%	20%	0%	0%	0%	100%	0%	0%	
	APPROACH %	50%	50%	0%	80%	20%	0%	0%	0%	100%	0%	0%	
PM	PEAK HR FACTOR	0.500			0.625			0.500			0.375		
	APP/DEPART	4	/	5	5	/	3	2	/	4	3	/	2

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Kramar Rd	PROJECT #: LOCATION #: CONTROL:	SC4480 4 STOP E/W
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND Lakeview Ln			WESTBOUND W Kramar Rd			TOTAL
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

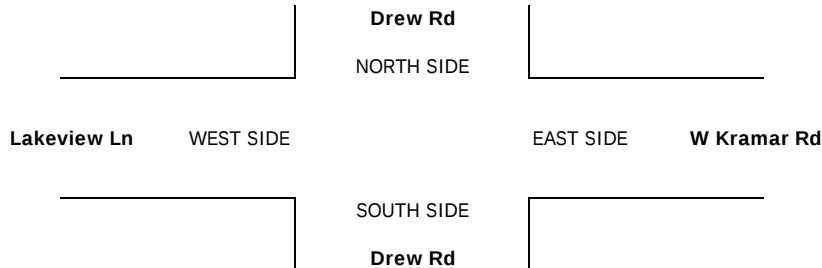
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	1	1	0	0	0	0	2	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	1	1	0	0	0	0	0	0	2	
	8:30 AM	0	0	0	1	0	0	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	
	VOLUMES	0	0	0	2	1	1	1	0	0	0	0	1	6
	APPROACH %	0%	0%	0%	50%	25%	25%	100%	0%	0%	0%	0%	100%	
APP/DEPART	0	/	2	4	/	1	1	/	2	1	/	1	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	0	0	0	2	1	0	0	0	0	0	0	1	4	
APPROACH %	0%	0%	0%	67%	33%	0%	0%	0%	0%	0%	0%	100%		
PEAK HR FACTOR	0.000			0.375			0.000			0.250			0.500	
APP/DEPART	0	/	1	3	/	1	0	/	2	1	/	0	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	1	0	0	0	0	0	0	0	1	3
	APPROACH %	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	1	/	2	1	/	0	0	/	1	1	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	1	0	1	0	0	0	0	0	0	0	1	3
	APPROACH %	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	
PEAK HR FACTOR	0.250			0.250			0.000			0.250			0.750	
APP/DEPART	1	/	2	1	/	0	0	/	1	1	/	0	0	

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Kramar Rd	PROJECT #: SC4480 LOCATION #: 4 CONTROL: STOP E/W
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND Lakeview Ln			WESTBOUND W Kramar Rd			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

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

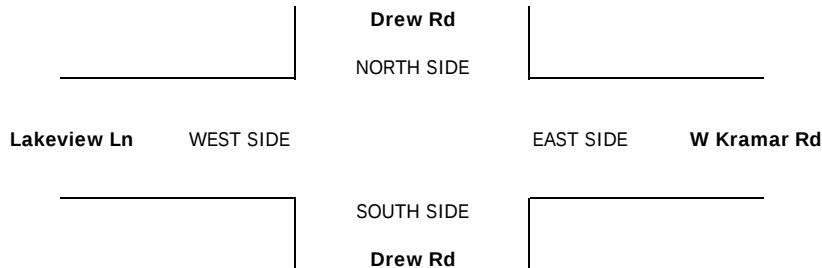
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	1	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	1	0	0	0	0	0	0	1	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	2	0	0	0	0	0	0	2	5
	APPROACH %	0%	0%	0%	67%	0%	0%	0%	0%	0%	0%	100%	
PM	APP/DEPART	0	/	3	3	/	0	0	/	2	2	/	0
	BEGIN PEAK HR	8:00 AM			2	0	0	0	0	0	0	1	3
	VOLUMES	0	0	0	100%	0%	0%	0%	0%	0%	0%	100%	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.000			0.500			0.000			0.250		
	APP/DEPART	0	/	1	2	/	0	0	/	2	1	/	0
	4:00 PM	0	0	0	0	1	0	0	0	0	0	1	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1
	4:30 PM	0	0	0	1	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1
PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	1	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	1	2	0	0	0	0	0	0	4
	VOLUMES	0	1	0	3	3	0	0	0	0	0	3	10
	APPROACH %	0%	100%	0%	50%	50%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	1	/	4	6	/	3	0	/	3	3	/	0
	BEGIN PEAK HR	4:00 PM			1	1	0	0	0	0	0	3	5
	VOLUMES	0	0	0	50%	50%	0%	0%	0%	0%	0%	100%	
	APPROACH %	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	100%	
PM	PEAK HR FACTOR	0.000			0.500			0.000			0.750		
	APP/DEPART	0	/	3	2	/	1	0	/	1	3	/	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Kramar Rd	PROJECT #: LOCATION #: CONTROL:	SC4480 4 STOP E/W
CLASS 5: RV	NOTES:		AM PM MD OTHER OTHER	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Drew Rd			Drew Rd			Lakeview Ln			W Kramar Rd			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

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

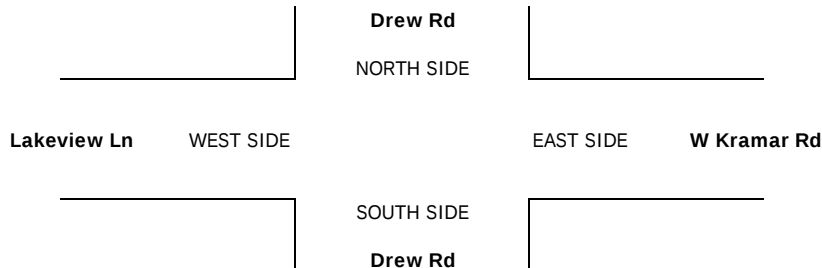
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	2	0	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	0	0	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PM	APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	8:00 AM			0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM			0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Kramar Rd	PROJECT #: LOCATION #: CONTROL:	SC4480 4 STOP E/W
CLASS 6:	NOTES:		AM PM MD OTHER OTHER	▲ ▼ ◀ ▶ N S W E
BUSES				

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Drew Rd			Drew Rd			Lakeview Ln			W Kramar Rd			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

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

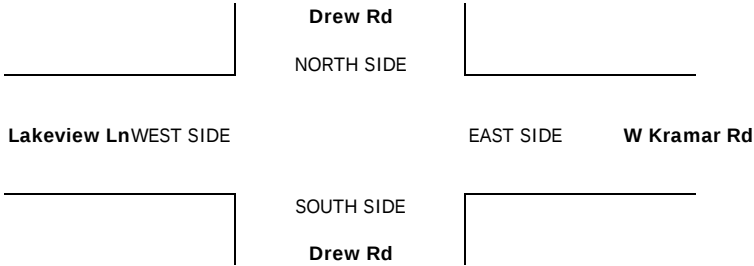
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PM	APP/DEPART	0	/	2	2	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	8:00 AM			0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	1	1	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM			0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2

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

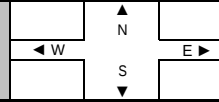
0	0	0	0
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PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4480
LOCATION #: 5
CONTROL: STOP E/W

AM
PM
MD
OTHER
OTHER



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

[illegible]

0	0	0	0
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[illegible]

0	0	0	0
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W Diehl Rd

WEST LEG

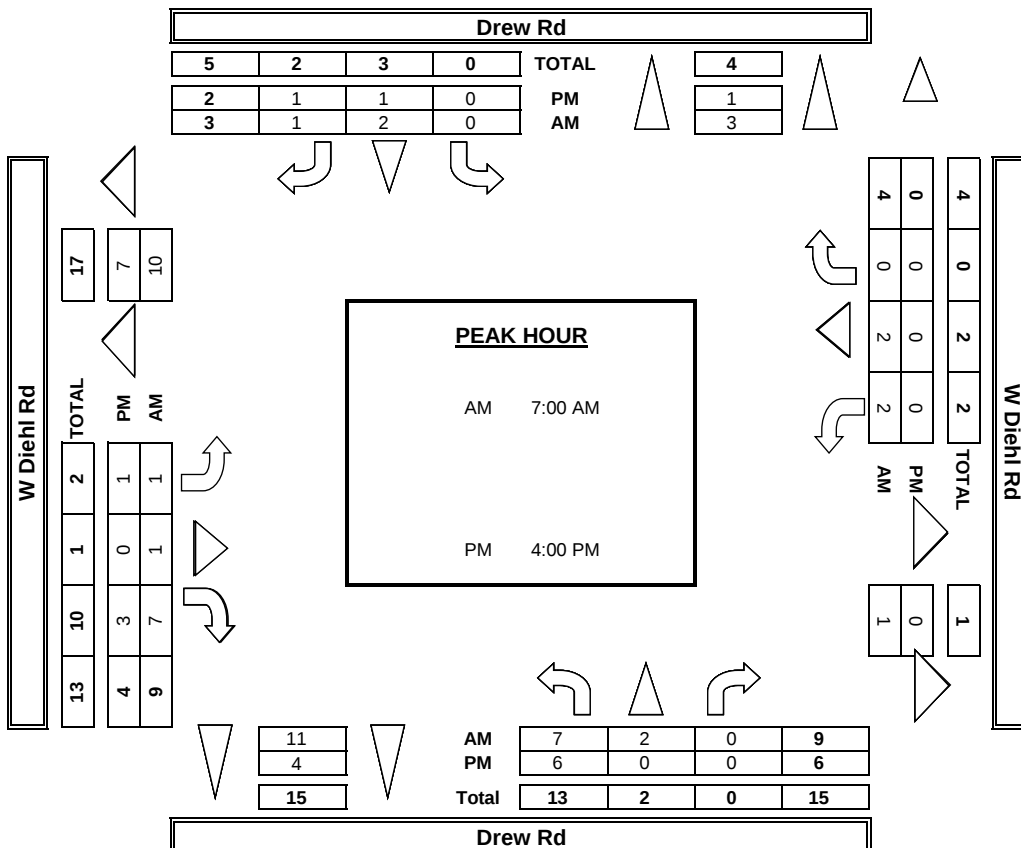
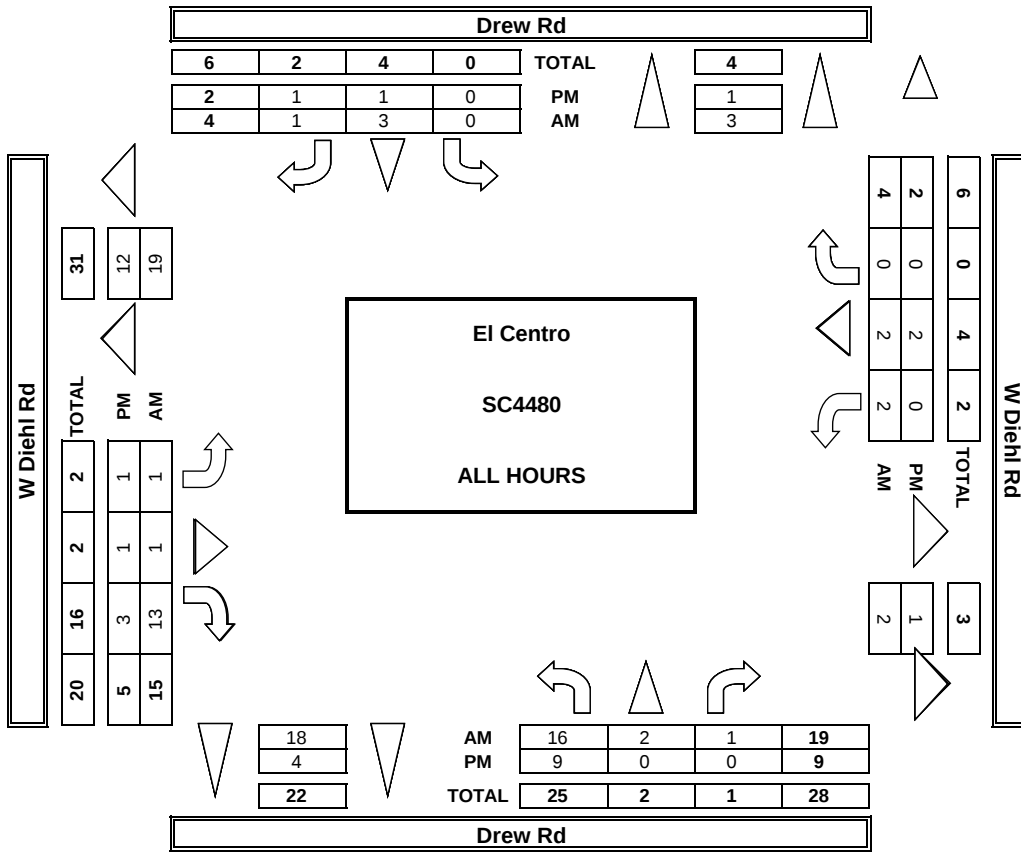
EAST LEG

W Diehl Rd

Page 10

[illegible][illegible]

AimTD LLC
TURNING MOVEMENT COUNTS



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

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Diehl Rd	PROJECT #: LOCATION #: CONTROL:	SC4480 5 STOP E/W
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[illegible]

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

AM	7:00 AM	1	2	0	0	2	0	0	1	0	0	1	0	6					0
	7:15 AM	1	1	0	0	0	2	0	0	5	1	1	0	10					0
	7:30 AM	0	0	0	0	1	0	0	0	8	3	0	0	12					0
	7:45 AM	8	0	0	0	0	0	2	0	3	0	0	0	12					0
	8:00 AM	5	0	0	0	0	0	0	0	1	0	0	0	6					0
	8:15 AM	3	0	0	0	2	0	0	0	3	0	0	0	8					0
	8:30 AM	0	0	0	0	0	0	0	0	5	0	0	0	5					0
	8:45 AM	5	0	3	0	0	0	0	0	1	0	0	0	9					0
	VOLUMES	23	3	3	0	4	2	2	1	26	4	2	0	68	0	0	0	0	0
	APPROACH %	80%	9%	11%	0%	73%	27%	5%	4%	91%	67%	33%	0%						
APP/DEPART	28	/	4	6	/	34	28	/	4	6	/	26	0						
BEGIN PEAK HR	7:00 AM																		
VOLUMES	10	3	0	0	3	2	2	1	16	4	2	0	40						
APPROACH %	79%	21%	0%	0%	63%	38%	8%	6%	86%	67%	33%	0%							
PEAK HR FACTOR	0.400			0.667			0.563			0.500			0.833						
APP/DEPART	12	/	4	4	/	22	18	/	1	6	/	13	0						
PM	4:00 PM	3	0	0	0	0	0	0	1	0	0	0	4						
	4:15 PM	4	0	0	0	0	0	1	0	1	0	0	6						
	4:30 PM	0	0	0	0	1	1	0	0	0	0	0	2						
	4:45 PM	2	0	0	0	0	0	0	0	1	0	0	3						
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0						
	5:15 PM	3	0	0	0	0	0	0	2	0	0	2	6						
	5:30 PM	1	0	0	0	0	0	0	0	0	0	0	1						
	5:45 PM	3	0	0	0	0	0	0	0	0	0	1	4						
	VOLUMES	16	0	0	0	1	1	1	2	3	0	3	0	26					
APPROACH %	100%	0%	0%	0%	50%	50%	18%	27%	55%	0%	100%	0%							
APP/DEPART	16	/	1	2	/	4	6	/	2	3	/	19	0						
BEGIN PEAK HR	4:00 PM																		
VOLUMES	9	0	0	0	1	1	1	0	3	0	0	0	15						
APPROACH %	100%	0%	0%	0%	50%	50%	25%	0%	75%	0%	0%	0%							
PEAK HR FACTOR	0.531			0.250			0.500			0.000			0.604						
APP/DEPART	9	/	1	2	/	4	4	/	0	0	/	10	0						



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Diehl Rd	PROJECT #: LOCATION #: CONTROL:	SC4480 5 STOP E/W
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND W Diehl Rd			WESTBOUND W Diehl Rd			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

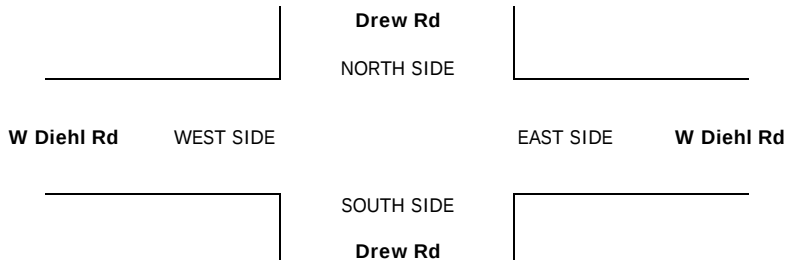
AM	7:00 AM	1	0	0	0	0	0	0	1	0	0	1	0	3
	7:15 AM	1	1	0	0	0	0	0	0	0	1	1	0	4
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
	8:00 AM	2	0	0	0	0	0	0	0	1	0	0	0	3
	8:15 AM	3	0	0	0	0	0	0	0	0	0	0	0	3
	8:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	2
	8:45 AM	2	0	0	0	0	0	0	0	1	0	0	0	3
	VOLUMES	9	1	0	0	1	0	0	1	5	1	2	0	20
	APPROACH %	90%	10%	0%	0%	100%	0%	0%	17%	83%	33%	67%	0%	
APP/DEPART	10	/	1	1	/	7	6	/	1	3	/	11	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	2	1	0	0	1	0	0	1	1	1	2	0	9	
APPROACH %	67%	33%	0%	0%	100%	0%	0%	50%	50%	33%	67%	0%		
PEAK HR FACTOR	0.375			0.250			0.500			0.375			0.563	
APP/DEPART	3	/	1	1	/	3	2	/	1	3	/	4	0	
PM	4:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	2
	4:15 PM	1	0	0	0	0	0	1	0	1	0	0	0	3
	4:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
	4:45 PM	2	0	0	0	0	0	0	0	1	0	0	0	3
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	VOLUMES	5	0	0	0	1	1	1	0	3	0	1	0	12
	APPROACH %	100%	0%	0%	0%	50%	50%	25%	0%	75%	0%	100%	0%	
	APP/DEPART	5	/	1	2	/	4	4	/	0	1	/	7	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	4	0	0	0	1	1	1	0	3	0	0	0	10
	APPROACH %	100%	0%	0%	0%	50%	50%	25%	0%	75%	0%	0%	0%	
PEAK HR FACTOR	0.500			0.250			0.500			0.000			0.833	
APP/DEPART	4	/	1	2	/	4	4	/	0	0	/	5	0	

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

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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Diehl Rd	PROJECT #: SC4480 LOCATION #: 5 CONTROL: STOP E/W
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER: OTHER:	▲ N ◀ W S E ▶ ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND W Diehl Rd			WESTBOUND W Diehl Rd			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

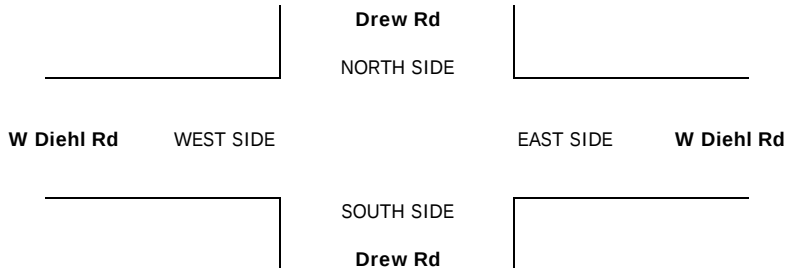
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	
	7:15 AM	0	0	0	0	0	1	0	0	1	0	0	2	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	5	0	0	0	0	0	1	0	0	0	0	6	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	5	1	0	0	2	1	1	0	1	0	0	0	11	0	0	0	0
	APPROACH %	83%	17%	0%	0%	67%	33%	50%	0%	50%	0%	0%	0%		0	0	0	0
APP/DEPART	6	/	2	3	/	3	2	/	0	0	/	6	0					
BEGIN PEAK HR	7:00 AM																	
VOLUMES	5	1	0	0	1	1	1	0	1	0	0	0	10	0	0	0	0	
APPROACH %	83%	17%	0%	0%	50%	50%	50%	0%	50%	0%	0%	0%		0	0	0	0	
PEAK HR FACTOR	0.300			0.500			0.500			0.000			0.417					
APP/DEPART	6	/	2	2	/	2	2	/	0	0	/	6	0					
PM	4:00 PM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	1	0	0	0	0	0	0	1	0	0	1	0	3	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		0	0	0	0
APP/DEPART	1	/	0	0	/	0	1	/	1	1	/	2	0					
BEGIN PEAK HR	4:00 PM																	
VOLUMES	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0	0	0	0	
PEAK HR FACTOR	0.250			0.000			0.000			0.000			0.250					
APP/DEPART	1	/	0	0	/	0	0	/	0	0	/	1	0					

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

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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Diehl Rd	PROJECT #: SC4480 LOCATION #: 5 CONTROL: STOP E/W
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND W Diehl Rd			WESTBOUND W Diehl Rd			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

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

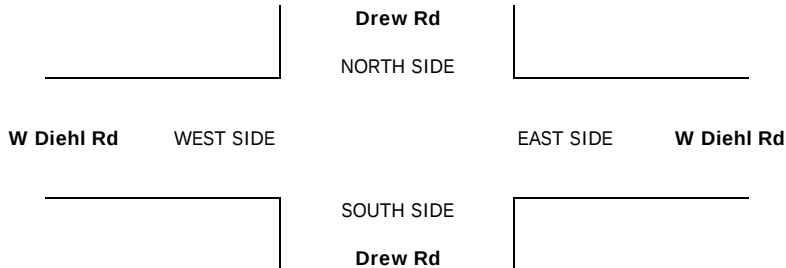
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	2	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
PM	APP/DEPART	0	/	0	0	/	2	2	/	0	0	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	2	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.500			0.000		
	APP/DEPART	0	/	0	0	/	2	2	/	0	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Diehl Rd	PROJECT #: SC4480 LOCATION #: 5 CONTROL: STOP E/W
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND W Diehl Rd			WESTBOUND W Diehl Rd			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

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

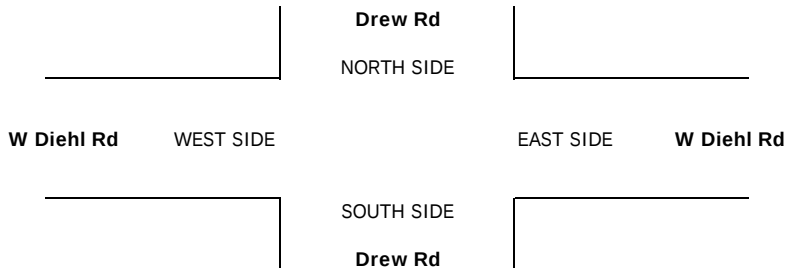
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	2	1	0	0	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	1	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	1
	8:45 AM	1	0	1	0	0	0	0	0	0	0	0	2
	VOLUMES	2	0	1	0	0	0	0	5	1	0	0	9
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	100%	100%	0%	0%	
PM	APP/DEPART	3	/	0	0	/	6	5	/	1	1	/	2
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	3	1	0	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.375			0.250		
	APP/DEPART	0	/	0	0	/	4	3	/	0	1	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	1	0	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	3	0	0	0	0	0	0	0	0	0	0	3
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	3	/	0	0	/	0	0	/	0	0	/	3
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.000		
	APP/DEPART	1	/	0	0	/	0	0	/	0	0	/	1

0	0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Diehl Rd	PROJECT #: LOCATION #: CONTROL:	SC4480 5 STOP E/W
CLASS 5: RV	NOTES:		AM PM MD OTHER OTHER	

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

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

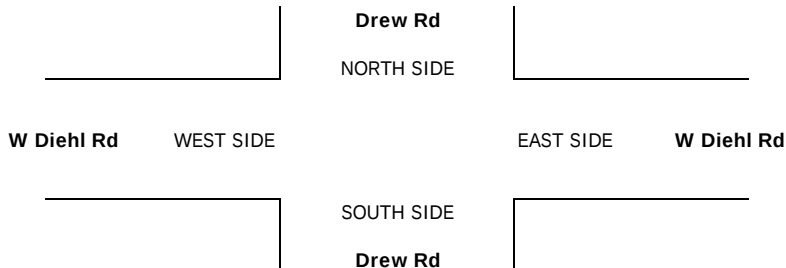
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH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

0	0	0	0	0
0	0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY		LOCATION: NORTH & SOUTH: EAST & WEST:		El Centro Drew Rd W Diehl Rd		PROJECT #: SC4480 LOCATION #: 5 CONTROL: STOP E/W	
CLASS 6:		NOTES:				AM PM MD OTHER OTHER ▲ N ◀ W S ▶ E ▼	
BUSES							

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

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

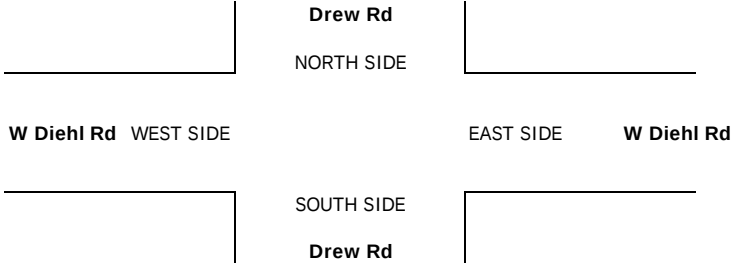
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0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

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

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

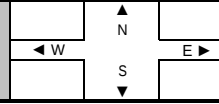
0	0	0	0
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PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4480
LOCATION #: 6
CONTROL: STOP E

AM
PM
MD
OTHER
OTHER



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

[illegible]

0	0	0	0
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[illegible]

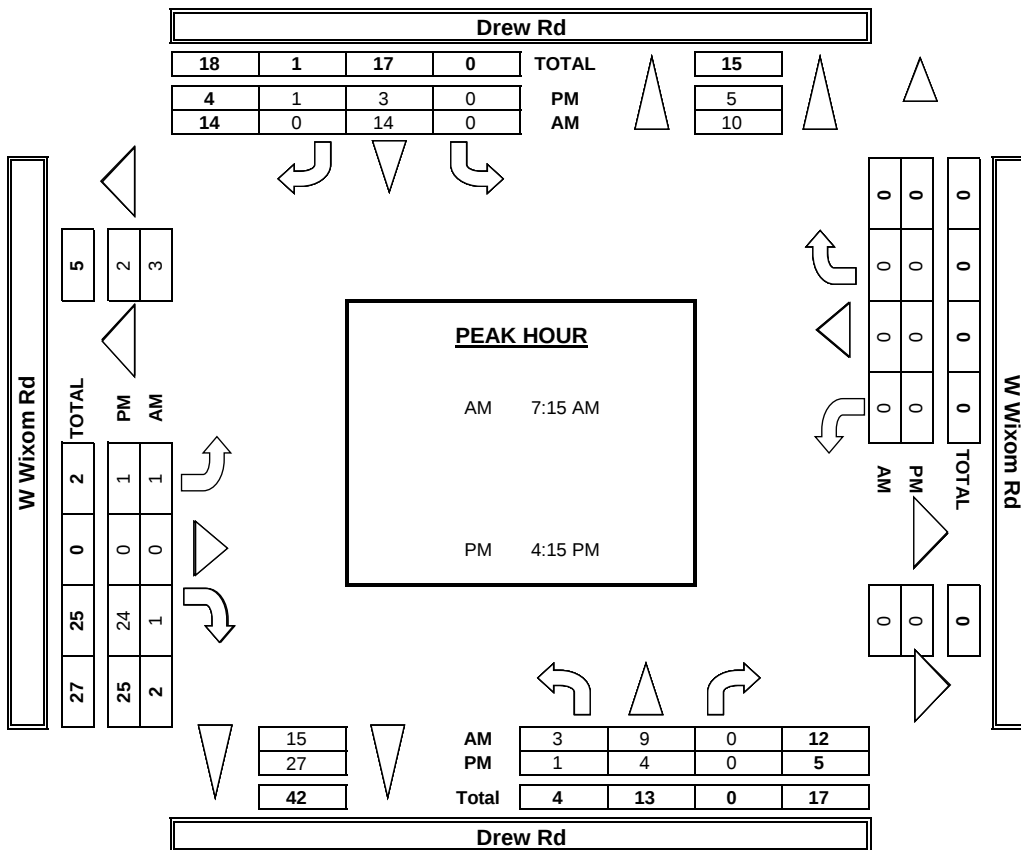
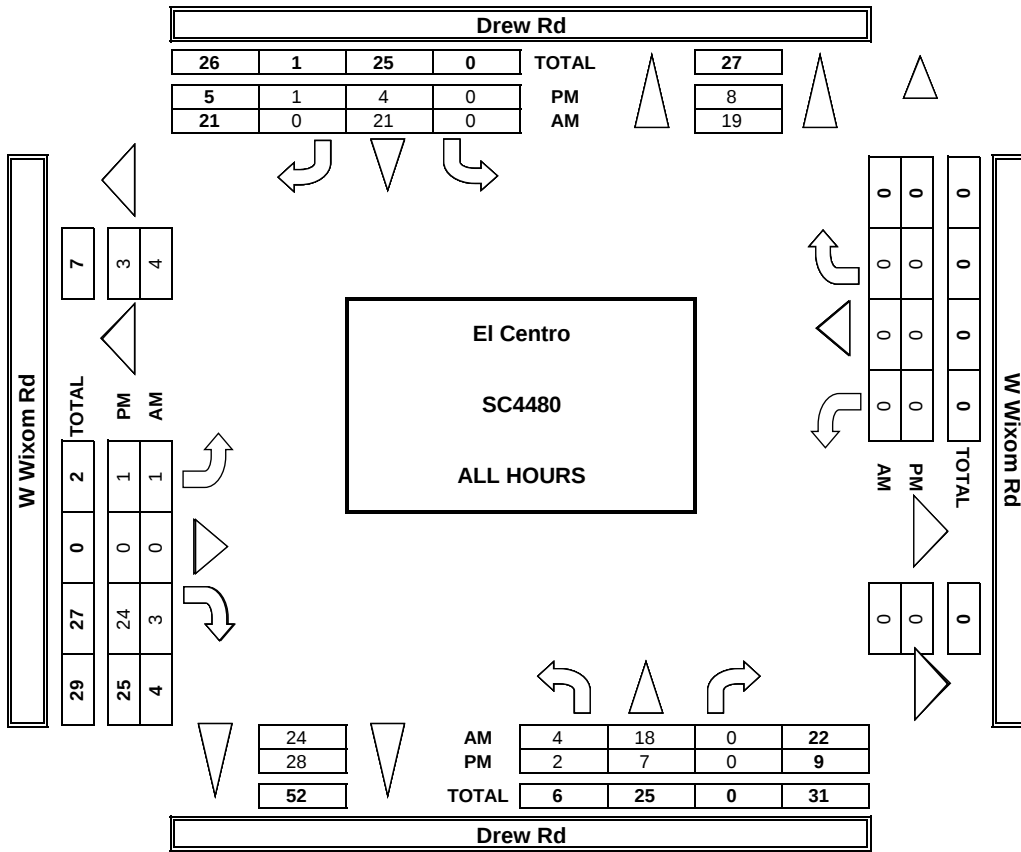
0	0	0	0
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W Wixom Rd

[illegible][illegible][illegible]

AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
PM	TOTAL
	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

AimTD LLC
TURNING MOVEMENT COUNTS



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

PROJECT #: SC4480
LOCATION #: 6
CONTROL: STOP E

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

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Wixom Rd	PROJECT #: LOCATION #: CONTROL:	SC4480 6 STOP E
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	▶ E
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND W Wixom Rd			WESTBOUND W Wixom Rd			
LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

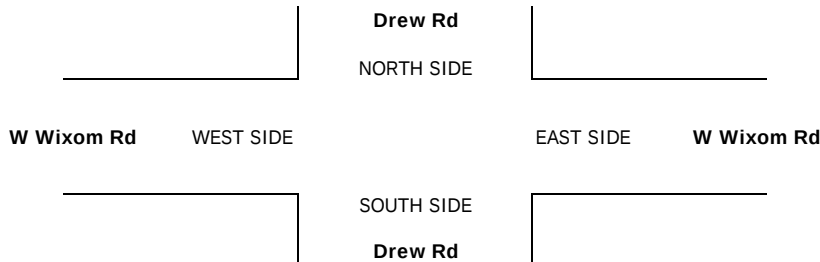
AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	1
	7:15 AM	1	2	0	0	2	0	0	0	0	0	0	5
	7:30 AM	0	0	0	0	2	0	0	0	0	0	0	2
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	2
	8:00 AM	1	1	0	0	2	0	0	0	0	0	0	4
	8:15 AM	0	3	0	0	0	0	0	1	0	0	0	4
	8:30 AM	0	1	0	0	2	0	0	0	0	0	0	3
	8:45 AM	0	0	0	0	1	0	0	1	0	0	0	2
	VOLUMES	2	9	0	0	10	0	0	2	0	0	0	23
	APPROACH %	18%	82%	0%	0%	100%	0%	0%	100%	0%	0%	0%	
PM	APP/DEPART	11	/	9	10	/	12	2	/	0	0	/	2
	BEGIN PEAK HR	7:15 AM											
	VOLUMES	2	4	0	0	7	0	0	0	0	0	0	13
	APPROACH %	33%	67%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.500			0.875			0.000			0.000		
	APP/DEPART	6	/	4	7	/	7	0	/	0	0	/	2
	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	1
	4:15 PM	0	2	0	0	0	0	0	0	0	0	0	2
	4:30 PM	0	0	0	0	2	0	0	0	0	0	0	2
	4:45 PM	0	1	0	0	1	1	1	0	17	0	0	21
	5:00 PM	0	0	0	0	0	0	0	2	0	0	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	1
	5:45 PM	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	1	4	0	0	4	1	1	0	19	0	0	30
	APPROACH %	20%	80%	0%	0%	80%	20%	5%	0%	95%	0%	0%	
	APP/DEPART	5	/	5	5	/	23	20	/	0	0	/	2
	BEGIN PEAK HR	4:15 PM											
	VOLUMES	0	3	0	0	3	1	1	0	19	0	0	27
	APPROACH %	0%	100%	0%	0%	75%	25%	5%	0%	95%	0%	0%	
	PEAK HR FACTOR	0.375			0.500			0.278			0.000		
	APP/DEPART	3	/	4	4	/	22	20	/	0	0	/	1

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

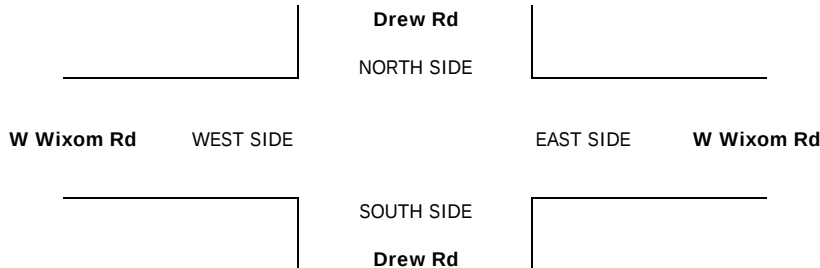
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Wixom Rd	PROJECT #: SC4480 LOCATION #: 6 CONTROL: STOP E
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER: OTHER:	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND W Wixom Rd			WESTBOUND W Wixom Rd				U-TURNS				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	0	1	X	X	1	0	0	X	0	X	X	X						

AM	7:00 AM	1	1	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0
	7:15 AM	0	2	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	2	6	0	0	3	0	1	0	0	0	0	12					
	APPROACH %	25%	75%	0%	0%	100%	0%	100%	0%	0%	0%	0%						
PM	APP/DEPART	8	/	7	3	/	3	1	/	0	0	/	2	0				
	BEGIN PEAK HR	7:15 AM																
	VOLUMES	1	4	0	0	1	0	1	0	0	0	0	7	0	0	0	0	0
	APPROACH %	20%	80%	0%	0%	100%	0%	100%	0%	0%	0%	0%		0	0	0	0	0
	PEAK HR FACTOR	0.625			0.250			0.250			0.000			0.583				
	APP/DEPART	5	/	5	1	/	1	1	/	0	0	/	1	0				
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	0	0	0	0	0	3	0	0	4					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%					
	APP/DEPART	1	/	0	0	/	3	3	/	0	0	/	1	0				
	BEGIN PEAK HR	4:15 PM																
	VOLUMES	1	0	0	0	0	0	0	0	3	0	0	4	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0	0	0	0	0
	PEAK HR FACTOR	0.250			0.000			0.375			0.000			0.500				
	APP/DEPART	1	/	0	0	/	3	3	/	0	0	/	1	0				



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Wixom Rd	PROJECT #: LOCATION #: CONTROL:	SC4480 6 STOP E
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND W Wixom Rd			WESTBOUND W Wixom Rd			TOTAL
LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL 0	ET X	ER 0	WL X	WT X	WR X	

U-TURNS				
NB	SB	EB	WB	TTL

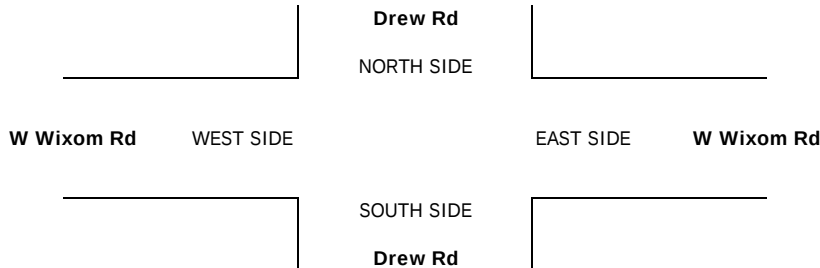
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1
	APPROACH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

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Wixom Rd	PROJECT #: LOCATION #: CONTROL:	SC4480 6 STOP E
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Drew Rd			SOUTHBOUND Drew Rd			EASTBOUND W Wixom Rd			WESTBOUND W Wixom Rd			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	X	X	1	0	0	X	0	X	X	X	

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

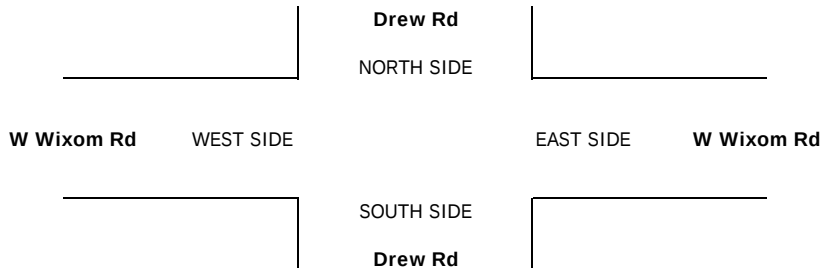
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	3	0	0	0	0	0	0	3
	7:45 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:00 AM	0	1	0	0	0	0	0	1	0	0	0	2
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:45 AM	0	2	0	0	0	0	0	0	0	0	0	2
	VOLUMES	0	3	0	0	7	0	0	0	1	0	0	11
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	0%	
PM	APP/DEPART	3	/	3	7	/	8	1	/	0	0	/	0
	BEGIN PEAK HR	7:15 AM											
	VOLUMES	0	1	0	0	5	0	0	0	1	0	0	7
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.417			0.250			0.000		
	APP/DEPART	1	/	1	5	/	6	1	/	0	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	3	0	0	0	0	0	0	1	0	0	4
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	3	/	3	0	/	1	1	/	0	0	/	0
	BEGIN PEAK HR	4:15 PM											
	VOLUMES	0	1	0	0	0	0	0	0	1	0	0	2
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.250			0.000		
	APP/DEPART	1	/	1	0	/	1	1	/	0	0	/	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Wixom Rd	PROJECT #: LOCATION #: CONTROL:	SC4480 6 STOP E
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CLASS 5:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
RV			

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

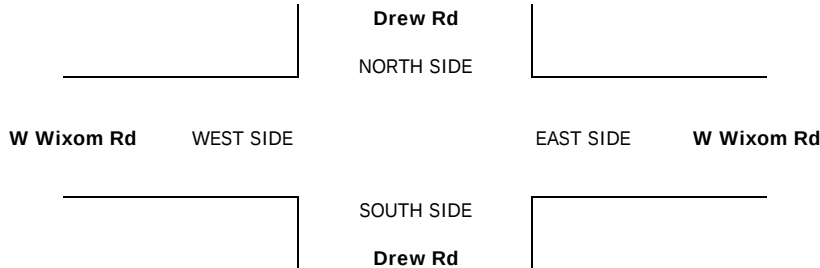
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0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

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/26/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Drew Rd W Wixom Rd	PROJECT #: LOCATION #: CONTROL:	SC4480 6 STOP E
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CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

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

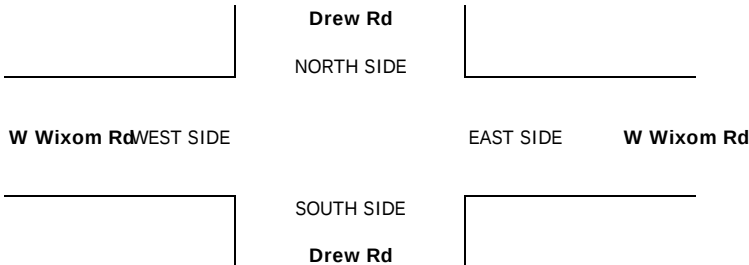
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0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

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

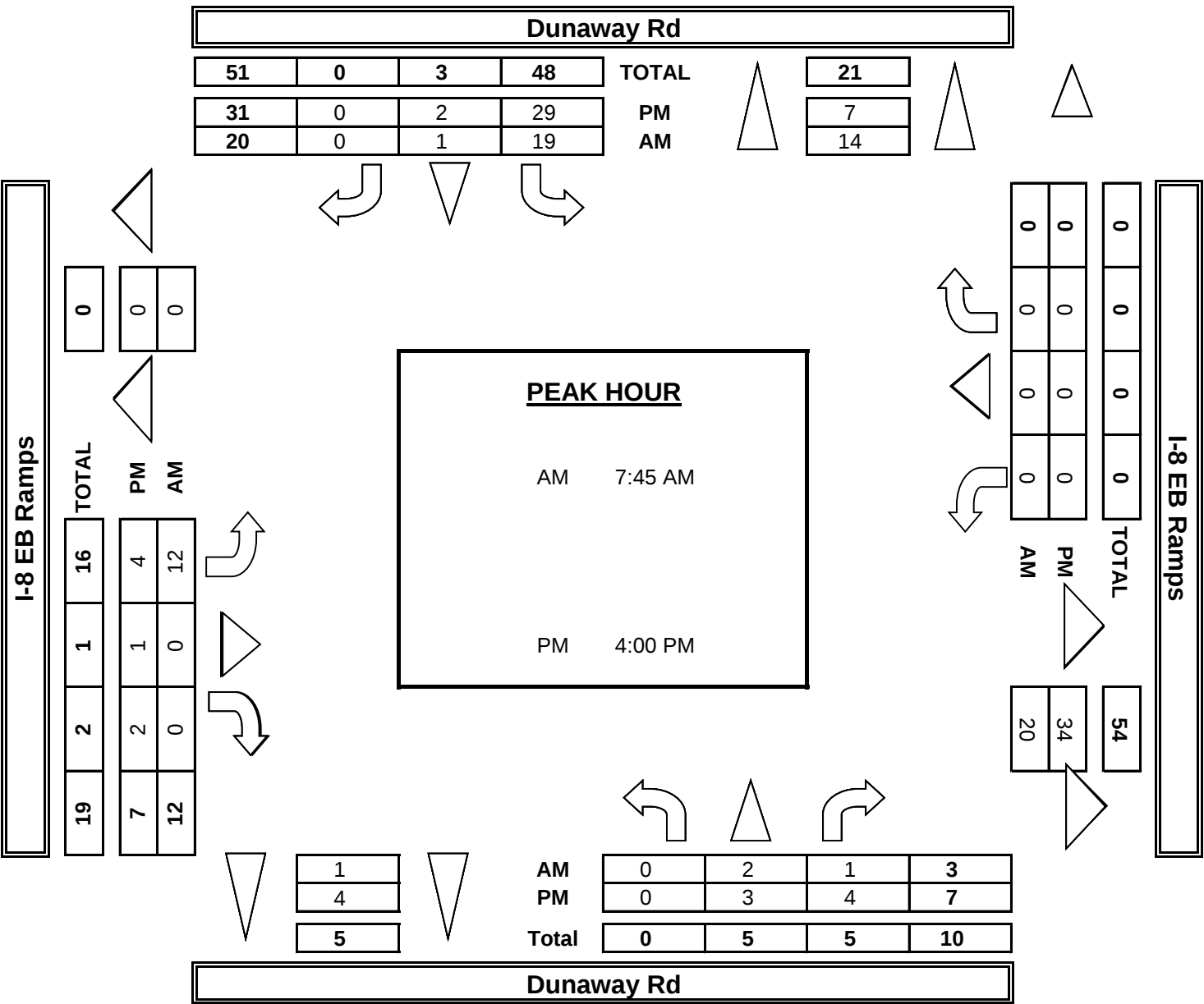
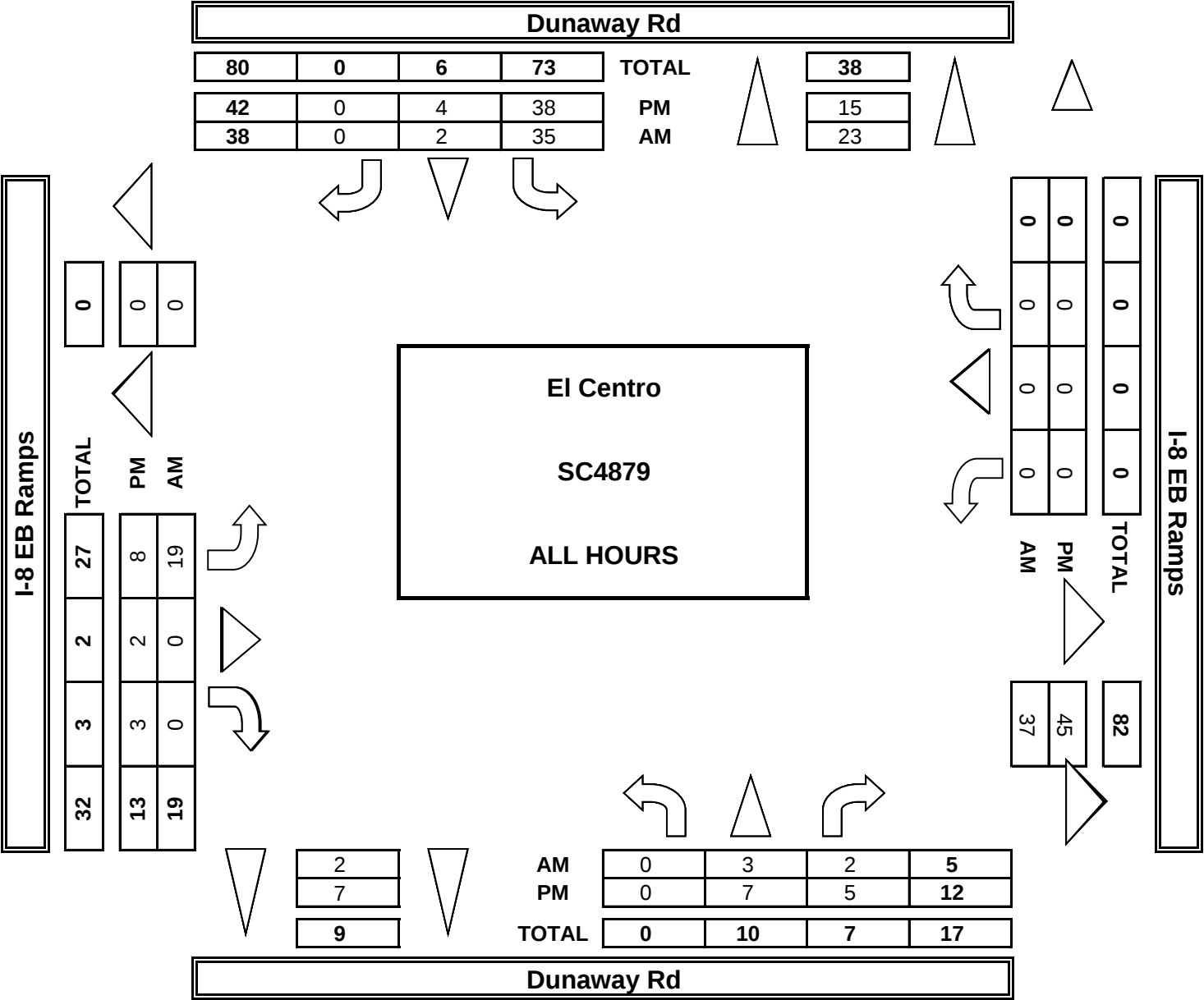
0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUF

PREPARED BY: AimTD LI

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Dunaway Rd I-8 EB Ramps
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	NOTES:			
PCE Adjusted	Class	1	2	3
	Factor	1	1.5	2

	NORTHBOUND			SOUTHBOUND	
	Dunaway Rd			Dunaway Rd	
LANES:	NL X	NT 1	NR 0	SL 0	ST 1

AM	7:00 AM	0	0	0	16	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	1	0	5	0
	7:45 AM	0	2	0	7	0
	8:00 AM	0	3	0	7	0
	8:15 AM	0	0	0	3	0
	8:30 AM	0	0	1	6	2
	8:45 AM	0	0	1	1	1
	VOLUMES	0	6	2	45	3
	APPROACH %	0%	73%	27%	95%	5%
	APP/DEPART	8	/	29	48	/
	BEGIN PEAK HR	7:45 AM				
	VOLUMES	0	5	1	23	2
	APPROACH %	0%	82%	18%	94%	6%
PM	PEAK HR FACTOR	0.458			0.817	
	APP/DEPART	6	/	19	25	/
	4:00 PM	0	2	2	11	1
	4:15 PM	0	0	0	7	0
	4:30 PM	0	1	2	13	0
	4:45 PM	0	0	0	3	2
	5:00 PM	0	6	1	6	2
	5:15 PM	0	0	0	2	0
	5:30 PM	0	0	0	3	0
	5:45 PM	0	0	0	2	0
	VOLUMES	0	9	5	47	5
	APPROACH %	0%	63%	37%	91%	9%

APP/DEPART	14	/	23	51	/
BEGIN PEAK HR	4:00 PM				
VOLUMES	0	3	4	34	3
APPROACH %	0%	43%	57%	93%	7%
PEAK HR FACTOR	0.438			0.720	
APP/DEPART	7	/	11	36	/

I-8 EB RampsWEST SIDE

TURNING MOVEMENT COUNTS

LC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4879
 LOCATION #: 7
 CONTROL: STOP W

				AM PM MD OTHER OTHER		▲ N	
5	6						
2	2				◀ W		E ▶
						S ▼	

D	EASTBOUND			WESTBOUND			TOTAL
	I-8 EB Ramps			I-8 EB Ramps			
	SR	EL	ET	ER	WL	WT	
	X	0.5	0.5	1	X	X	X

0	2	0	0	0	0	0	18
0	4	0	0	0	0	0	4
0	1	0	0	0	0	0	7
0	6	0	0	0	0	0	15
0	6	0	0	0	0	0	16
0	2	0	0	0	0	0	5
0	0	0	0	0	0	0	9
0	3	0	0	0	0	0	6
0	24	0	0	0	0	0	79
0%	100%	0%	0%	0%	0%	0%	
3	24	/	47	0	/	0	0
0	14	0	0	0	0	0	44
0%	100%	0%	0%	0%	0%	0%	
		0.583			0.000		0.688
2	14	/	24	0	/	0	0
0	0	0	0	0	0	0	16
0	4	0	0	0	0	0	11
0	0	1	2	0	0	0	19
0	4	0	0	0	0	0	9
0	1	2	0	0	0	0	17
0	4	0	0	0	0	0	6
0	0	0	0	0	0	0	3
0	1	0	1	0	0	0	4
0	14	3	3	0	0	0	84
0%	72%	13%	15%	0%	0%	0%	

8	20	/	54	0	/	0	0
0	8	1	2	0	0	0	54
0%	73%	9%	18%	0%	0%	0%	
		0.688			0.000		0.730
5	11	/	39	0	/	0	0

Dunaway Rd

NORTH SIDE

EAST SIDE

I-8 EB Ramps

SOUTH SIDE

Dunaway Rd

U-TURNS				
NB	SB	EB	WB	TTL

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

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Dunaway Rd I-8 EB Ramps	PROJECT #: LOCATION #: CONTROL:	SC4879 7 STOP W
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CLASS 1:	NOTES:	AM		▲	
PASSENGER VEHICLES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dunaway Rd			Dunaway Rd			I-8 EB Ramps			I-8 EB Ramps			
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	TOTAL

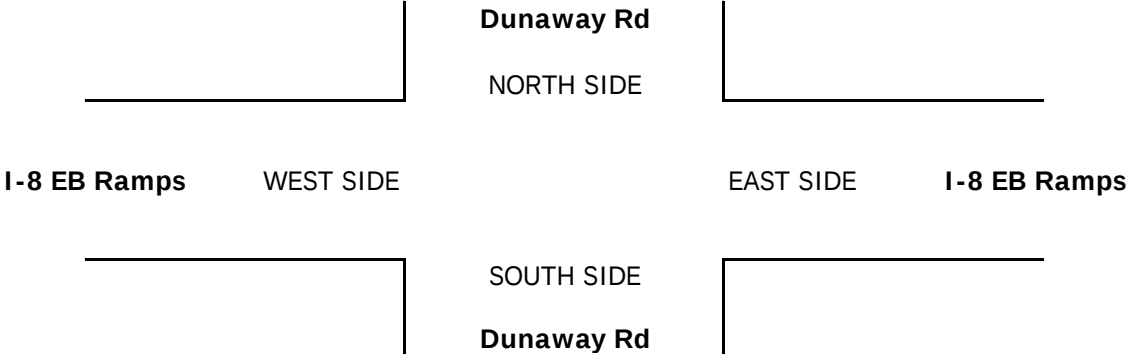
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	7	0	0	2	0	0	0	0	0	9
	7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
	7:30 AM	0	1	0	5	0	0	1	0	0	0	0	0	7
	7:45 AM	0	0	0	4	0	0	6	0	0	0	0	0	10
	8:00 AM	0	0	0	7	0	0	3	0	0	0	0	0	10
	8:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
	8:30 AM	0	0	1	6	0	0	0	0	0	0	0	0	7
	8:45 AM	0	0	1	1	1	0	0	0	0	0	0	0	3
	VOLUMES	0	1	2	30	1	0	16	0	0	0	0	0	50
	APPROACH %	0%	33%	67%	97%	3%	0%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	3	/	17	31	/	1	16	/	32	0	/	0	0
	BEGIN PEAK HR	7:45 AM												
PM	VOLUMES	0	0	1	17	0	0	11	0	0	0	0	0	29
	APPROACH %	0%	0%	100%	100%	0%	0%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.607			0.458			0.000			0.725
	APP/DEPART	1	/	11	17	/	0	11	/	18	0	/	0	0
	4:00 PM	0	2	2	11	1	0	0	0	0	0	0	0	16
	4:15 PM	0	0	0	4	0	0	1	0	0	0	0	0	5
	4:30 PM	0	1	2	11	0	0	0	1	2	0	0	0	17
	4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	5:00 PM	0	1	1	3	2	0	1	0	0	0	0	0	8
	5:15 PM	0	0	0	2	0	0	1	0	0	0	0	0	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	2	0	0	1	0	1	0	0	0	4
	VOLUMES	0	4	5	33	3	0	5	1	3	0	0	0	54
	APPROACH %	0%	44%	56%	92%	8%	0%	56%	11%	33%	0%	0%	0%	
	APP/DEPART	9	/	9	36	/	6	9	/	39	0	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	3	4	26	1	0	2	1	2	0	0	0	39
	APPROACH %	0%	43%	57%	96%	4%	0%	40%	20%	40%	0%	0%	0%	
	PEAK HR FACTOR	0.438			0.563			0.417			0.000			0.574
	APP/DEPART	7	/	5	27	/	3	5	/	31	0	/	0	0

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
9/17/24
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

El Centro
Dunaway Rd
I-8 EB Ramps

PROJECT #:
LOCATION #:
CONTROL:

SC4879
7
STOP W

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

▲
N
▼
S

◀ W
E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dunaway Rd			Dunaway Rd			I-8 EB Ramps			I-8 EB Ramps			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	0	1	X	0.5	0.5	1	X	X	X	

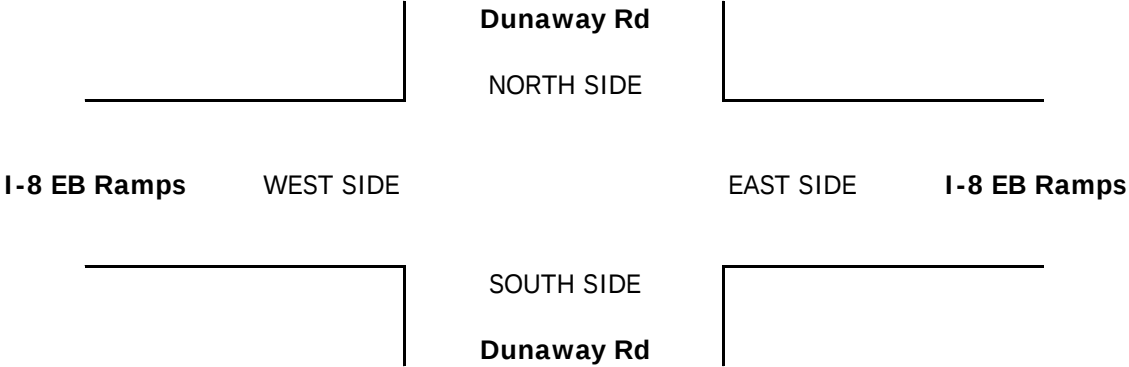
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	1	0	0	0	4
	APPROACH %	0%	100%	0%	0%	50%	0%	100%	0%	0%	0%	0%	
PM	APP/DEPART	1	/	3	2	/	1	1	/	0	0	/	0
	BEGIN PEAK HR	7:45 AM											
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.250			0.000			0.000		
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	1	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	1
	5:00 PM	0	3	0	0	0	0	0	1	0	0	0	4
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	0	1	1	0	0	1	0	0	0	6
	APPROACH %	0%	100%	0%	50%	50%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	3	/	3	2	/	1	1	/	2	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	1	1	0	0	0	0	0	0	2
	APPROACH %	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.500			0.000			0.000		
	APP/DEPART	0	/	0	2	/	1	0	/	1	0	/	0

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Dunaway Rd I-8 EB Ramps	PROJECT #: LOCATION #: CONTROL:	SC4879 7 STOP W
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dunaway Rd			Dunaway Rd			I-8 EB Ramps			I-8 EB Ramps			
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

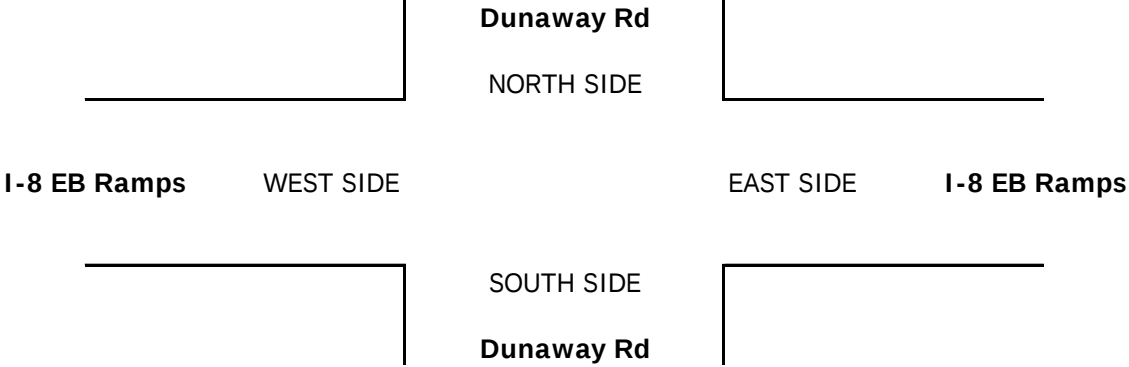
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH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

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Dunaway Rd I-8 EB Ramps	PROJECT #: LOCATION #: CONTROL:	SC4879 7 STOP W
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▼ E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dunaway Rd			Dunaway Rd			I-8 EB Ramps			I-8 EB Ramps			
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	TOTAL

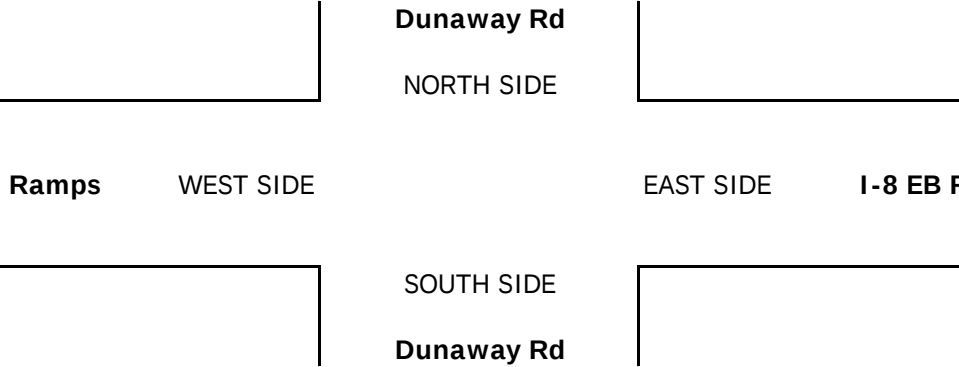
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:

9/17/24

TUESDAY

LOCATION:

NORTH & SOUTH:

EAST & WEST:

El Centro

Dunaway Rd

I-8 EB Ramps

PROJECT #:

LOCATION #:

CONTROL:

SC4879

7

STOP W

CLASS 5:

RV

NOTES:

AM

PM

MD

OTHER

OTHER

▲

N

◀ W

E ▶

S

▼

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dunaway Rd			Dunaway Rd			I-8 EB Ramps			I-8 EB Ramps			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	0	1	X	0.5	0.5	1	X	X	X	

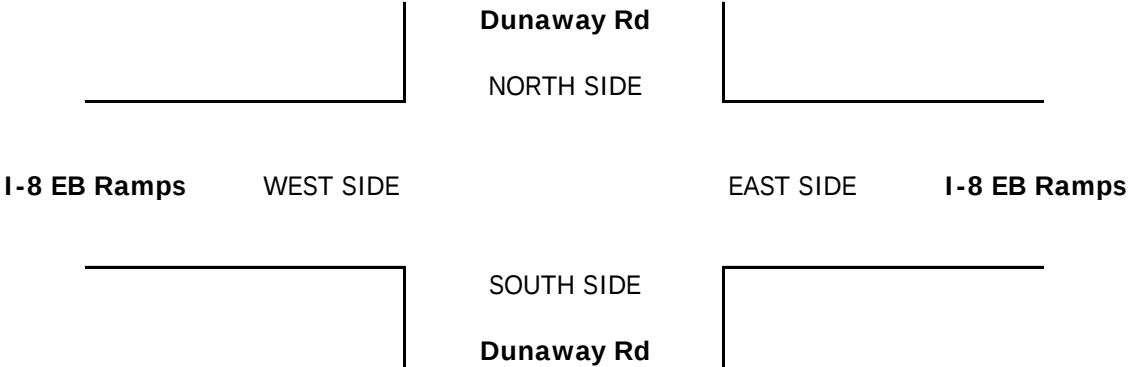
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Dunaway Rd I-8 EB Ramps	PROJECT #: LOCATION #: CONTROL:	SC4879 7 STOP W
CLASS 6:	NOTES:		AM	
BUSES			PM	▲ N
			MD	◀ W E ▶
			OTHER	
			OTHER	▼ S

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dunaway Rd			Dunaway Rd			I-8 EB Ramps			I-8 EB Ramps			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	0	1	X	0.5	0.5	1	X	X	X	

U-TURNS				
NB	SB	EB	WB	TTL

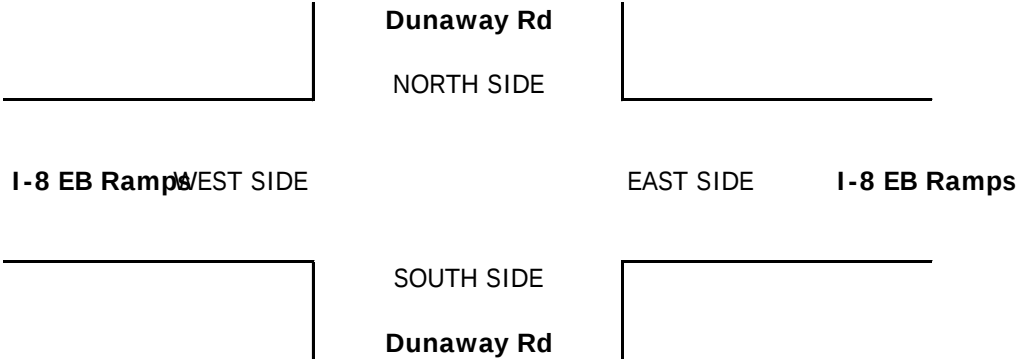
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH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

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

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

0	0	0	0
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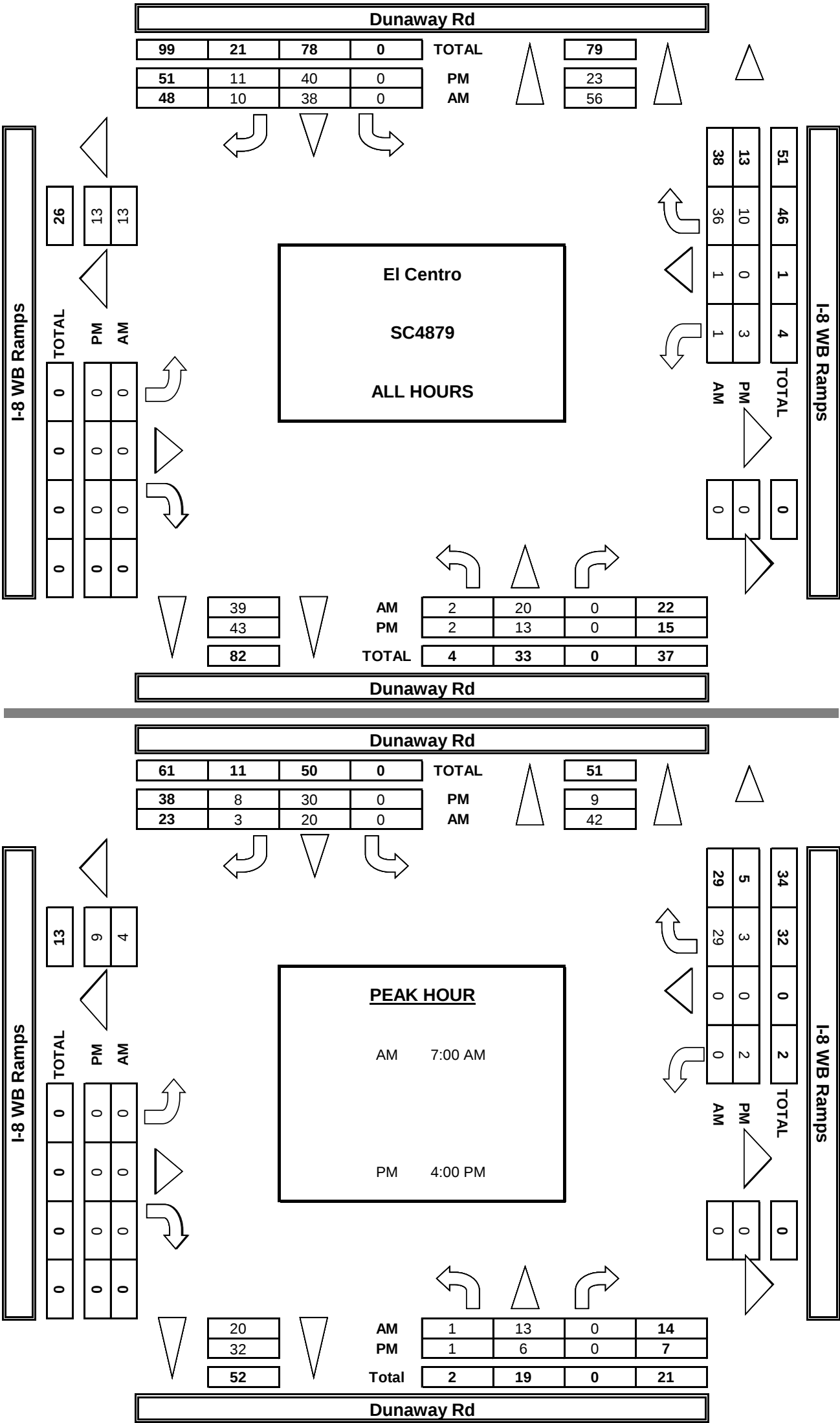


PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

[illegible]

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Dunaway Rd I-8 WB Ramps	PROJECT #: LOCATION #: CONTROL:	SC4879 8 STOP W
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PCE Adjusted	NOTES:								AM		▲	
	Class	1	2	3	4	5	6		PM		N	
	Factor	1	1.5	2	3	2	2		MD	◀ W		E ▶
									OTHER		S	
									OTHER		▼	

	NORTHBOUND Dunaway Rd			SOUTHBOUND Dunaway Rd			EASTBOUND I-8 WB Ramps			WESTBOUND I-8 WB Ramps				U-TURNS				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	0	1	X	X	1	0	X	X	X	0.5	0.5	1						

AM	7:00 AM	0	2	0	0	16	2	0	0	0	0	0	7	27
	7:15 AM	1	3	0	0	0	0	0	0	0	0	0	9	13
	7:30 AM	0	2	0	0	5	0	0	0	0	0	0	9	16
	7:45 AM	0	8	0	0	7	1	0	0	0	0	0	13	29
	8:00 AM	0	8	0	0	7	0	0	0	0	1	4	20	
	8:15 AM	0	2	0	0	4	1	0	0	0	0	0	2	9
	8:30 AM	0	0	0	0	8	3	0	0	0	0	0	3	13
	8:45 AM	2	3	0	0	2	7	0	0	0	2	0	5	20
	VOLUMES	3	27	0	0	49	14	0	0	0	2	1	50	145
	APPROACH %	8%	92%	0%	0%	78%	22%	0%	0%	0%	3%	2%	95%	
APP/DEPART	30	/	77	63	/	50	0	/	0	53	/	18	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	1	14	0	0	28	3	0	0	0	0	0	38	84	
APPROACH %	7%	93%	0%	0%	90%	10%	0%	0%	0%	0%	0%	100%		
PEAK HR FACTOR		0.500			0.431			0.000			0.721		0.732	
APP/DEPART	15	/	52	31	/	28	0	/	0	38	/	4	0	
PM	4:00 PM	0	2	0	0	12	2	0	0	0	1	0	0	17
	4:15 PM	0	4	0	0	6	3	0	0	0	1	0	3	17
	4:30 PM	1	0	0	0	12	2	0	0	0	0	0	6	21
	4:45 PM	0	4	0	0	6	2	0	0	0	0	0	0	12
	5:00 PM	0	7	0	0	8	0	0	0	0	0	0	2	17
	5:15 PM	1	3	0	0	1	1	0	0	0	1	0	0	7
	5:30 PM	0	0	0	0	3	0	0	0	0	0	0	3	6
	5:45 PM	0	1	0	0	2	3	0	0	0	0	0	4	10
	VOLUMES	2	21	0	0	49	12	0	0	0	3	0	18	105
	APPROACH %	9%	91%	0%	0%	80%	20%	0%	0%	0%	14%	0%	86%	
	APP/DEPART	23	/	39	61	/	52	0	/	0	21	/	14	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	10	0	0	35	9	0	0	0	2	0	9	66
	APPROACH %	9%	91%	0%	0%	80%	20%	0%	0%	0%	18%	0%	82%	
PEAK HR FACTOR		0.688			0.777			0.000			0.458		0.799	
APP/DEPART	11	/	19	44	/	37	0	/	0	11	/	10	0	



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Dunaway Rd I-8 WB Ramps	PROJECT #: LOCATION #: CONTROL:	SC4879 8 STOP W
CLASS 1: PASSENGER VEHICLES	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Dunaway Rd			Dunaway Rd			I-8 WB Ramps			I-8 WB Ramps				NB	SB	EB	WB	TTL
LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL X	ET X	ER X	WL 0.5	WT 0.5	WR 1	TOTAL					

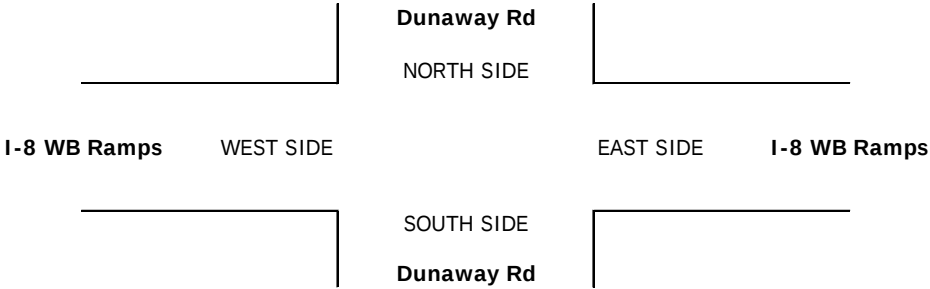
AM	7:00 AM	0	2	0	0	7	2	0	0	0	0	0	4	15
	7:15 AM	1	1	0	0	0	0	0	0	0	0	0	6	8
	7:30 AM	0	2	0	0	5	0	0	0	0	0	0	4	11
	7:45 AM	0	6	0	0	4	1	0	0	0	0	0	10	21
	8:00 AM	0	2	0	0	7	0	0	0	0	1	1	11	
	8:15 AM	0	2	0	0	1	1	0	0	0	0	0	0	4
	8:30 AM	0	0	0	0	6	3	0	0	0	0	1	10	
	8:45 AM	0	0	0	0	2	1	0	0	0	0	0	0	3
	VOLUMES	1	15	0	0	32	8	0	0	0	0	1	26	83
	APPROACH %	6%	94%	0%	0%	80%	20%	0%	0%	0%	0%	4%	96%	
	APP/DEPART	16	/	41	40	/	32	0	/	0	27	/	10	0
	BEGIN PEAK HR	7:00 AM												
PM	VOLUMES	1	11	0	0	16	3	0	0	0	0	0	24	55
	APPROACH %	8%	92%	0%	0%	84%	16%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.500			0.528			0.000			0.600			0.655
	APP/DEPART	12	/	35	19	/	16	0	/	0	24	/	4	0
	4:00 PM	0	2	0	0	12	2	0	0	0	1	0	0	17
	4:15 PM	0	1	0	0	3	1	0	0	0	1	0	0	6
	4:30 PM	1	0	0	0	10	2	0	0	0	0	0	0	13
	4:45 PM	0	1	0	0	1	2	0	0	0	0	0	0	4
	5:00 PM	0	2	0	0	5	0	0	0	0	0	0	2	9
	5:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	4
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	2	1	0	0	0	0	0	4	8
	VOLUMES	2	7	0	0	34	9	0	0	0	3	0	6	61
	APPROACH %	22%	78%	0%	0%	79%	21%	0%	0%	0%	33%	0%	67%	
	APP/DEPART	9	/	13	43	/	37	0	/	0	9	/	11	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	4	0	0	26	7	0	0	0	2	0	0	40
	APPROACH %	20%	80%	0%	0%	79%	21%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.625			0.589			0.000			0.500			0.588
	APP/DEPART	5	/	4	33	/	28	0	/	0	2	/	8	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Dunaway Rd I-8 WB Ramps	PROJECT #: LOCATION #: CONTROL:	SC4879 8 STOP W
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Dunaway Rd			Dunaway Rd			I-8 WB Ramps			I-8 WB Ramps				NB	SB	EB	WB	TTL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL					

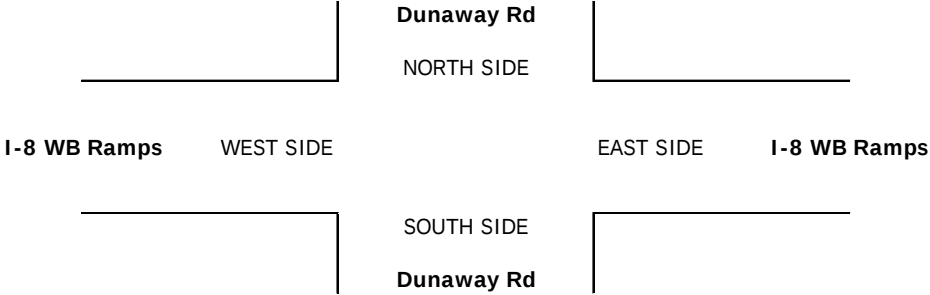
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0
	8:45 AM	1	0	0	0	0	0	0	0	1	0	1	3	0	0	0	0	0
	VOLUMES	1	2	0	0	1	0	0	0	0	4	9						
	APPROACH %	33%	67%	0%	0%	100%	0%	0%	0%	20%	0%	80%						
	APP/DEPART	3	/	6	1	/	2	0	/	0	5	/	1	0				
	BEGIN PEAK HR	7:00 AM																
PM	VOLUMES	0	2	0	0	0	0	0	0	0	1	3						
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR	0.500			0.000			0.000			0.250			0.750				
	APP/DEPART	2	/	3	0	/	0	0	/	0	1	/	0	0				
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	3	0	0	2	2	0	0	0	0	7						
	APPROACH %	0%	100%	0%	0%	50%	50%	0%	0%	0%	0%	0%						
	APP/DEPART	3	/	3	4	/	2	0	/	0	0	/	2	0				
	BEGIN PEAK HR	4:00 PM																
	VOLUMES	0	0	0	0	2	1	0	0	0	0	3						
	APPROACH %	0%	0%	0%	0%	67%	33%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR	0.000			0.750			0.000			0.000			0.750				
	APP/DEPART	0	/	0	3	/	2	0	/	0	0	/	1	0				

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

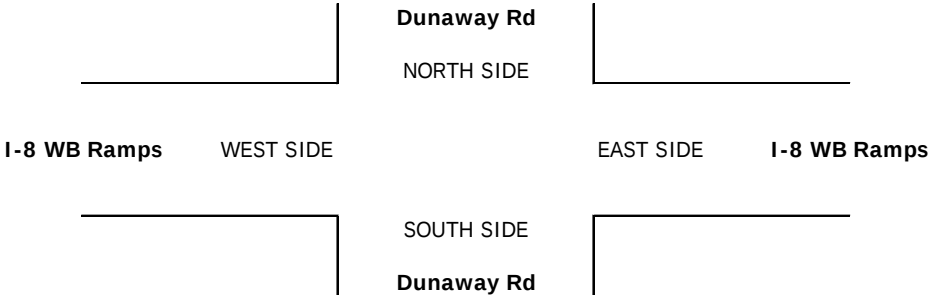
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Dunaway Rd I-8 WB Ramps	PROJECT #: LOCATION #: CONTROL:	SC4879 8 STOP W
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dunaway Rd			Dunaway Rd			I-8 WB Ramps			I-8 WB Ramps			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Dunaway Rd I-8 WB Ramps	PROJECT #: LOCATION #: CONTROL:	SC4879 8 STOP W
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Dunaway Rd			Dunaway Rd			I-8 WB Ramps			I-8 WB Ramps				NB	SB	EB	WB	TTL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL					
	0	1	X	X	1	0	X	X	X	0.5	0.5	1						

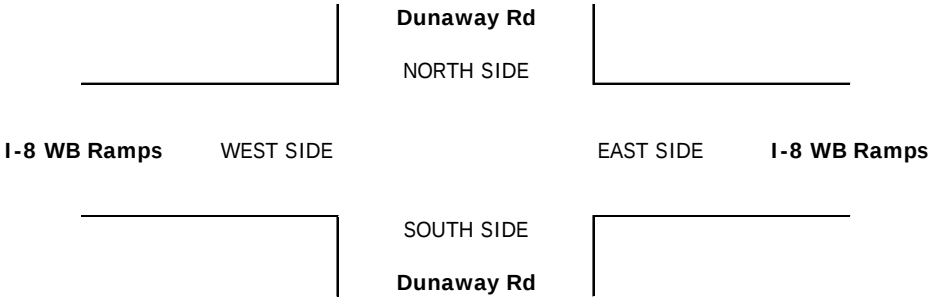
AM	7:00 AM	0	0	0	0	3	0	0	0	0	0	1	4	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	
	7:45 AM	0	0	0	0	1	0	0	0	0	0	1	2	
	8:00 AM	0	2	0	0	0	0	0	0	0	0	1	3	
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	1	0	0	0	2	0	0	0	0	1	4	
	VOLUMES	0	3	0	0	5	2	0	0	0	0	6	16	
	APPROACH %	0%	100%	0%	0%	71%	29%	0%	0%	0%	0%	100%		
	APP/DEPART	3	/	9	7	/	5	0	/	0	6	/	2	0
	BEGIN PEAK HR	7:00 AM												
PM	VOLUMES	0	0	0	0	4	0	0	0	0	0	4	8	
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%		
	PEAK HR FACTOR	0.000			0.333			0.000			1.000			0.500
	APP/DEPART	0	/	4	4	/	4	0	/	0	4	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	1	0	0	1	0	0	0	0	0	1	3	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	1	
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	1	0	0	0	0	0	1	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	3	0	0	4	0	0	0	0	0	4	11	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%		
	APP/DEPART	3	/	7	4	/	4	0	/	0	4	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	2	0	0	2	0	0	0	0	0	3	7	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%		
	PEAK HR FACTOR	0.500			0.500			0.000			0.375			0.583
	APP/DEPART	2	/	5	2	/	2	0	/	0	3	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Dunaway Rd I-8 WB Ramps	PROJECT #: LOCATION #: CONTROL:	SC4879 8 STOP W
CLASS 5:	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
RV				

	NORTHBOUND Dunaway Rd			SOUTHBOUND Dunaway Rd			EASTBOUND I-8 WB Ramps			WESTBOUND I-8 WB Ramps			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	X	X	1	0	X	X	X	0.5	0.5	1	

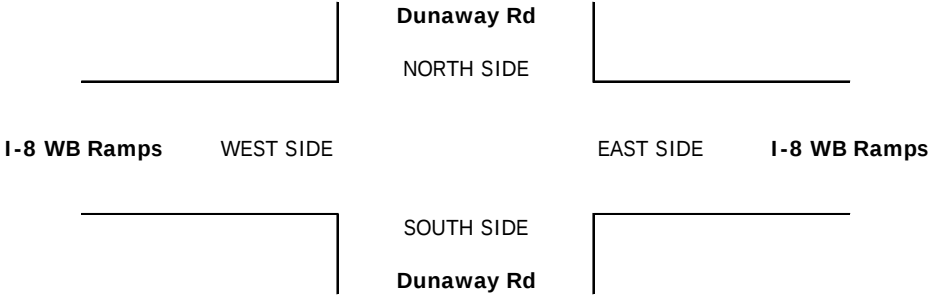
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
9/17/24
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

El Centro
Dunaway Rd
I-8 WB Ramps

PROJECT #:
LOCATION #:
CONTROL:

SC4879
8
STOP W

CLASS 6:

NOTES:

AM
PM
MD
OTHER
OTHER

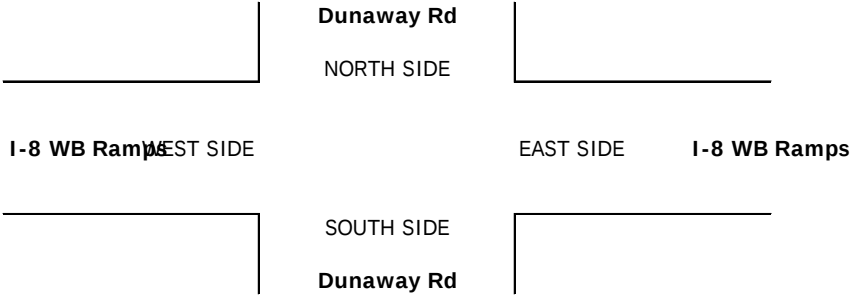
▲
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S
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BUSES

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Dunaway Rd			Dunaway Rd			I-8 WB Ramps			I-8 WB Ramps				NB	SB	EB	WB	TTL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL					

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

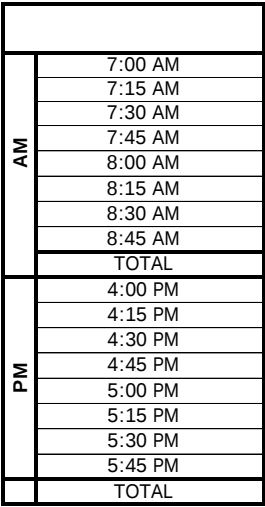


PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

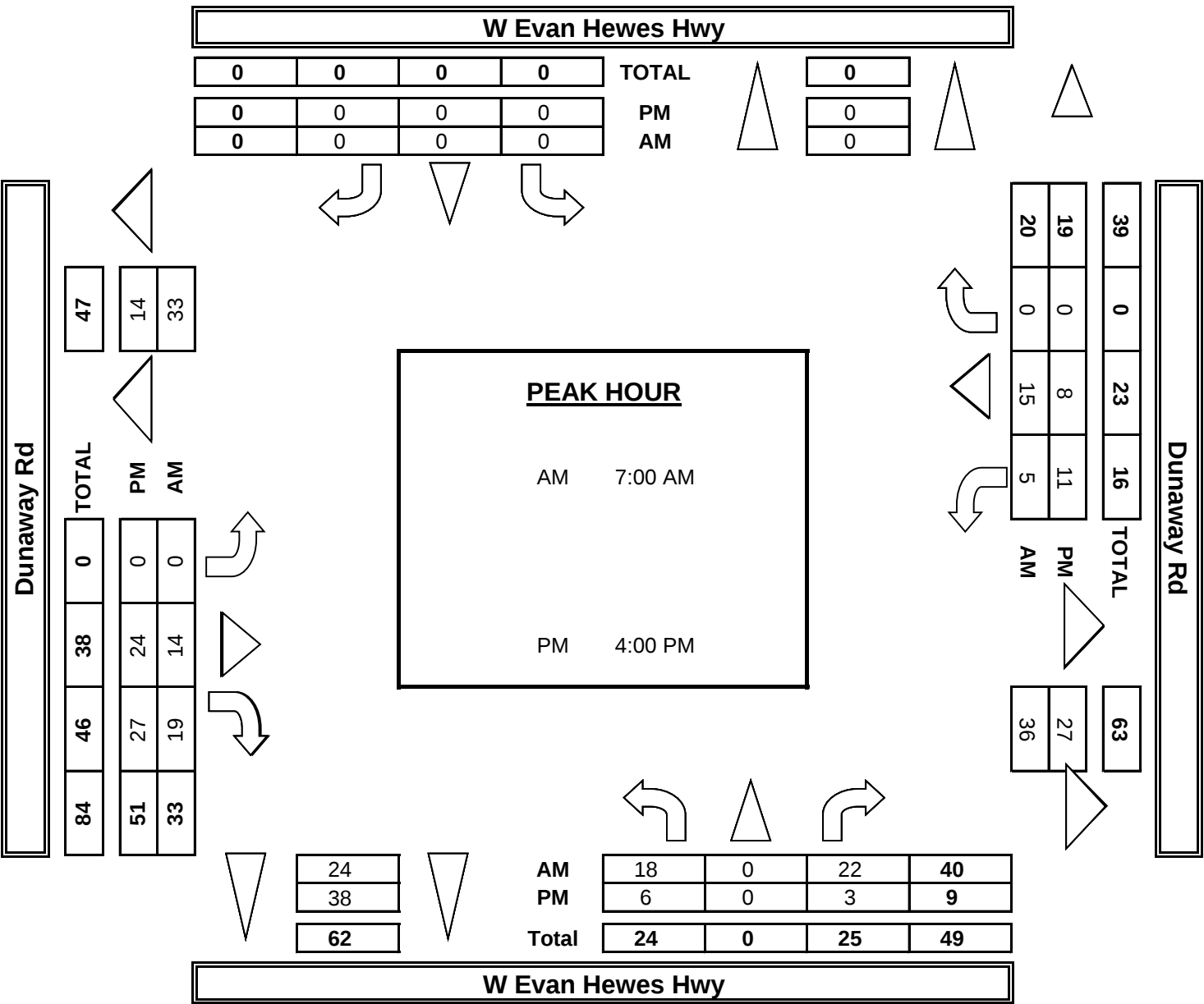
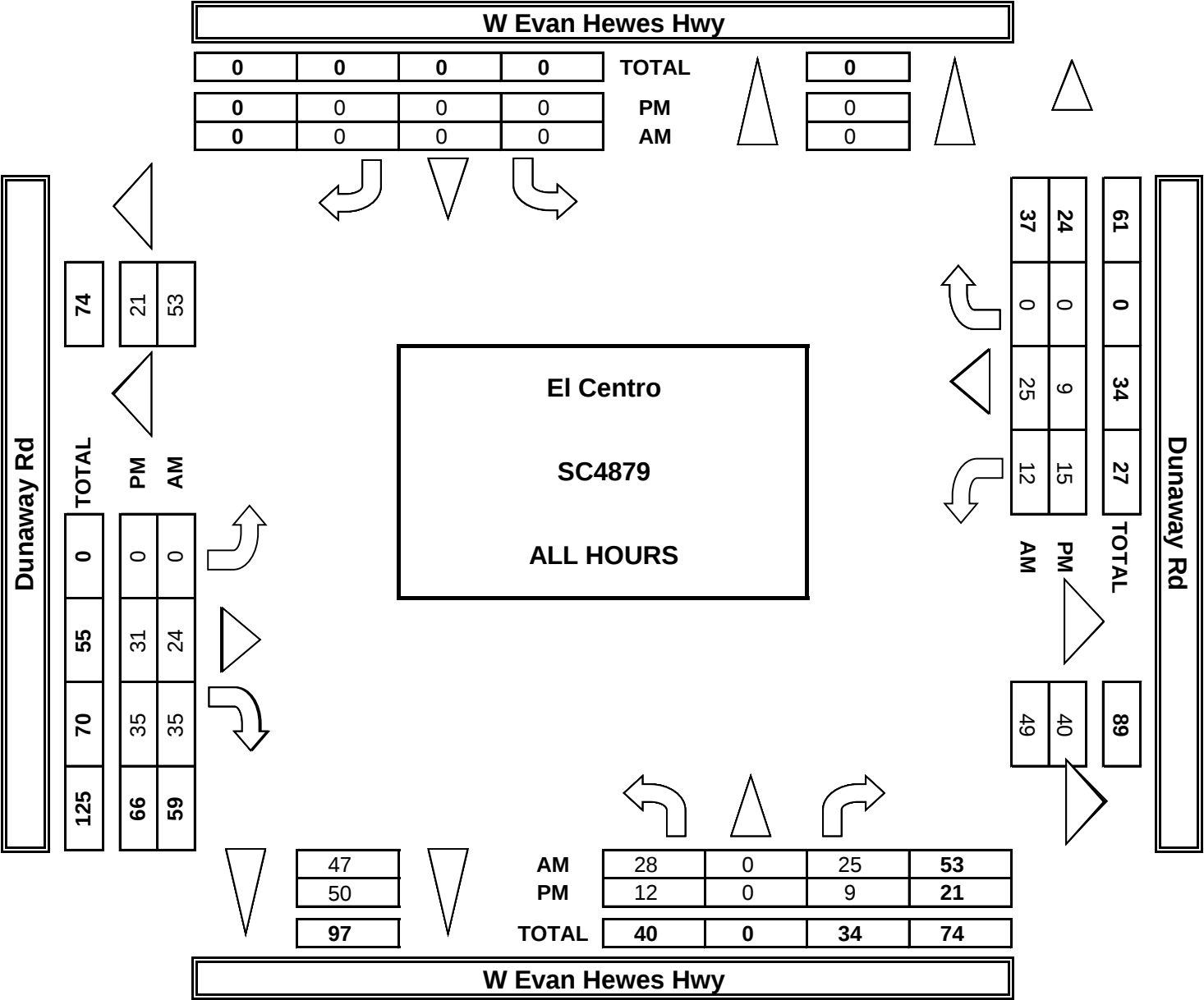
	NORTHBOUND W Evan Hewes Hwy			SOUTHBOUND W Evan Hewes Hwy			EASTBOUND Dunaway Rd			WESTBOUND Dunaway Rd			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

[illegible][illegible]

AM	7:00 AM	5	0	1	0	0	0	0	3	8	4	3	0	24
	7:15 AM	6	0	2	0	0	0	0	1	0	0	3	0	12
	7:30 AM	4	0	4	0	0	0	0	7	5	0	3	0	23
	7:45 AM	3	0	15	0	0	0	0	3	6	1	6	0	34
	8:00 AM	4	0	1	0	0	0	0	3	5	1	3	0	17
	8:15 AM	3	0	2	0	0	0	0	2	2	1	4	0	14
	8:30 AM	0	0	0	0	0	0	0	1	7	3	1	0	12
	8:45 AM	3	0	0	0	0	0	0	4	2	2	2	0	13
	VOLUMES	28	0	25	0	0	0	0	24	35	12	25	0	149
	APPROACH %	53%	0%	47%	0%	0%	0%	0%	41%	59%	32%	68%	0%	
APP/DEPART	53	/	0	0	/	47	59	/	49	37	/	53	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	18	0	22	0	0	0	0	14	19	5	15	0	93	
APPROACH %	45%	0%	55%	0%	0%	0%	0%	42%	58%	25%	75%	0%		
PEAK HR FACTOR	0.556			0.000			0.688			0.714			0.684	
APP/DEPART	40	/	0	0	/	24	33	/	36	20	/	33	0	
PM	4:00 PM	1	0	0	0	0	0	0	6	8	4	3	0	22
	4:15 PM	2	0	2	0	0	0	0	4	4	2	3	0	17
	4:30 PM	2	0	0	0	0	0	0	4	12	2	1	0	21
	4:45 PM	1	0	1	0	0	0	0	10	3	3	1	0	19
	5:00 PM	1	0	4	0	0	0	0	3	4	1	0	0	13
	5:15 PM	1	0	0	0	0	0	0	2	1	1	0	0	5
	5:30 PM	2	0	0	0	0	0	0	2	3	0	1	0	8
	5:45 PM	2	0	2	0	0	0	0	0	0	2	0	0	6
	VOLUMES	12	0	9	0	0	0	0	31	35	15	9	0	111
	APPROACH %	57%	0%	43%	0%	0%	0%	0%	47%	53%	63%	38%	0%	
APP/DEPART	21	/	0	0	/	50	66	/	40	24	/	21	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	6	0	3	0	0	0	0	24	27	11	8	0	79	
APPROACH %	67%	0%	33%	0%	0%	0%	0%	47%	53%	58%	42%	0%		
PEAK HR FACTOR	0.563			0.000			0.797			0.679			0.898	
APP/DEPART	9	/	0	0	/	38	51	/	27	19	/	14	0	

[illegible][illegible]

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUF

PREPARED BY: AimTD LI

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro W Evan Hewes Hwy Dunaway Rd
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	NOTES:			
PCE Adjusted	Class	1	2	3
	Factor	1	1.5	2

	NORTHBOUND			SOUTHBOUND	
	W Evan Hewes Hwy			W Evan Hewes Hwy	
LANES:	NL 0	NT X	NR 0	SL X	ST X

AM	7:00 AM	7	0	1	0	0
	7:15 AM	8	0	2	0	0
	7:30 AM	6	0	5	0	0
	7:45 AM	4	0	18	0	0
	8:00 AM	8	0	1	0	0
	8:15 AM	6	0	3	0	0
	8:30 AM	0	0	0	0	0
	8:45 AM	8	0	0	0	0
	VOLUMES	46	0	29	0	0
	APPROACH %	61%	0%	39%	0%	0%
	APP/DEPART	74	/	0	0	/
	BEGIN PEAK HR	7:00 AM				
	VOLUMES	25	0	25	0	0
	APPROACH %	49%	0%	51%	0%	0%
	PEAK HR FACTOR	0.589			0.000	
	APP/DEPART	50	/	0	0	/
PM	4:00 PM	1	0	0	0	0
	4:15 PM	6	0	2	0	0
	4:30 PM	6	0	0	0	0
	4:45 PM	3	0	1	0	0
	5:00 PM	1	0	6	0	0
	5:15 PM	1	0	0	0	0
	5:30 PM	6	0	0	0	0
	5:45 PM	2	0	2	0	0
	VOLUMES	26	0	11	0	0
	APPROACH %	71%	0%	29%	0%	0%

APP/DEPART	37	/	0	0	/
BEGIN PEAK HR	4:00 PM				
VOLUMES	16	0	3	0	0
APPROACH %	84%	0%	16%	0%	0%
PEAK HR FACTOR	0.594			0.000	
APP/DEPART	19	/	0	0	/

WEST SIDE

Dunaway Rd WEST SIDE

WEST SIDE

TURNING MOVEMENT COUNTS

LC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4879
 LOCATION #: 9
 CONTROL: STOP N

				AM PM MD OTHER OTHER		▲ N	
5	6						
2	2				◀ W		E ▶
						S ▼	

D	EASTBOUND			WESTBOUND			
my	Dunaway Rd			Dunaway Rd			
SR	EL	ET	ER	WL	WT	WR	TOTAL
X	X	1	0	0	1	X	

0	0	7	14	4	3	0	36
0	0	1	0	0	3	0	14
0	0	11	5	0	4	0	30
0	0	3	8	1	11	0	44
0	0	3	5	1	4	0	22
0	0	4	4	1	9	0	26
0	0	1	8	3	3	0	15
0	0	10	4	4	3	0	28
0	0	40	48	14	38	0	214
0%	0%	46%	54%	27%	73%	0%	
62	88	/	69	52	/	84	0
0	0	22	27	5	20	0	124
0%	0%	45%	55%	20%	80%	0%	
		0.583			0.543		0.710
32	49	/	47	25	/	45	0
0	0	6	8	4	7	0	26
0	0	6	6	3	3	0	26
0	0	9	13	2	1	0	31
0	0	14	5	4	1	0	28
0	0	3	4	3	0	0	17
0	0	2	1	1	0	0	5
0	0	6	5	0	1	0	18
0	0	0	0	3	0	0	7
0	0	46	42	19	13	0	156
0%	0%	53%	47%	59%	41%	0%	

60	88	/	57	32	/	39	0
0	0	35	32	12	12	0	110
0%	0%	53%	47%	50%	50%	0%	
		0.773			0.545		0.898
44	67	/	38	24	/	28	0

van Hewes Hwy

NORTH SIDE

EAST SIDE

Dunaway Rd

SOUTH SIDE

van Hewes Hwy

U-TURNS				
NB	SB	EB	WB	TTL

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

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro W Evan Hewes Hwy Dunaway Rd	PROJECT #: LOCATION #: CONTROL:	SC4879 9 STOP N
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CLASS 1:	NOTES:	AM		▲	
PASSENGER VEHICLES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	W Evan Hewes Hwy			W Evan Hewes Hwy			Dunaway Rd			Dunaway Rd			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

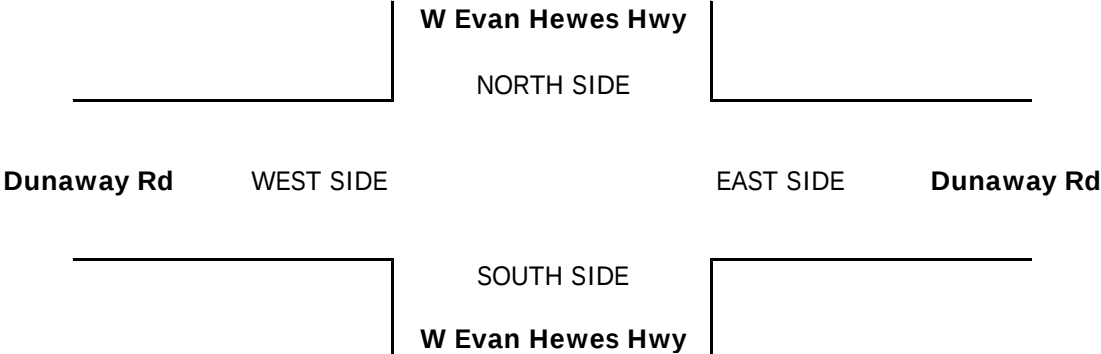
AM	7:00 AM	4	0	1	0	0	0	0	0	5	4	3	0	17
	7:15 AM	5	0	2	0	0	0	0	1	0	0	3	0	11
	7:30 AM	3	0	3	0	0	0	0	5	5	0	2	0	18
	7:45 AM	2	0	13	0	0	0	0	3	5	1	3	0	27
	8:00 AM	2	0	1	0	0	0	0	3	5	1	2	0	14
	8:15 AM	1	0	1	0	0	0	0	1	1	1	1	0	6
	8:30 AM	0	0	0	0	0	0	0	1	6	3	0	0	10
	8:45 AM	0	0	0	0	0	0	0	0	1	1	1	0	3
	VOLUMES	17	0	21	0	0	0	0	14	28	11	15	0	106
	APPROACH %	45%	0%	55%	0%	0%	0%	0%	33%	67%	42%	58%	0%	
	APP/DEPART	38	/	0	0	/	39	42	/	35	26	/	32	0
	BEGIN PEAK HR	7:00 AM												
PM	VOLUMES	14	0	19	0	0	0	0	9	15	5	11	0	73
	APPROACH %	42%	0%	58%	0%	0%	0%	0%	38%	63%	31%	69%	0%	
	PEAK HR FACTOR	0.550			0.000			0.600			0.571			0.676
	APP/DEPART	33	/	0	0	/	20	24	/	28	16	/	25	0
	4:00 PM	1	0	0	0	0	0	0	6	8	4	1	0	20
	4:15 PM	0	0	2	0	0	0	0	3	3	1	3	0	12
	4:30 PM	0	0	0	0	0	0	0	0	11	2	1	0	14
	4:45 PM	0	0	1	0	0	0	0	5	2	2	1	0	11
	5:00 PM	1	0	1	0	0	0	0	3	4	0	0	0	9
	5:15 PM	1	0	0	0	0	0	0	2	1	1	0	0	5
	5:30 PM	0	0	0	0	0	0	0	0	2	0	1	0	3
	5:45 PM	2	0	2	0	0	0	0	0	0	1	0	0	5
	VOLUMES	5	0	6	0	0	0	0	19	31	11	7	0	79
	APPROACH %	45%	0%	55%	0%	0%	0%	0%	38%	62%	61%	39%	0%	
	APP/DEPART	11	/	0	0	/	42	50	/	25	18	/	12	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	0	3	0	0	0	0	14	24	9	6	0	57
	APPROACH %	25%	0%	75%	0%	0%	0%	0%	37%	63%	60%	40%	0%	
	PEAK HR FACTOR	0.500			0.000			0.679			0.750			0.713
	APP/DEPART	4	/	0	0	/	33	38	/	17	15	/	7	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
9/17/24
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

El Centro
W Evan Hewes Hwy
Dunaway Rd

PROJECT #:
LOCATION #:
CONTROL:

SC4879
9
STOP N

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

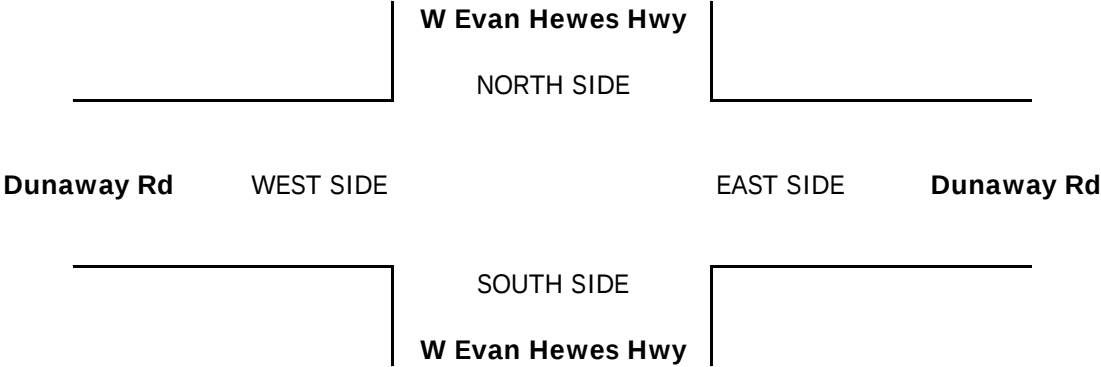
▲
N
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S

◀ W
E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	W Evan Hewes Hwy			W Evan Hewes Hwy			Dunaway Rd			Dunaway Rd			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	0	1	X	

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

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	1	0	0	0	0	0	0	1	0	2	
	7:45 AM	1	0	1	0	0	0	0	0	0	1	0	3	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	1	0	1	0	0	0	0	0	0	1	0	3	
	8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	
	8:45 AM	1	0	0	0	0	0	0	0	0	1	0	2	
	VOLUMES	3	0	3	0	0	0	0	0	1	0	4	0	11
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	0%	100%	0%	100%	0%	
APP/DEPART	6	/	0	0	/	1	1	/	3	4	/	7	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	1	0	2	0	0	0	0	0	0	0	2	0	5	
APPROACH %	33%	0%	67%	0%	0%	0%	0%	0%	0%	0%	100%	0%		
PEAK HR FACTOR	0.375			0.000			0.000			0.500			0.417	
APP/DEPART	3	/	0	0	/	0	0	/	2	2	/	3	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	4:30 PM	0	0	0	0	0	0	0	2	1	0	0	3	
	4:45 PM	0	0	0	0	0	0	0	2	0	1	0	3	
	5:00 PM	0	0	3	0	0	0	0	0	0	0	0	3	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	VOLUMES	0	0	3	0	0	0	0	4	1	3	0	0	11
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	80%	20%	100%	0%	0%	
	APP/DEPART	3	/	0	0	/	4	5	/	7	3	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	0	0	0	0	4	1	2	0	0	7
APPROACH %	0%	0%	0%	0%	0%	0%	0%	80%	20%	100%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.417			0.500			0.583	
APP/DEPART	0	/	0	0	/	3	5	/	4	2	/	0	0	



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:

9/17/24

TUESDAY

LOCATION:

NORTH & SOUTH:

EAST & WEST:

El Centro

W Evan Hewes Hwy

Dunaway Rd

PROJECT #:

LOCATION #:

CONTROL:

SC4879

9

STOP N

CLASS 3:

3-AXLE

TRUCKS

NOTES:

AM

PM

MD

OTHER

OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	W Evan Hewes Hwy			W Evan Hewes Hwy			Dunaway Rd			Dunaway Rd			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	0	1	X	

U-TURNS				
NB	SB	EB	WB	TTL

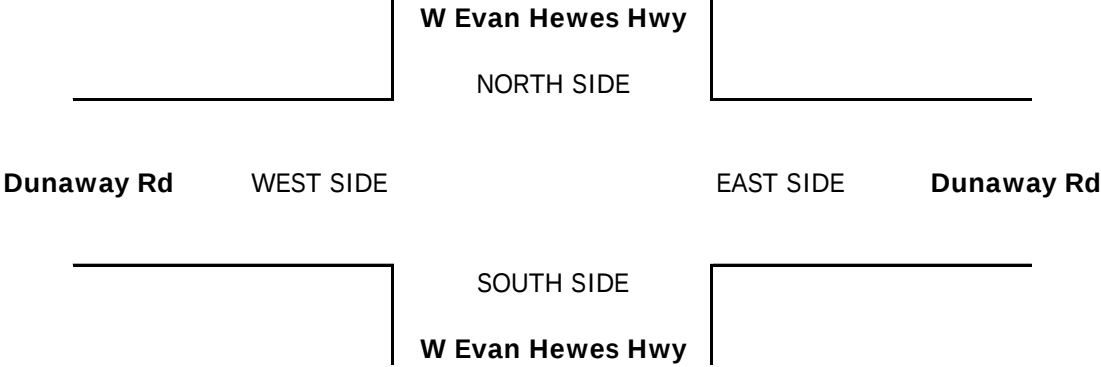
AM	7:00 AM	0	0	0	0	0	0	2	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	2	0	0	0	0	2
	VOLUMES	0	0	0	0	0	0	4	0	0	1	0	5
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	4	/	4	1	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	0	0	0	2	0	0	0	0	2
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	3	0	0	0	0	3
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	3	0	0	0	0	3
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	3	/	3	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	3	0	0	0	0	3
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.250			0.000		
	APP/DEPART	0	/	0	0	/	0	2	/	2	0	/	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro W Evan Hewes Hwy Dunaway Rd	PROJECT #: LOCATION #: CONTROL:	SC4879 9 STOP N
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	W Evan Hewes Hwy			W Evan Hewes Hwy			Dunaway Rd			Dunaway Rd			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

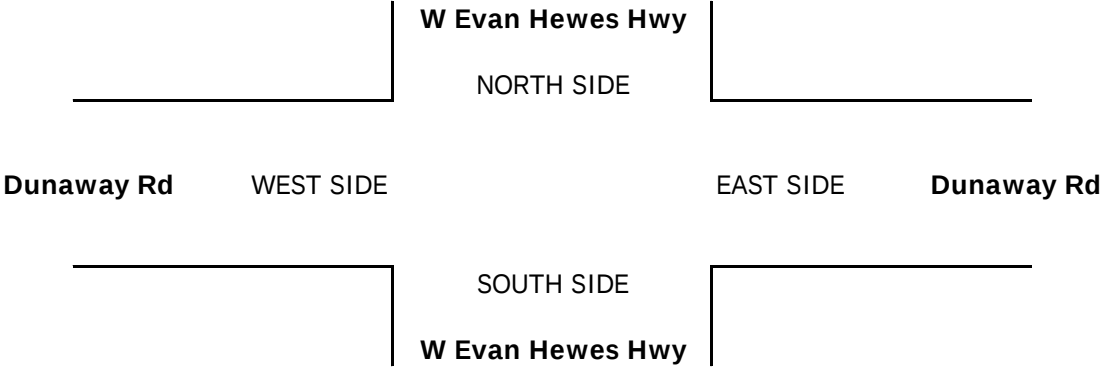
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	1	0	0	0	0	0	0	1	3	0	0	0	5
	7:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	1	0	0	0	0	0	0	2	0	0	0	0	3
	7:45 AM	0	0	1	0	0	0	0	0	1	0	2	0	4
	8:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	1	0	0	0	0	0	0	1	1	0	2	0	5
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:45 AM	2	0	0	0	0	0	0	2	1	1	0	0	6
	VOLUMES	8	0	1	0	0	0	0	6	6	1	5	0	27
	APPROACH %	89%	0%	11%	0%	0%	0%	0%	50%	50%	17%	83%	0%	
APP/DEPART	9	/	0	0	/	7	12	/	7	6	/	13	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	3	0	1	0	0	0	0	3	4	0	2	0	13	
APPROACH %	75%	0%	25%	0%	0%	0%	0%	43%	57%	0%	100%	0%		
PEAK HR FACTOR	1.000			0.000			0.438			0.250			0.650	
APP/DEPART	4	/	0	0	/	4	7	/	4	2	/	5	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
	4:15 PM	2	0	0	0	0	0	0	1	1	0	0	0	4
	4:30 PM	2	0	0	0	0	0	0	2	0	0	0	0	4
	4:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	2	0	0	0	0	0	0	2	1	0	0	0	5
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	7	0	0	0	0	0	0	5	3	1	2	0	18
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	63%	38%	33%	67%	0%	
	APP/DEPART	7	/	0	0	/	4	8	/	5	3	/	9	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	5	0	0	0	0	0	0	3	2	0	2	0	12
APPROACH %	100%	0%	0%	0%	0%	0%	0%	60%	40%	0%	100%	0%		
PEAK HR FACTOR	0.625			0.000			0.625			0.250			0.750	
APP/DEPART	5	/	0	0	/	2	5	/	3	2	/	7	0	

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:

9/17/24

TUESDAY

LOCATION:

NORTH & SOUTH:

EAST & WEST:

El Centro

W Evan Hewes Hwy

Dunaway Rd

PROJECT #:

LOCATION #:

CONTROL:

SC4879

9

STOP N

CLASS 5:

RV

NOTES:

AM

PM

MD

OTHER

OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	W Evan Hewes Hwy			W Evan Hewes Hwy			Dunaway Rd			Dunaway Rd			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	0	1	X	

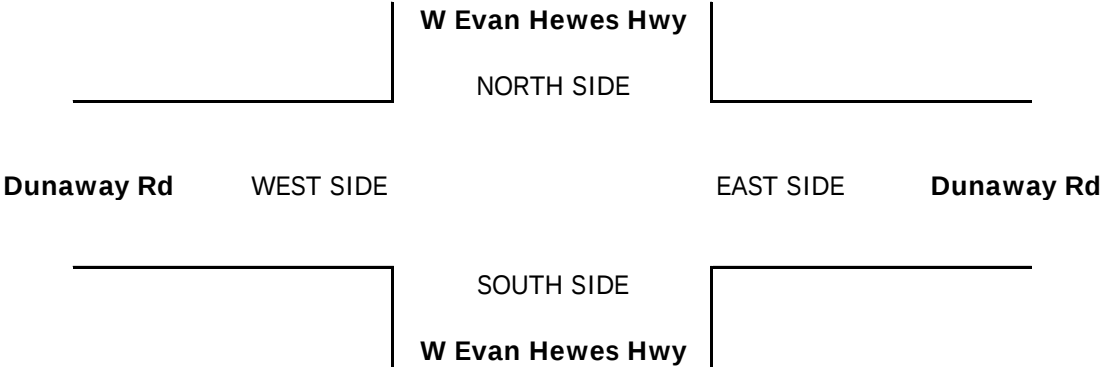
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro W Evan Hewes Hwy Dunaway Rd	PROJECT #: LOCATION #: CONTROL:	SC4879 9 STOP N
CLASS 6:	NOTES:		AM	
BUSES			PM	▲ N
			MD	◀ W E ▶
			OTHER	
			OTHER	▼ S

	NORTHBOUND W Evan Hewes Hwy			SOUTHBOUND W Evan Hewes Hwy			EASTBOUND Dunaway Rd			WESTBOUND Dunaway Rd			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	0	1	X	

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

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Tue, Sep 17, 24

LOCATION:
NORTH & SOUTH:
EAST & WEST:

El Centro
Brown Rd
W Evan Hewes Hwy

PROJECT #: SC4879
LOCATION #: 10
CONTROL: STOP ALL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND Brown Rd			SOUTHBOUND Brown Rd			EASTBOUND W Evan Hewes Hwy			WESTBOUND W Evan Hewes Hwy			
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 1	ER X	WL X	WT 1	WR 1	TOTAL

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

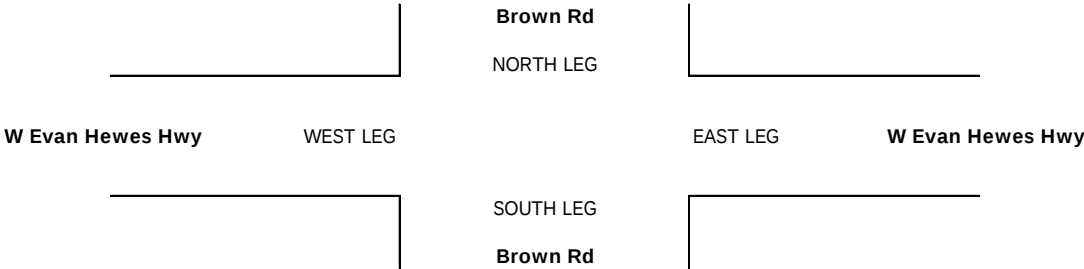
AM	7:00 AM	0	0	0	1	0	1	1	3	0	0	5	20	31
	7:15 AM	0	0	0	0	0	0	1	0	0	0	7	18	26
	7:30 AM	0	0	0	1	0	0	3	9	0	0	5	57	75
	7:45 AM	0	0	0	1	0	0	14	5	0	0	5	98	123
	8:00 AM	0	0	0	1	0	0	3	3	0	0	3	29	39
	8:15 AM	0	0	0	0	0	1	1	2	0	0	6	19	29
	8:30 AM	0	0	0	4	0	2	0	2	0	0	2	12	22
	8:45 AM	0	0	0	3	0	0	0	3	0	0	3	3	12
	VOLUMES	0	0	0	11	0	4	23	27	0	0	36	256	358
	APPROACH %	0%	0%	0%	73%	0%	27%	46%	54%	0%	0%	12%	87%	
APP/DEPART	0	/	279	15	/	0	50	/	39	293	/	40	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	3	0	1	21	19	0	0	19	203	266	
APPROACH %	0%	0%	0%	75%	0%	25%	53%	48%	0%	0%	9%	91%		
PEAK HR FACTOR	0.000				1.000			0.526			0.539			0.541
APP/DEPART	0	/	224	4	/	0	40	/	22	222	/	20	0	
PM	4:00 PM	0	0	0	71	0	3	0	6	0	0	4	1	85
	4:15 PM	0	0	0	12	0	1	0	7	0	0	2	2	24
	4:30 PM	0	0	0	27	0	1	0	3	0	0	3	2	36
	4:45 PM	0	0	0	5	0	2	0	11	0	0	2	0	20
	5:00 PM	0	0	0	8	0	0	3	4	0	0	1	1	17
	5:15 PM	0	0	0	7	0	1	0	3	0	0	1	0	12
	5:30 PM	0	0	0	3	0	1	0	3	0	0	1	0	8
	5:45 PM	0	0	0	6	0	1	0	1	0	0	1	2	11
	VOLUMES	0	0	0	139	0	10	3	38	0	0	15	8	213
	APPROACH %	0%	0%	0%	93%	0%	7%	7%	93%	0%	0%	65%	35%	
	APP/DEPART	0	/	11	149	/	0	41	/	177	23	/	25	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	115	0	7	0	27	0	0	11	5	165
APPROACH %	0%	0%	0%	94%	0%	6%	0%	100%	0%	0%	69%	31%		
PEAK HR FACTOR	0.000				0.412			0.614			0.800			0.485
APP/DEPART	0	/	5	122	/	0	27	/	142	16	/	18	0	

[illegible]

0 0 0 0

[illegible]

0 0 0 0



AM		7:00 AM
		7:15 AM
		7:30 AM
		7:45 AM
		8:00 AM
		8:15 AM
		8:30 AM
		8:45 AM
	TOTAL	
PM		4:00 PM
		4:15 PM
		4:30 PM
		4:45 PM
		5:00 PM
		5:15 PM
		5:30 PM
	5:45 PM	
	TOTAL	

[illegible][illegible][illegible]

SC4879

ALL HOURS

PEAK HOUR

AM 7:30 AM

PM 4:00 PM

Brown Rd

W Evan Hewes Hwy

Vehicle Counts (Top Section):

164	14	0	150	TOTAL	290
149	10	0	139	PM	11
15	4	0	11	AM	279

Vehicle Counts (Bottom Section):

126	8	0	118	TOTAL	229
122	7	0	115	PM	5
4	1	0	3	AM	224

Vehicle Counts (Left Side):

65	26	65	0	91
25	3	38	0	41
40	23	27	0	50

Vehicle Counts (Right Side):

316	264	51	0	216
23	8	15	0	177
293	256	36	0	39

Vehicle Counts (Bottom Left):

38	21	46	0	67
18	0	27	0	27
20	21	19	0	40

Vehicle Counts (Bottom Right):

238	208	30	0	164
16	5	11	0	142
222	203	19	0	22

INTERSECTION TUF

PREPARED BY: AimTD LI

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Brown Rd W Evan Hewes Hwy
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	NOTES:			
PCE Adjusted	Class	1	2	3
	Factor	1	1.5	2

	NORTHBOUND			SOUTHBOUND	
	Brown Rd			Brown Rd	
LANES:	NL X	NT X	NR X	SL 1	ST X

AM	7:00 AM	0	0	0	1	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	0	0	2	0
	7:45 AM	0	0	0	3	0
	8:00 AM	0	0	0	1	0
	8:15 AM	0	0	0	0	0
	8:30 AM	0	0	0	5	0
	8:45 AM	0	0	0	3	0
	VOLUMES	0	0	0	15	0
	APPROACH %	0%	0%	0%	71%	0%
	APP/DEPART	0	/	285	21	/
	BEGIN PEAK HR	7:30 AM				
	VOLUMES	0	0	0	6	0
PM	APPROACH %	0%	0%	0%	65%	0%
	PEAK HR FACTOR	0.000			0.708	
	APP/DEPART	0	/	228	9	/
	4:00 PM	0	0	0	74	0
	4:15 PM	0	0	0	12	0
	4:30 PM	0	0	0	28	0
	4:45 PM	0	0	0	5	0
	5:00 PM	0	0	0	9	0
	5:15 PM	0	0	0	7	0
	5:30 PM	0	0	0	3	0
	5:45 PM	0	0	0	6	0
	VOLUMES	0	0	0	143	0
	APPROACH %	0%	0%	0%	93%	0%

APP/DEPART	0	/	14	154	/
BEGIN PEAK HR	4:00 PM				
VOLUMES	0	0	0	119	0
APPROACH %	0%	0%	0%	94%	0%
PEAK HR FACTOR	0.000			0.407	
APP/DEPART	0	/	5	126	/

W Evan Hewes Hwy

WEST SIDE

TURNING MOVEMENT COUNTS

LC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4879
 LOCATION #: 10
 CONTROL: STOP ALL

				AM PM MD OTHER OTHER		▲ N	
5	6						
2	2				◀ W		E ▶
						S ▼	

D	EASTBOUND			WESTBOUND			
	W Evan Hewes Hwy			W Evan Hewes Hwy			
SR	EL	ET	ER	WL	WT	WR	TOTAL
1	1	1	X	X	1	1	

1	1	8	0	0	5	22	38
0	1	0	0	0	7	18	26
0	4	13	0	0	8	58	83
0	16	6	0	0	8	98	130
0	3	3	0	0	4	29	40
3	2	4	0	0	11	19	38
2	0	2	0	0	4	12	25
0	0	10	0	0	4	3	20
6	26	46	0	0	49	259	400
29%	36%	64%	0%	0%	16%	84%	
0	72	/	60	308	/	55	0
3	24	26	0	0	30	204	291
35%	48%	52%	0%	0%	13%	87%	
		0.576			0.552		0.560
0	50	/	31	233	/	33	0
3	0	6	0	0	9	1	93
1	0	9	0	0	2	2	26
1	0	8	0	0	3	2	41
2	0	16	0	0	5	0	27
0	5	4	0	0	1	1	19
1	0	3	0	0	1	0	12
2	0	7	0	0	1	0	13
1	0	1	0	0	1	3	12
11	5	53	0	0	22	9	242
7%	8%	92%	0%	0%	71%	29%	

0	58	/	196	31	/	33	0
7	0	38	0	0	18	5	187
6%	0%	100%	0%	0%	78%	22%	
		0.613			0.605		0.504
0	38	/	157	23	/	25	0

Brown Rd

NORTH SIDE

EAST SIDE

W Evan Hewes Hwy

SOUTH SIDE

Brown Rd

U-TURNS				
NB	SB	EB	WB	TTL

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

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
9/17/24
TUESDAY

LOCATION: El Centro
NORTH & SOUTH: Brown Rd
EAST & WEST: W Evan Hewes Hwy

PROJECT #: SC4879
LOCATION #: 10
CONTROL: STOP ALL

CLASS 1:	NOTES:	AM		▲	
PASSENGER VEHICLES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Brown Rd			Brown Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 1	ER X	WL X	WT 1	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

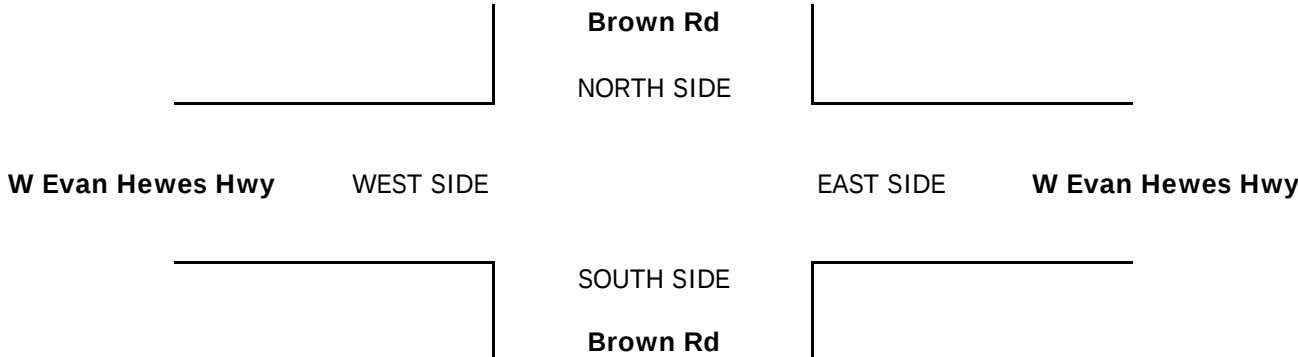
AM	7:00 AM	0	0	0	1	0	1	1	1	0	0	5	19	28
	7:15 AM	0	0	0	0	0	0	1	0	0	0	7	18	26
	7:30 AM	0	0	0	0	0	0	2	7	0	0	3	56	68
	7:45 AM	0	0	0	0	0	0	13	4	0	0	3	98	118
	8:00 AM	0	0	0	1	0	0	3	3	0	0	2	29	38
	8:15 AM	0	0	0	0	0	0	0	1	0	0	3	19	23
	8:30 AM	0	0	0	2	0	2	0	2	0	0	1	12	19
	8:45 AM	0	0	0	3	0	0	0	0	0	0	2	3	8
	VOLUMES	0	0	0	7	0	3	20	18	0	0	26	254	328
	APPROACH %	0%	0%	0%	70%	0%	30%	53%	47%	0%	0%	9%	91%	
APP/DEPART	0	/	274	10	/	0	38	/	25	280	/	29	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	1	0	0	18	15	0	0	11	202	247	
APPROACH %	0%	0%	0%	100%	0%	0%	55%	45%	0%	0%	5%	95%		
PEAK HR FACTOR	0.000				0.250			0.485			0.527			0.523
APP/DEPART	0	/	220	1	/	0	33	/	16	213	/	11	0	
PM	4:00 PM	0	0	0	68	0	3	0	6	0	0	1	1	79
	4:15 PM	0	0	0	12	0	1	0	6	0	0	2	2	23
	4:30 PM	0	0	0	26	0	1	0	0	0	0	3	2	32
	4:45 PM	0	0	0	5	0	2	0	5	0	0	0	0	12
	5:00 PM	0	0	0	7	0	0	0	4	0	0	1	1	13
	5:15 PM	0	0	0	7	0	1	0	3	0	0	1	0	12
	5:30 PM	0	0	0	3	0	0	0	1	0	0	1	0	5
	5:45 PM	0	0	0	6	0	1	0	1	0	0	1	0	9
	VOLUMES	0	0	0	134	0	9	0	26	0	0	10	6	185
	APPROACH %	0%	0%	0%	94%	0%	6%	0%	100%	0%	0%	63%	38%	
APP/DEPART	0	/	6	143	/	0	26	/	160	16	/	19	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	0	0	111	0	7	0	17	0	0	6	5	146	
APPROACH %	0%	0%	0%	94%	0%	6%	0%	100%	0%	0%	55%	45%		
PEAK HR FACTOR	0.000				0.415			0.708			0.550			0.462
APP/DEPART	0	/	5	118	/	0	17	/	128	11	/	13	0	

[illegible]

0	0	0	0
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[illegible]

0 0 0 0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
9/17/24
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

El Centro
Brown Rd
W Evan Hewes Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4879
10
STOP ALL

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Brown Rd			Brown Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 1	ER X	WL X	WT 1	WR 1	TOTAL

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

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	1	0	0	1	0	0	0	1	1	4
	7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
	8:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	VOLUMES	0	0	0	3	0	0	2	1	0	0	4	1	11
	APPROACH %	0%	0%	0%	100%	0%	0%	67%	33%	0%	0%	80%	20%	
APP/DEPART	0	/	3	3	/	0	3	/	4	5	/	4	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	1	0	0	2	1	0	0	3	1	8	
APPROACH %	0%	0%	0%	100%	0%	0%	67%	33%	0%	0%	75%	25%		
PEAK HR FACTOR	0.000			0.250			0.750			0.500			0.500	
APP/DEPART	0	/	3	1	/	0	3	/	2	4	/	3	0	
PM	4:00 PM	0	0	0	2	0	0	0	0	0	0	1	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
	5:00 PM	0	0	0	1	0	0	3	0	0	0	0	0	4
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
	VOLUMES	0	0	0	4	0	1	3	4	0	0	2	2	16
	APPROACH %	0%	0%	0%	80%	0%	20%	43%	57%	0%	0%	50%	50%	
	APP/DEPART	0	/	5	5	/	0	7	/	8	4	/	3	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	3	0	0	0	4	0	0	2	0	9
APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.375			0.333			0.500			0.563	
APP/DEPART	0	/	0	3	/	0	4	/	7	2	/	2	0	

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:

9/17/24

TUESDAY

LOCATION:

NORTH & SOUTH:

EAST & WEST:

El Centro

Brown Rd

W Evan Hewes Hwy

PROJECT #:

LOCATION #:

CONTROL:

SC4879

10

STOP ALL

CLASS 3:

3-AXLE TRUCKS

NOTES:

AM

PM

MD

OTHER

OTHER

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S

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E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Brown Rd			Brown Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	1	X	1	1	1	X	X	1	1	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	2	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	2	0	0	0	0	2
	VOLUMES	0	0	0	0	0	0	4	0	0	1	0	3
	APPROACH %	0%	0%	0%	0%	0%	0%	200%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	2	/	2	1	/	0
	BEGIN PEAK HR	7:30 AM											
PM	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.250		
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	3	0	0	0	0	3
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	3	0	0	0	0	3
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	3	/	3	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	3	0	0	0	0	3
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.250			0.000		
	APP/DEPART	0	/	0	0	/	0	3	/	3	0	/	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Brown Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 10 STOP ALL
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▼ E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Brown Rd			Brown Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 1	ER X	WL X	WT 1	WR 1	TOTAL

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

AM	7:00 AM	0	0	0	0	0	0	1	0	0	0	1	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	2	0	0	1	0	3
	7:45 AM	0	0	0	1	0	0	1	0	0	1	0	3
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	0	1	0	2	0	4
	8:30 AM	0	0	0	0	0	0	0	0	0	1	0	1
	8:45 AM	0	0	0	0	0	0	2	0	0	0	0	2
	VOLUMES	0	0	0	1	0	1	1	6	0	0	5	1
	APPROACH %	0%	0%	0%	50%	0%	50%	14%	86%	0%	0%	71%	14%
PM	APP/DEPART	0	/	2	2	/	0	7	/	8	7	/	6
	BEGIN PEAK HR	7:30 AM											
	VOLUMES	0	0	0	1	0	1	1	3	0	0	4	0
	APPROACH %	0%	0%	0%	50%	0%	50%	25%	75%	0%	0%	100%	0%
	PEAK HR FACTOR	0.000			0.500			0.500			0.500		
	APP/DEPART	0	/	1	2	/	0	4	/	4	4	/	5
	4:00 PM	0	0	0	1	0	0	0	0	0	0	2	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	5	0	0	3	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%
	APP/DEPART	0	/	0	1	/	0	5	/	6	3	/	3
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	1	0	0	0	3	0	0	3	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%
	PEAK HR FACTOR	0.000			0.250			0.375			0.375		
	APP/DEPART	0	/	0	1	/	0	3	/	4	3	/	3

0	0	0	0
---	---	---	---

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

<u>DATE:</u> 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Brown Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 10 STOP ALL
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CLASS 5:	NOTES:	AM		▲	
RV		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Brown Rd			Brown Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 1	ER X	WL X	WT 1	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

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

[illegible]

0 0 0 0

[illegible]

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Brown Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 10 STOP ALL
CLASS 6:	NOTES:		AM	
BUSES			PM	
			MD	
			OTHER	
			OTHER	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Brown Rd			Brown Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 1	ER X	WL X	WT 1	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

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

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

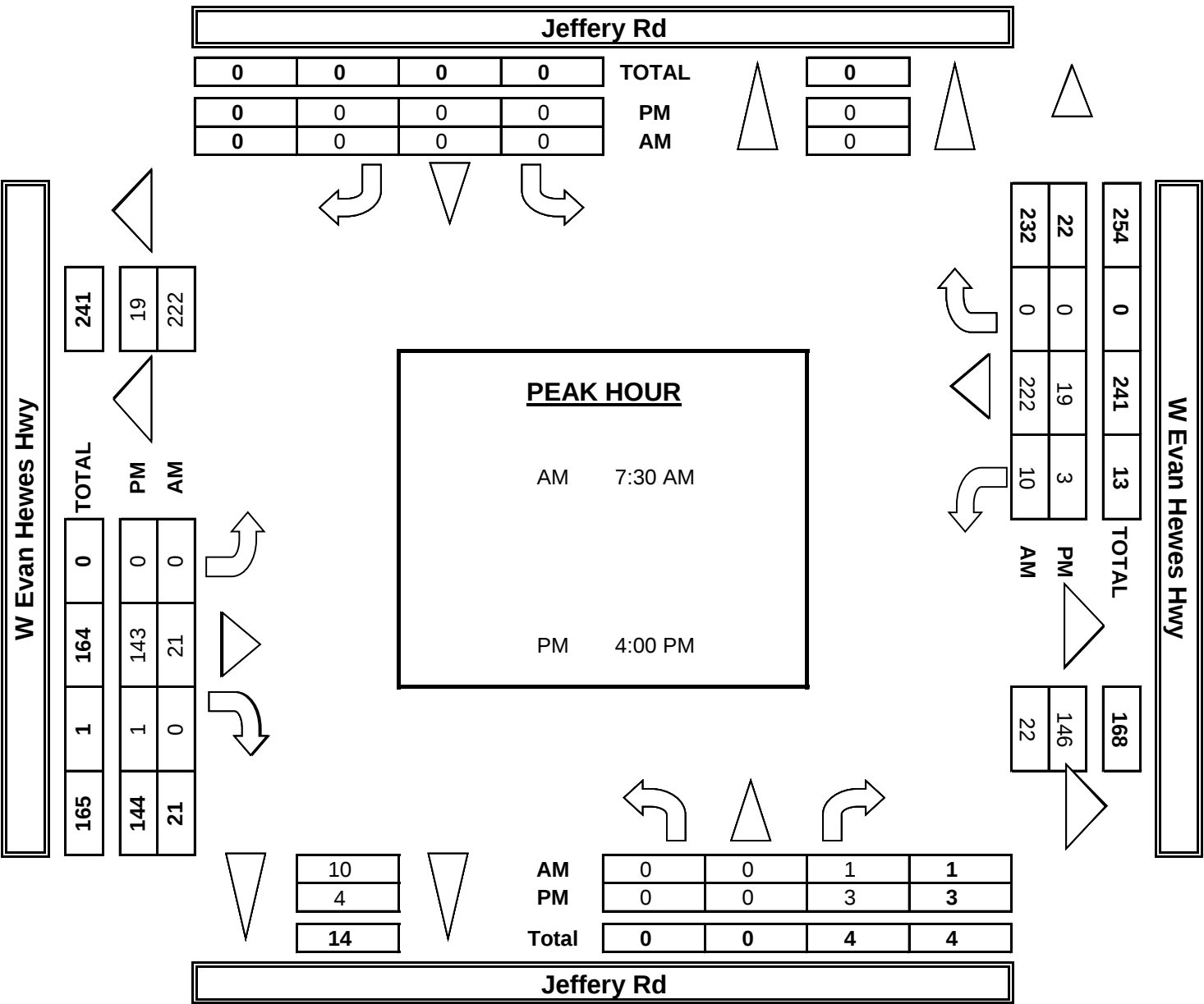
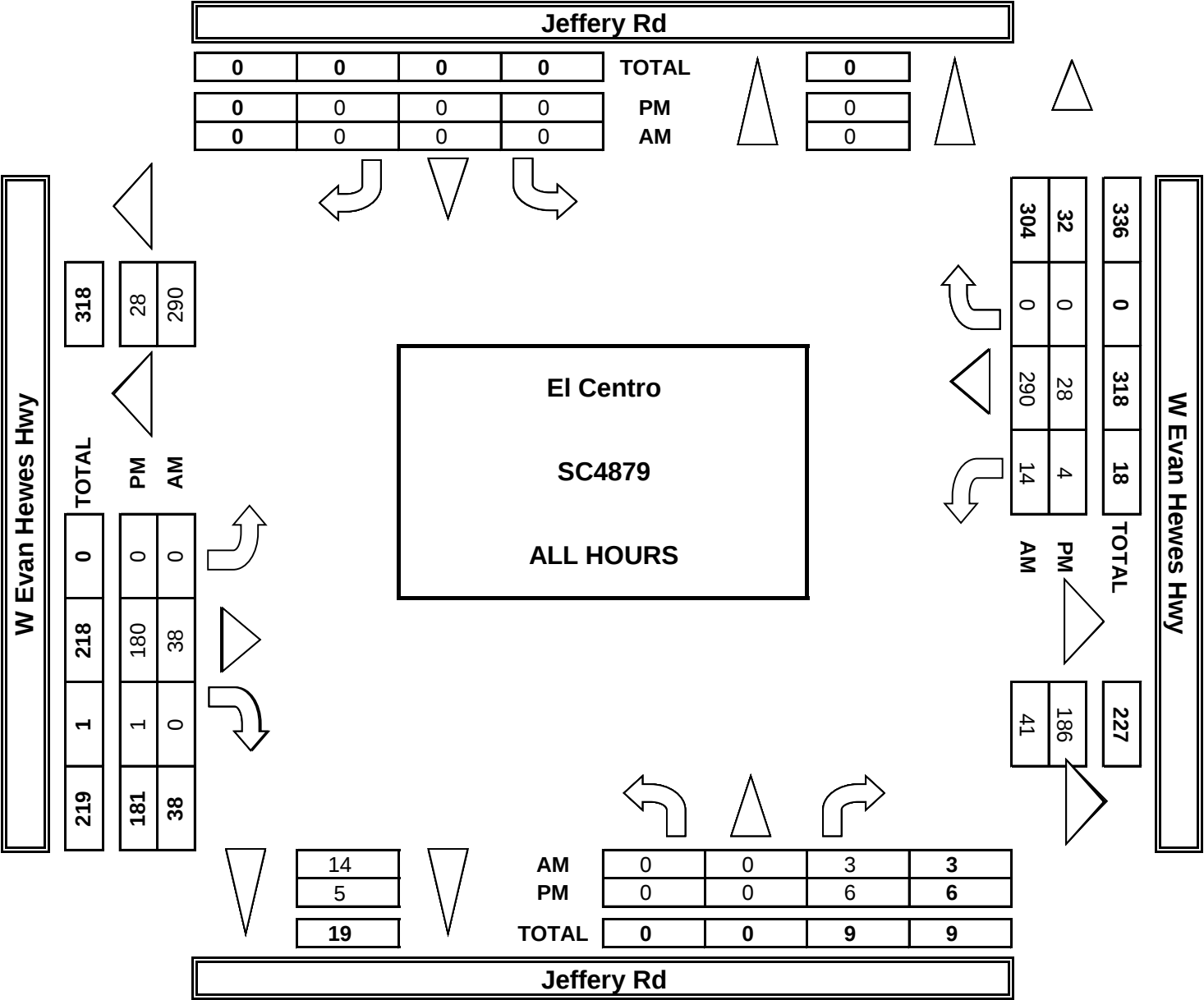
0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUF

PREPARED BY: AimTD LI

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Jeffery Rd W Evan Hewes Hwy
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	NOTES:			
PCE Adjusted	Class	1	2	3
	Factor	1	1.5	2

	NORTHBOUND			SOUTHBOUND	
	Jeffery Rd			Jeffery Rd	
LANES:	NL 0	NT X	NR 0	SL X	ST X

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

APP/DEPART	9	/	0	0	/
BEGIN PEAK HR	4:00 PM				
VOLUMES	0	0	6	0	0
APPROACH %	0%	0%	100%	0%	0%
PEAK HR FACTOR	0.458			0.000	
APP/DEPART	6	/	0	0	/



W Evan Hewes Hwy

WEST SIDE



TURNING MOVEMENT COUNTS

LC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4879
 LOCATION #: 11
 CONTROL: STOP N

				AM PM MD OTHER OTHER		▲ N	
5	6						
2	2				◀ W		E ▶
						S ▼	

D	EASTBOUND			WESTBOUND			
	W Evan Hewes Hwy			W Evan Hewes Hwy			
SR	EL	ET	ER	WL	WT	WR	TOTAL
X	X	1	0	1	1	X	

0	0	8	0	0	25	0	33
0	0	1	0	1	22	0	25
0	0	15	0	3	69	0	87
0	0	6	0	5	108	0	119
0	0	6	0	5	30	0	40
0	0	4	0	4	27	0	36
0	0	7	0	3	19	0	30
0	0	13	0	2	7	0	22
0	0	58	0	22	306	0	390
0%	0%	100%	0%	7%	93%	0%	
22	58	/	62	328	/	306	0
0	0	30	0	17	233	0	281
0%	0%	100%	0%	7%	93%	0%	
		0.517			0.554		0.592
17	30	/	31	250	/	233	0
0	0	76	1	2	11	0	90
0	0	26	0	0	6	0	32
0	0	36	0	2	7	0	47
0	0	20	0	0	3	0	26
0	0	13	0	0	3	0	17
0	0	11	0	0	1	0	13
0	0	9	0	3	2	0	15
0	0	9	0	0	4	0	13
0	0	199	1	7	36	0	252
0%	0%	100%	1%	16%	84%	0%	

8	200	/	208	43	/	36	0
0	0	158	1	4	26	0	194
0%	0%	99%	1%	13%	87%	0%	
		0.515			0.600		0.542
5	159	/	163	30	/	26	0

Jeffery Rd

NORTH SIDE

EAST SIDE

W Evan Hewes Hwy

SOUTH SIDE

Jeffery Rd

U-TURNS				
NB	SB	EB	WB	TTL

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

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Jeffery Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 11 STOP N
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CLASS 1:	NOTES:	AM		▲	
PASSENGER VEHICLES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Jeffery Rd			Jeffery Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

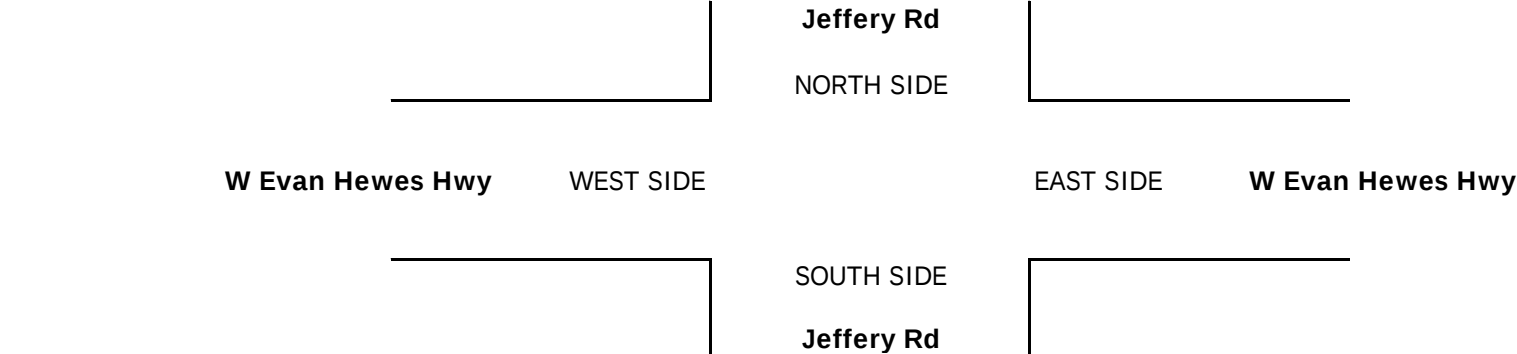
AM	7:00 AM	0	0	0	0	0	0	1	0	0	22	0	23
	7:15 AM	0	0	1	0	0	0	1	0	1	22	0	25
	7:30 AM	0	0	0	0	0	0	7	0	3	63	0	73
	7:45 AM	0	0	0	0	0	0	3	0	2	103	0	108
	8:00 AM	0	0	0	0	0	0	4	0	0	28	0	32
	8:15 AM	0	0	1	0	0	0	1	0	1	19	0	22
	8:30 AM	0	0	0	0	0	0	5	0	1	14	0	20
	8:45 AM	0	0	0	0	0	0	1	0	0	7	0	8
	VOLUMES	0	0	2	0	0	0	23	0	8	278	0	311
	APPROACH %	0%	0%	100%	0%	0%	0%	100%	0%	3%	97%	0%	
	APP/DEPART	2	/	0	0	/	8	23	/	25	286	/	278
	BEGIN PEAK HR	7:30 AM											
PM	VOLUMES	0	0	1	0	0	0	15	0	6	213	0	235
	APPROACH %	0%	0%	100%	0%	0%	0%	100%	0%	3%	97%	0%	
	PEAK HR FACTOR	0.250			0.000			0.536			0.521		
	APP/DEPART	1	/	0	0	/	6	15	/	16	219	/	213
	4:00 PM	0	0	0	0	0	0	70	1	0	3	0	74
	4:15 PM	0	0	0	0	0	0	23	0	0	6	0	29
	4:30 PM	0	0	1	0	0	0	27	0	2	5	0	35
	4:45 PM	0	0	0	0	0	0	9	0	0	0	0	9
	5:00 PM	0	0	1	0	0	0	13	0	0	3	0	17
	5:15 PM	0	0	1	0	0	0	11	0	0	1	0	13
	5:30 PM	0	0	1	0	0	0	3	0	0	2	0	6
	5:45 PM	0	0	0	0	0	0	7	0	0	1	0	8
	VOLUMES	0	0	4	0	0	0	163	1	2	21	0	191
	APPROACH %	0%	0%	100%	0%	0%	0%	99%	1%	9%	91%	0%	
	APP/DEPART	4	/	0	0	/	3	164	/	167	23	/	21
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	1	0	0	0	129	1	2	14	0	147
	APPROACH %	0%	0%	100%	0%	0%	0%	99%	1%	13%	88%	0%	
	PEAK HR FACTOR	0.250			0.000			0.458			0.571		
	APP/DEPART	1	/	0	0	/	3	130	/	130	16	/	14

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Jeffery Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 11 STOP N
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Jeffery Rd			Jeffery Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL

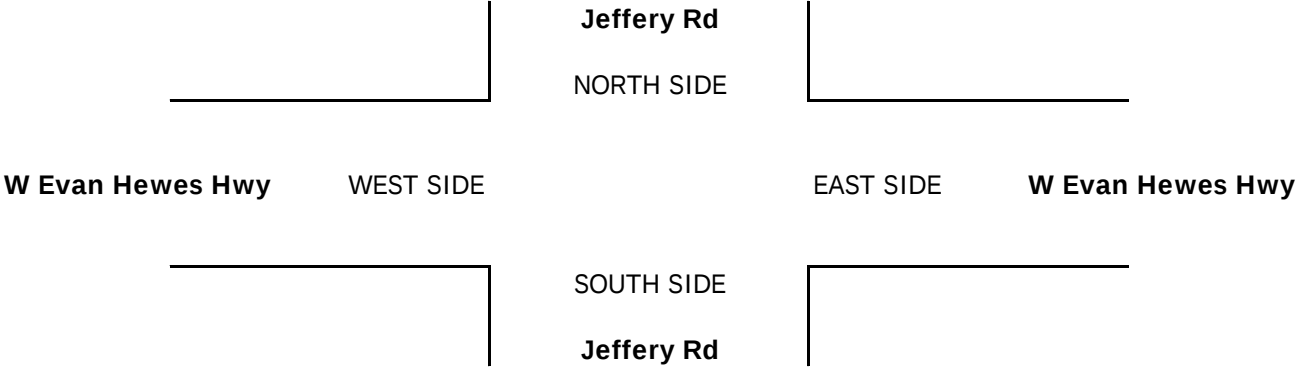
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	1	0	0	2	0	3	
	7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	
	8:00 AM	0	0	0	0	0	0	1	0	1	0	0	2	
	8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	
	8:30 AM	0	0	0	0	0	0	1	0	1	1	0	3	
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	
	VOLUMES	0	0	0	0	0	0	4	0	2	5	0	11	
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	29%	71%	0%		
APP/DEPART	0	/	0	0	/	2	4	/	4	7	/	5	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	0	0	0	2	0	1	4	0	7		
APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	20%	80%	0%			
PEAK HR FACTOR	0.000			0.000			0.500			0.625			0.583	
APP/DEPART	0	/	0	0	/	1	2	/	2	5	/	4	0	
PM	4:00 PM	0	0	0	0	0	0	2	0	0	1	0	3	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	1	0	0	0	2	0	0	1	0	4	
	4:45 PM	0	0	0	0	0	0	3	0	0	0	0	3	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	1	0	0	2	0	3	
	VOLUMES	0	0	1	0	0	0	8	0	0	4	0	13	
	APPROACH %	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%		
	APP/DEPART	1	/	0	0	/	0	8	/	9	4	/	4	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	1	0	0	0	7	0	0	2	0	10	
APPROACH %	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%			
PEAK HR FACTOR	0.250			0.000			0.583			0.500			0.625	
APP/DEPART	1	/	0	0	/	0	7	/	8	2	/	2	0	

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:

9/17/24

TUESDAY

LOCATION:

NORTH & SOUTH:

EAST & WEST:

El Centro

Jeffery Rd

W Evan Hewes Hwy

PROJECT #:

LOCATION #:

CONTROL:

SC4879

11

STOP N

CLASS 3:

3-AXLE

TRUCKS

NOTES:

AM

PM

MD

OTHER

OTHER

◀ W

▲ N

S

▼

E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Jeffery Rd			Jeffery Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	1	1	X	

U-TURNS				
NB	SB	EB	WB	TTL

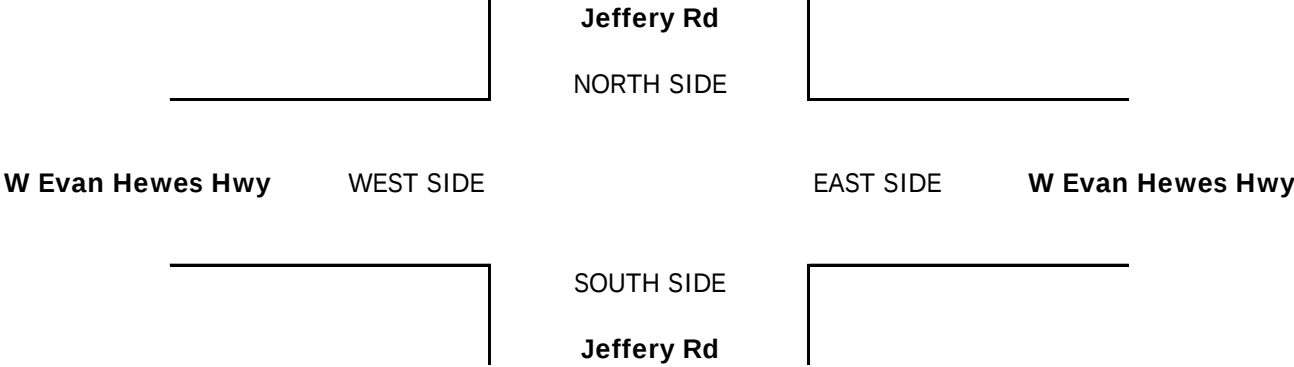
AM	7:00 AM	0	0	0	0	0	0	2	0	0	0	0	2	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	1	0	0	0	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	2	0	1	0	0	3
	VOLUMES	0	0	1	0	0	0	0	4	0	1	1	0	7
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	50%	50%	0%	
	APP/DEPART	1	/	0	0	/	1	4	/	5	2	/	1	0
	BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.250			0.250	
APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	3	0	0	0	3	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	0	3	0	1	0	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	
	APP/DEPART	0	/	0	0	/	1	3	/	3	1	/	0	0
	BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	0	0	0	3	0	1	0	0	4	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.250			0.250			0.333	
APP/DEPART	0	/	0	0	/	1	3	/	3	1	/	0	0	

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Jeffery Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 11 STOP N
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▼ E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Jeffery Rd			Jeffery Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL

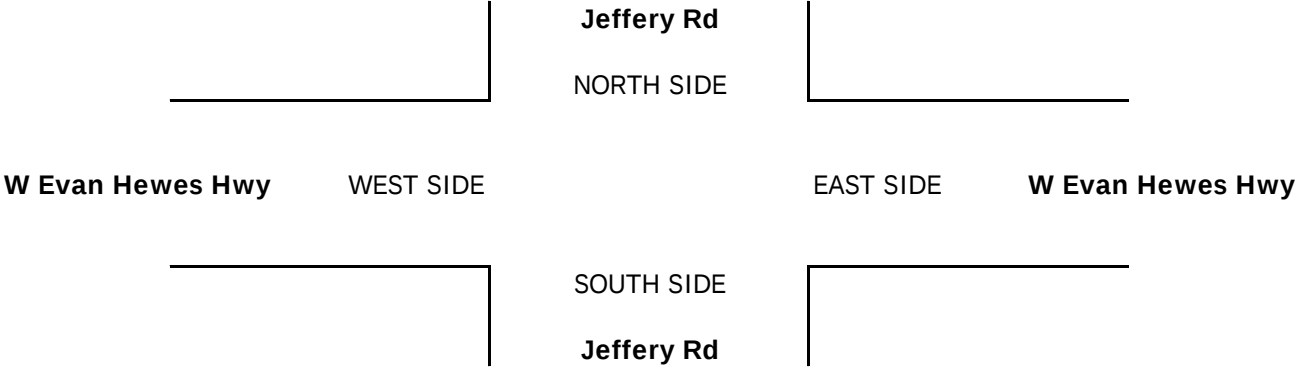
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
	7:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	3
	8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	8:15 AM	0	0	0	0	0	0	0	1	0	1	2	0	4
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
	VOLUMES	0	0	0	0	0	0	0	7	0	3	6	0	16
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	33%	67%	0%	
APP/DEPART	0	/	0	0	/	3	7	/	7	9	/	6	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	0	0	0	0	4	0	3	4	0	11	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	43%	57%	0%		
PEAK HR FACTOR	0.000			0.000			0.500			0.583			0.688	
APP/DEPART	0	/	0	0	/	3	4	/	4	7	/	4	0	
PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	4:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	2	0	1	0	0	3
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	6	0	1	3	0	11
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	25%	75%	0%	
	APP/DEPART	1	/	0	0	/	1	6	/	7	4	/	3	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	1	0	0	0	0	4	0	0	3	0	8
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.250			0.000			0.500			0.375			0.667	
APP/DEPART	1	/	0	0	/	0	4	/	5	3	/	3	0	

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Jeffery Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 11 STOP N
CLASS 5:	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶
RV				

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Jeffery Rd			Jeffery Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL

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

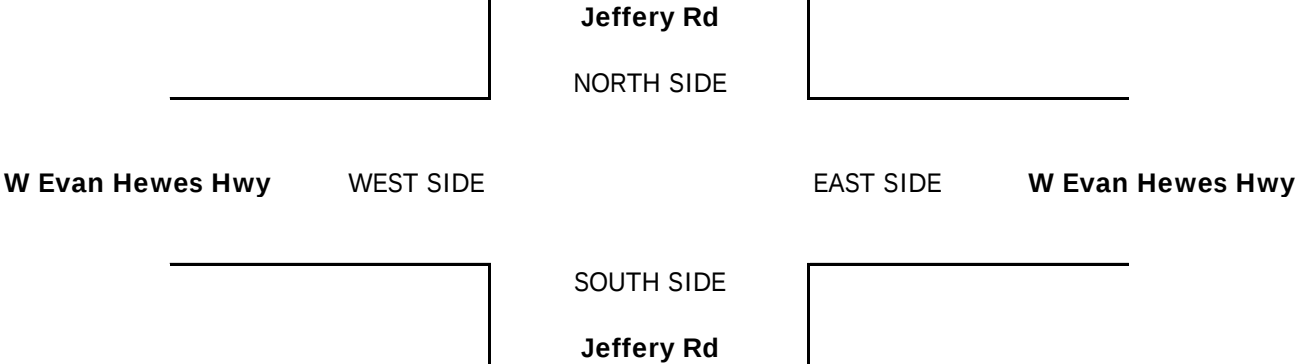
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH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

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Jeffery Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 11 STOP N
CLASS 6:	NOTES:		AM	
BUSES			PM	
			MD	◀ W
			OTHER	
			OTHER	
			▲ N	
			S ▼	
				▶ E

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Jeffery Rd			Jeffery Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	1	1	X	

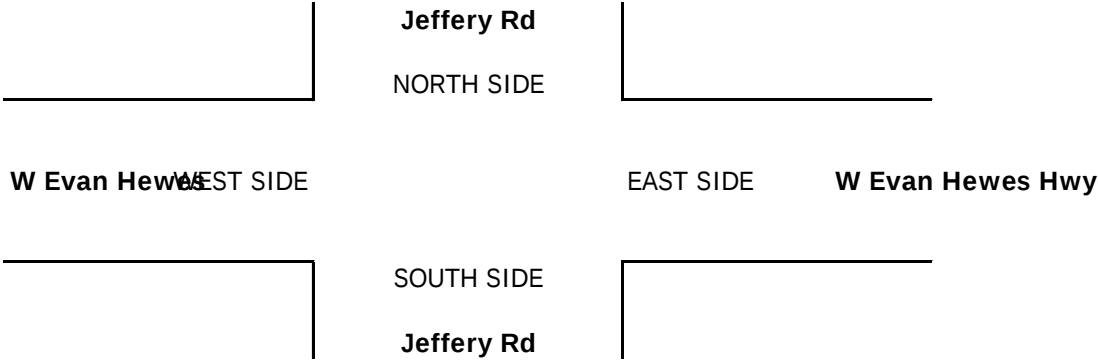
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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

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

0	0	0	0
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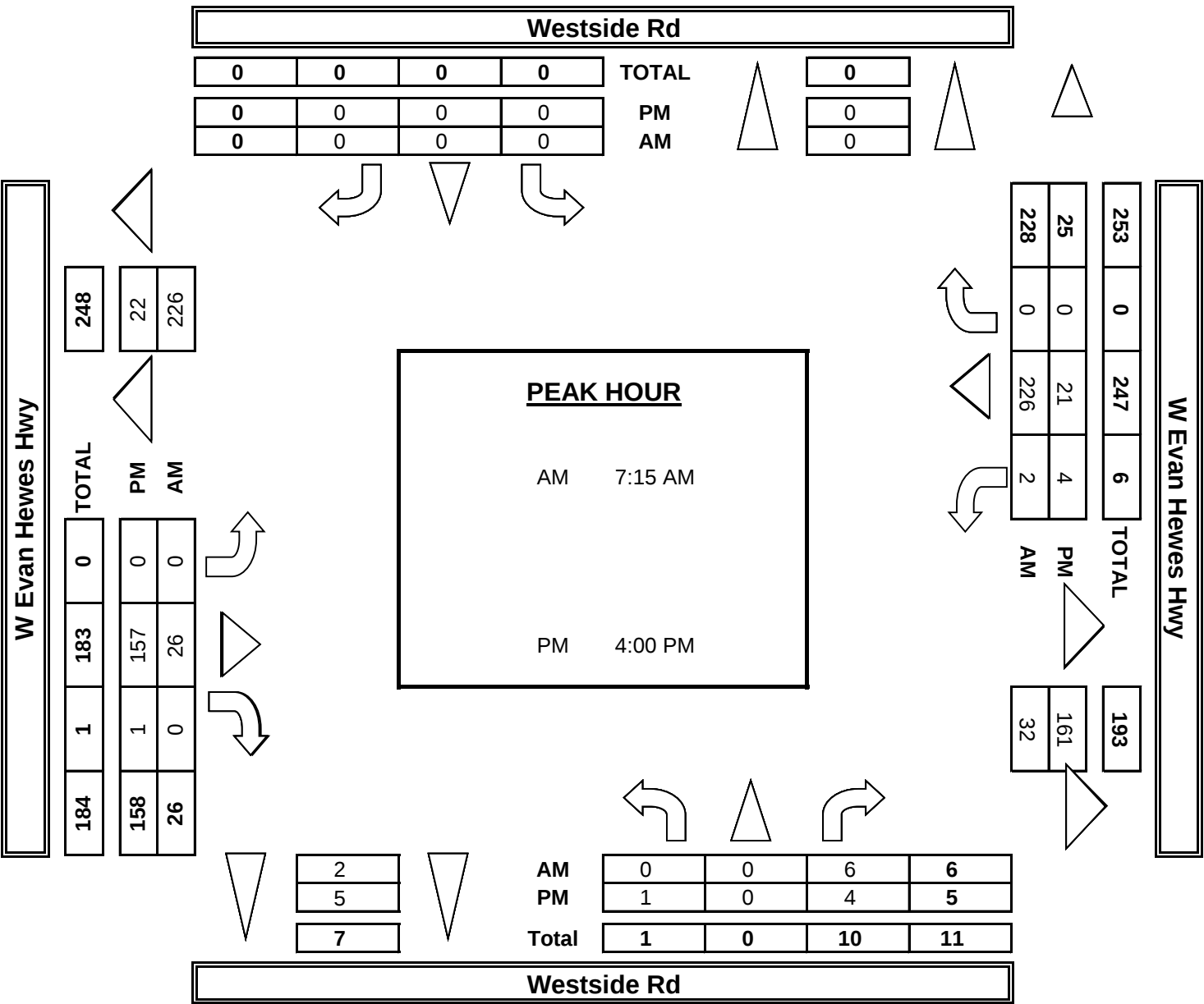
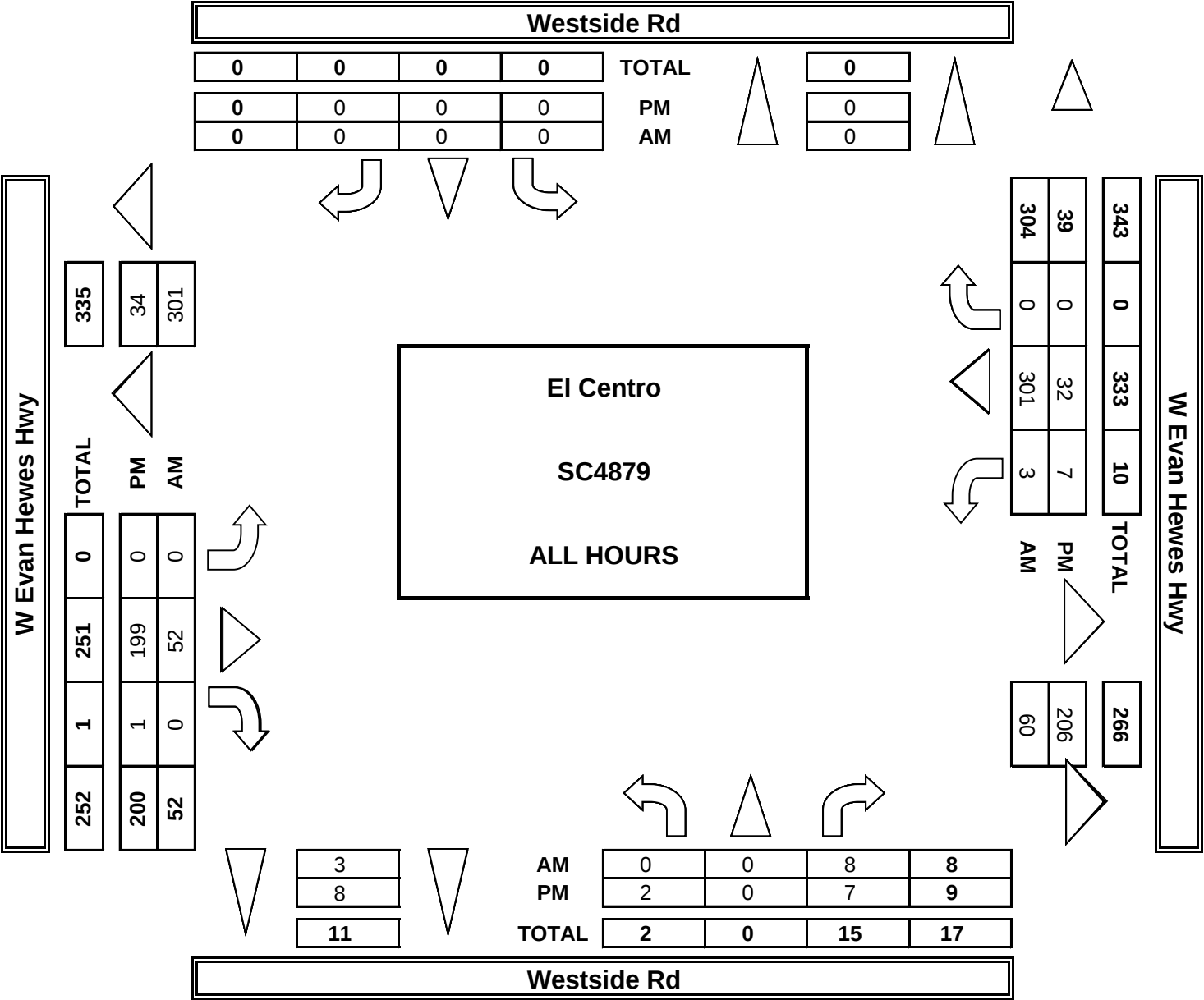
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Westside Rd			Westside Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

0 0 0 0

BICYCLE & SCOOTER CROSSINGS					
NL	SL	EL	WL	TOTAL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
2	0	0	0	2	

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUF

PREPARED BY: AimTD LI

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Westside Rd W Evan Hewes Hwy
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	NOTES:			
PCE Adjusted	Class	1	2	3
	Factor	1	1.5	2

	NORTHBOUND			SOUTHBOUND	
	Westside Rd			Westside Rd	
LANES:	NL 0	NT X	NR 0	SL X	ST X

AM	7:00 AM	0	0	1	0	0
	7:15 AM	0	0	2	0	0
	7:30 AM	0	0	2	0	0
	7:45 AM	0	0	3	0	0
	8:00 AM	0	0	0	0	0
	8:15 AM	0	0	0	0	0
	8:30 AM	0	0	0	0	0
	8:45 AM	0	0	1	0	0
	VOLUMES	0	0	9	0	0
	APPROACH %	0%	0%	100%	0%	0%
	APP/DEPART	9	/	0	0	/
	BEGIN PEAK HR	7:15 AM				
	VOLUMES	0	0	7	0	0
PM	APPROACH %	0%	0%	100%	0%	0%
	PEAK HR FACTOR	0.542			0.000	
	APP/DEPART	7	/	0	0	/
	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	4	0	0
	4:30 PM	2	0	0	0	0
	4:45 PM	0	0	1	0	0
	5:00 PM	1	0	1	0	0
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	2	0	0
	5:45 PM	0	0	0	0	0
	VOLUMES	3	0	8	0	0
	APPROACH %	24%	0%	76%	0%	0%

APP/DEPART	11	/	0	0	/
BEGIN PEAK HR	4:00 PM				
VOLUMES	2	0	5	0	0
APPROACH %	23%	0%	77%	0%	0%
PEAK HR FACTOR	0.406			0.000	
APP/DEPART	7	/	0	0	/

W Evan Hewes Hwy

WEST SIDE

TURNING MOVEMENT COUNTS

LC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4879
 LOCATION #: 12
 CONTROL: STOP N

				AM PM MD OTHER OTHER		▲ N	
5	6						
2	2				◀ W		E ▶
						S ▼	

D	EASTBOUND			WESTBOUND			
	W Evan Hewes Hwy			W Evan Hewes Hwy			
SR	EL	ET	ER	WL	WT	WR	TOTAL
X	X	1	0	0	1	X	

0	0	11	0	0	31	0	43
0	0	2	0	3	28	0	34
0	0	18	0	1	68	0	89
0	0	5	0	0	110	0	118
0	0	9	0	0	35	0	43
0	0	4	0	0	28	0	32
0	0	12	0	1	22	0	34
0	0	14	0	0	7	0	22
0	0	73	0	5	327	0	413
0%	0%	100%	0%	2%	98%	0%	
5	73	/	82	332	/	327	0
0	0	33	0	4	240	0	283
0%	0%	100%	0%	2%	98%	0%	
		0.471			0.556		0.602
4	33	/	40	244	/	240	0
0	0	80	0	0	10	0	90
0	0	29	0	5	7	0	45
0	0	38	0	0	10	0	49
0	0	28	1	2	0	0	32
0	0	13	0	1	2	0	18
0	0	13	0	0	1	0	14
0	0	12	0	0	7	0	21
0	0	9	0	2	4	0	15
0	0	221	1	10	41	0	283
0%	0%	100%	0%	20%	80%	0%	

11	222	/	229	51	/	43	0
0	0	174	1	7	27	0	215
0%	0%	99%	1%	21%	79%	0%	
		0.547			0.698		0.601
8	175	/	179	34	/	28	0

Nestside Rd

NORTH SIDE



EAST SIDE

W Evan Hewes Hwy

SOUTH SIDE

Nestside Rd



U-TURNS				
NB	SB	EB	WB	TTL

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

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Westside Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 12 STOP N
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CLASS 1:	NOTES:	AM		▲	
PASSENGER VEHICLES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Westside Rd			Westside Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

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

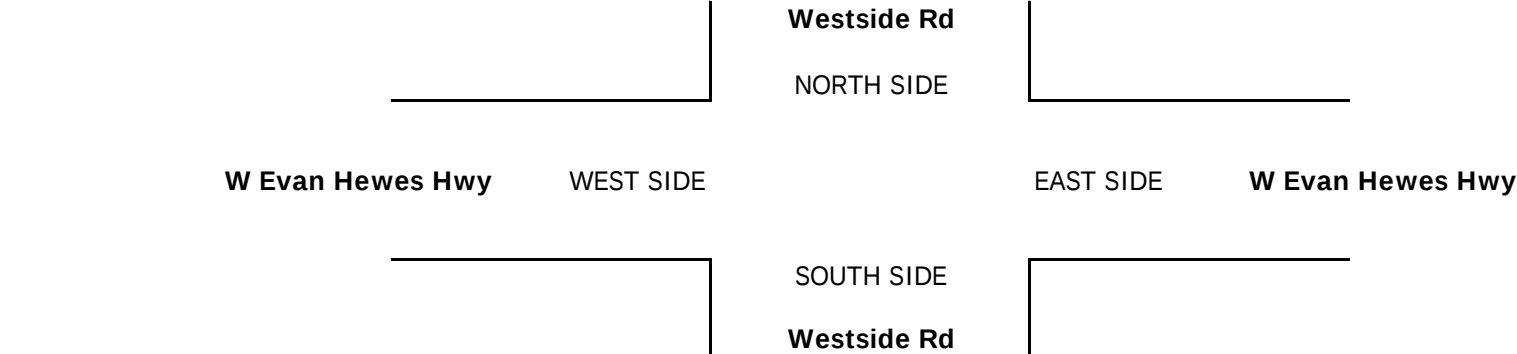
AM	7:00 AM	0	0	1	0	0	0	0	4	0	0	23	0	28
	7:15 AM	0	0	0	0	0	0	0	2	0	0	26	0	28
	7:30 AM	0	0	2	0	0	0	0	10	0	1	62	0	75
	7:45 AM	0	0	3	0	0	0	0	5	0	0	102	0	110
	8:00 AM	0	0	0	0	0	0	0	4	0	0	25	0	29
	8:15 AM	0	0	0	0	0	0	0	1	0	0	22	0	23
	8:30 AM	0	0	0	0	0	0	0	8	0	1	17	0	26
	8:45 AM	0	0	1	0	0	0	0	2	0	0	5	0	8
	VOLUMES	0	0	7	0	0	0	0	36	0	2	282	0	327
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	1%	99%	0%	
	APP/DEPART	7	/	0	0	/	2	36	/	43	284	/	282	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	0	0	5	0	0	0	0	21	0	1	215	0	242
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.417			0.000			0.525			0.529			0.550
	APP/DEPART	5	/	0	0	/	1	21	/	26	216	/	215	0
	4:00 PM	0	0	0	0	0	0	0	74	0	0	3	0	77
	4:15 PM	0	0	2	0	0	0	0	26	0	0	7	0	35
	4:30 PM	0	0	0	0	0	0	0	27	0	0	7	0	34
	4:45 PM	0	0	1	0	0	0	0	14	1	2	0	0	18
	5:00 PM	1	0	1	0	0	0	0	13	0	1	2	0	18
	5:15 PM	0	0	0	0	0	0	0	13	0	0	1	0	14
	5:30 PM	0	0	2	0	0	0	0	6	0	0	4	0	12
	5:45 PM	0	0	0	0	0	0	0	7	0	2	1	0	10
	VOLUMES	1	0	6	0	0	0	0	180	1	5	25	0	218
	APPROACH %	14%	0%	86%	0%	0%	0%	0%	99%	1%	17%	83%	0%	
	APP/DEPART	7	/	0	0	/	6	181	/	186	30	/	26	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	3	0	0	0	0	141	1	2	17	0	164
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	99%	1%	11%	89%	0%	
	PEAK HR FACTOR	0.375			0.000			0.480			0.679			0.532
	APP/DEPART	3	/	0	0	/	3	142	/	144	19	/	17	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
9/17/24
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

El Centro
Westside Rd
W Evan Hewes Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4879
12
STOP N

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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N
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S

◀ W
E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Westside Rd			Westside Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	0	1	X	

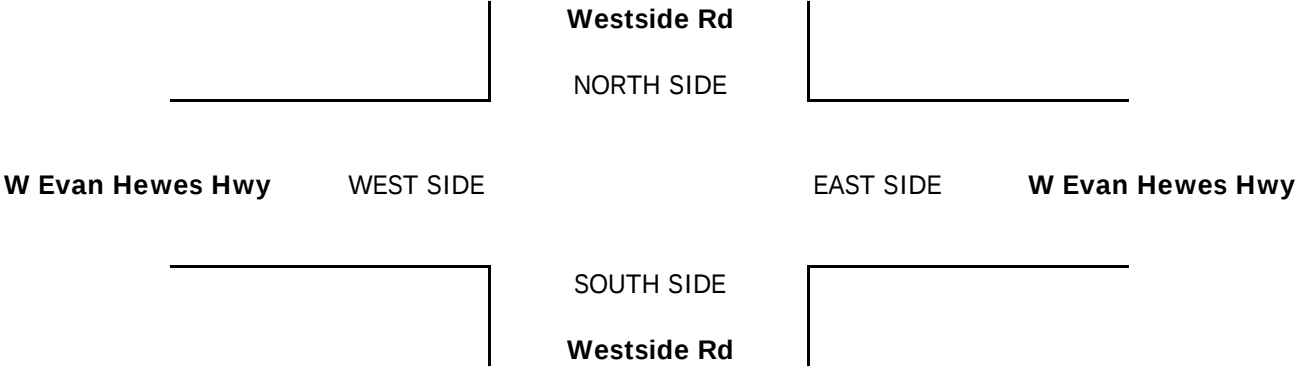
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	
	7:15 AM	0	0	1	0	0	0	0	0	0	1	0	2	
	7:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	1	0	0	0	0	4	0	0	7	0	12
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	1	/	0	0	/	0	4	/	5	7	/	7	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	0	0	1	0	0	0	0	2	0	0	5	0	8	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.250			0.000			0.500			0.625			0.667	
APP/DEPART	1	/	0	0	/	0	2	/	3	5	/	5	0	
PM	4:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	1	0	0	0	0	0	0	3	0	0	0	0	4
	4:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
	VOLUMES	1	0	0	0	0	0	0	9	0	0	3	0	13
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	1	/	0	0	/	0	9	/	9	3	/	4	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	0	0	0	0	0	0	8	0	0	1	0	10
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.250			0.000			0.667			0.250			0.625	
APP/DEPART	1	/	0	0	/	0	8	/	8	1	/	2	0	

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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DATE:

9/17/24

TUESDAY

LOCATION:

NORTH & SOUTH:

EAST & WEST:

El Centro

Westside Rd

W Evan Hewes Hwy

PROJECT #:

LOCATION #:

CONTROL:

SC4879

12

STOP N

CLASS 3:

3-AXLE

TRUCKS

NOTES:

AM

PM

MD

OTHER

OTHER

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S

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Westside Rd			Westside Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	0	1	X	

U-TURNS				
NB	SB	EB	WB	TTL

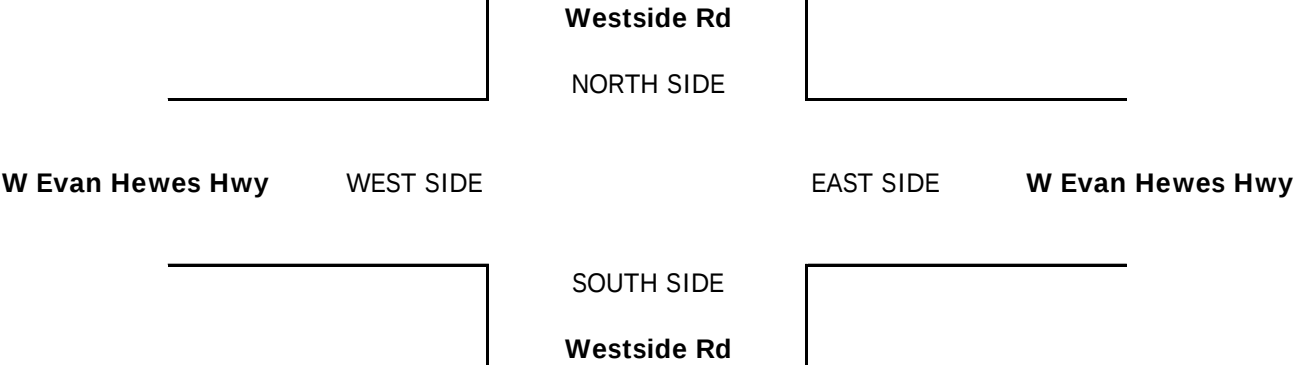
AM	7:00 AM	0	0	0	0	0	0	2	0	0	0	0	2	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	2	0	0	1	0	3	
	VOLUMES	0	0	0	0	0	0	5	0	0	2	0	7	
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
	APP/DEPART	0	/	0	0	/	0	5	/	5	2	/	2	0
	BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%			
PEAK HR FACTOR	0.000			0.000			0.000			0.250			0.250	
APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	3	0	0	0	0	3	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	3	0	0	1	0	4	
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
	APP/DEPART	0	/	0	0	/	0	3	/	3	1	/	1	0
	BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	0	0	0	3	0	0	1	0	4	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.000			0.250			0.250			0.333	
APP/DEPART	0	/	0	0	/	0	3	/	3	1	/	1	0	

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

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

0	0	0	0
---	---	---	---



INTERSECTION TURNING MOVEMENT COUNTS

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DATE:
9/17/24
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

El Centro
Westside Rd
W Evan Hewes Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4879
12
STOP N

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

▲
N
◀ W
S
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E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Westside Rd			Westside Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

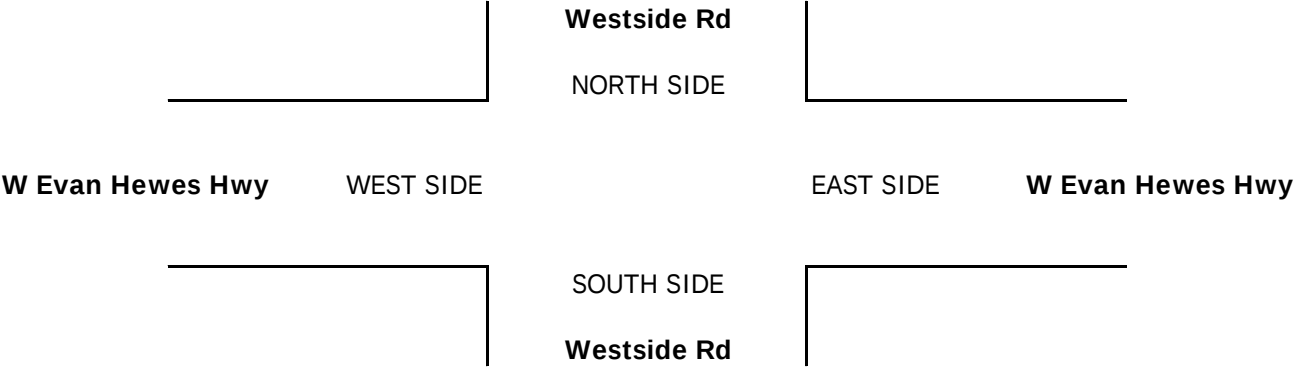
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	1	0	0	2	0	3	
	7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	
	7:30 AM	0	0	0	0	0	0	2	0	0	1	0	3	
	7:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	
	8:00 AM	0	0	0	0	0	0	1	0	0	2	0	3	
	8:15 AM	0	0	0	0	0	0	1	0	0	2	0	3	
	8:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	
	8:45 AM	0	0	0	0	0	0	2	0	0	0	0	2	
	VOLUMES	0	0	0	0	0	0	7	0	1	10	0	18	
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	9%	91%	0%		
APP/DEPART	0	/	0	0	/	1	7	/	7	11	/	10	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	0	0	0	0	0	0	3	0	1	5	0	9		
APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	17%	83%	0%			
PEAK HR FACTOR	0.000			0.000			0.375			0.750			0.750	
APP/DEPART	0	/	0	0	/	1	3	/	3	6	/	5	0	
PM	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	2	
	4:15 PM	0	0	0	0	0	0	1	0	1	0	0	2	
	4:30 PM	0	0	0	0	0	0	2	0	0	1	0	3	
	4:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	2	0	0	1	0	3	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	7	0	1	3	0	11	
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	25%	75%	0%		
	APP/DEPART	0	/	0	0	/	1	7	/	7	4	/	3	0
	BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	0	0	5	0	1	2	0	8		
APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	33%	67%	0%			
PEAK HR FACTOR	0.000			0.000			0.625			0.750			0.667	
APP/DEPART	0	/	0	0	/	1	5	/	5	3	/	2	0	

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

0	0	0	0
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DATE:

9/17/24

TUESDAY

LOCATION:

NORTH & SOUTH:

EAST & WEST:

El Centro

Westside Rd

W Evan Hewes Hwy

PROJECT #:

LOCATION #:

CONTROL:

SC4879

12

STOP N

CLASS 5:

RV

NOTES:

AM

PM

MD

OTHER

OTHER

▲

N

◀ W

E ▶

S

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Westside Rd			Westside Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	0	1	X	

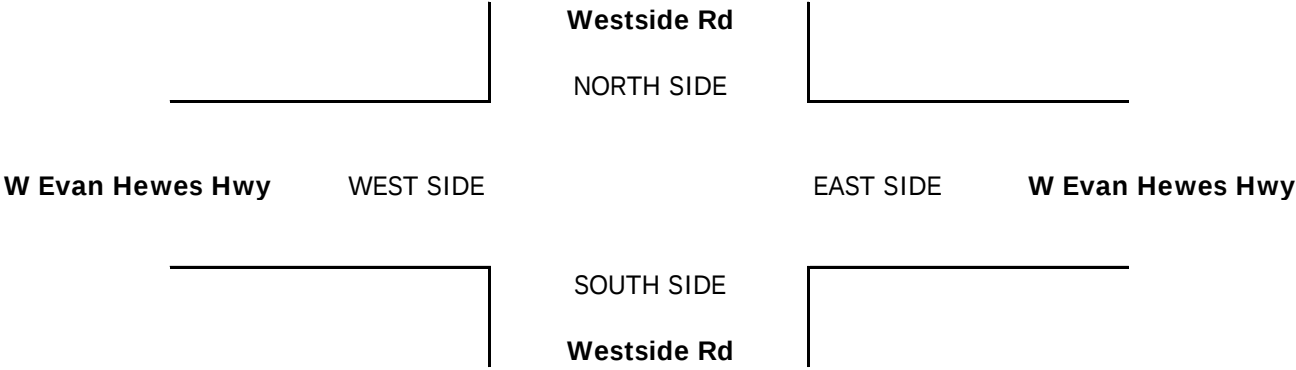
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Westside Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 12 STOP N
CLASS 6:	NOTES:		AM	
BUSES			PM	
			MD	
			OTHER	
			OTHER	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Westside Rd			Westside Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	0	1	X	

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

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0		0
	BEGIN PEAK HR	7:15 AM											
PM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0		0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	1	0	0	0	0	0	1	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	0	1	0	0	2
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	1	/	0	0	/	1	0	/	1	1	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	1	0	0	0	0	0	1	0	0	2
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.250		
	APP/DEPART	1	/	0	0	/	1	0	/	1	1	/	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Tue, Sep 17, 24

LOCATION: El Centro
NORTH & SOUTH: Huff Rd
EAST & WEST: W Evan Hewes Hwy

PROJECT #: SC4879
LOCATION #: 13
CONTROL: STOP S

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND Huff Rd			SOUTHBOUND Huff Rd			EASTBOUND W Evan Hewes Hwy			WESTBOUND W Evan Hewes Hwy			
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL

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

AM	7:00 AM	0	0	0	2	0	10	2	8	0	0	17	2	41	
	7:15 AM	0	0	0	4	0	7	2	2	0	0	21	2	38	
	7:30 AM	0	0	0	2	0	28	3	10	0	0	37	4	84	
	7:45 AM	0	0	0	1	0	27	3	7	0	0	78	3	119	
	8:00 AM	0	0	0	1	0	12	3	5	0	0	19	1	41	
	8:15 AM	0	0	0	5	0	8	0	3	0	0	19	1	36	
	8:30 AM	0	0	0	2	0	6	2	8	0	0	13	3	34	
	8:45 AM	0	0	0	3	0	1	0	7	0	0	6	5	22	
	VOLUMES	0	0	0	20	0	99	15	50	0	0	210	21	416	
	APPROACH %	0%	0%	0%	17%	0%	83%	23%	77%	0%	0%	91%	9%		
APP/DEPART	0	/	36	119	/	0	65	/	71	232	/	309	0		
BEGIN PEAK HR	7:00 AM														
VOLUMES	0	0	0	8	0	74	11	24	0	0	155	10	283		
APPROACH %	0%	0%	0%	10%	0%	90%	31%	69%	0%	0%	93%	6%			
PEAK HR FACTOR	0.000				0.683			0.673			0.512			0.595	
APP/DEPART	0	/	21	82	/	0	35	/	33	166	/	229	0		
PM	4:00 PM	0	0	0	11	0	1	15	62	0	0	5	9	103	
	4:15 PM	0	0	0	6	0	4	8	22	0	0	3	3	46	
	4:30 PM	0	0	0	4	0	5	5	26	0	0	5	1	46	
	4:45 PM	0	0	0	6	0	1	4	20	0	0	1	2	34	
	5:00 PM	0	0	0	5	0	0	3	12	0	0	6	1	27	
	5:15 PM	0	0	0	2	0	1	3	10	0	0	0	1	17	
	5:30 PM	0	0	0	2	0	1	5	6	0	0	4	3	21	
	5:45 PM	0	0	0	4	0	3	1	8	0	0	2	1	19	
	VOLUMES	0	0	0	40	0	16	44	166	0	0	26	21	313	
	APPROACH %	0%	0%	0%	71%	0%	29%	21%	79%	0%	0%	55%	45%		
	APP/DEPART	0	/	65	56	/	0	210	/	206	47	/	42	0	
	BEGIN PEAK HR	4:00 PM													
	VOLUMES	0	0	0	27	0	11	32	130	0	0	14	15	229	
APPROACH %	0%	0%	0%	71%	0%	29%	20%	80%	0%	0%	48%	52%			
PEAK HR FACTOR	0.000				0.792			0.526			0.518			0.556	
APP/DEPART	0	/	47	38	/	0	162	/	157	29	/	25	0		

[illegible]

0	0	0	1
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[illegible]

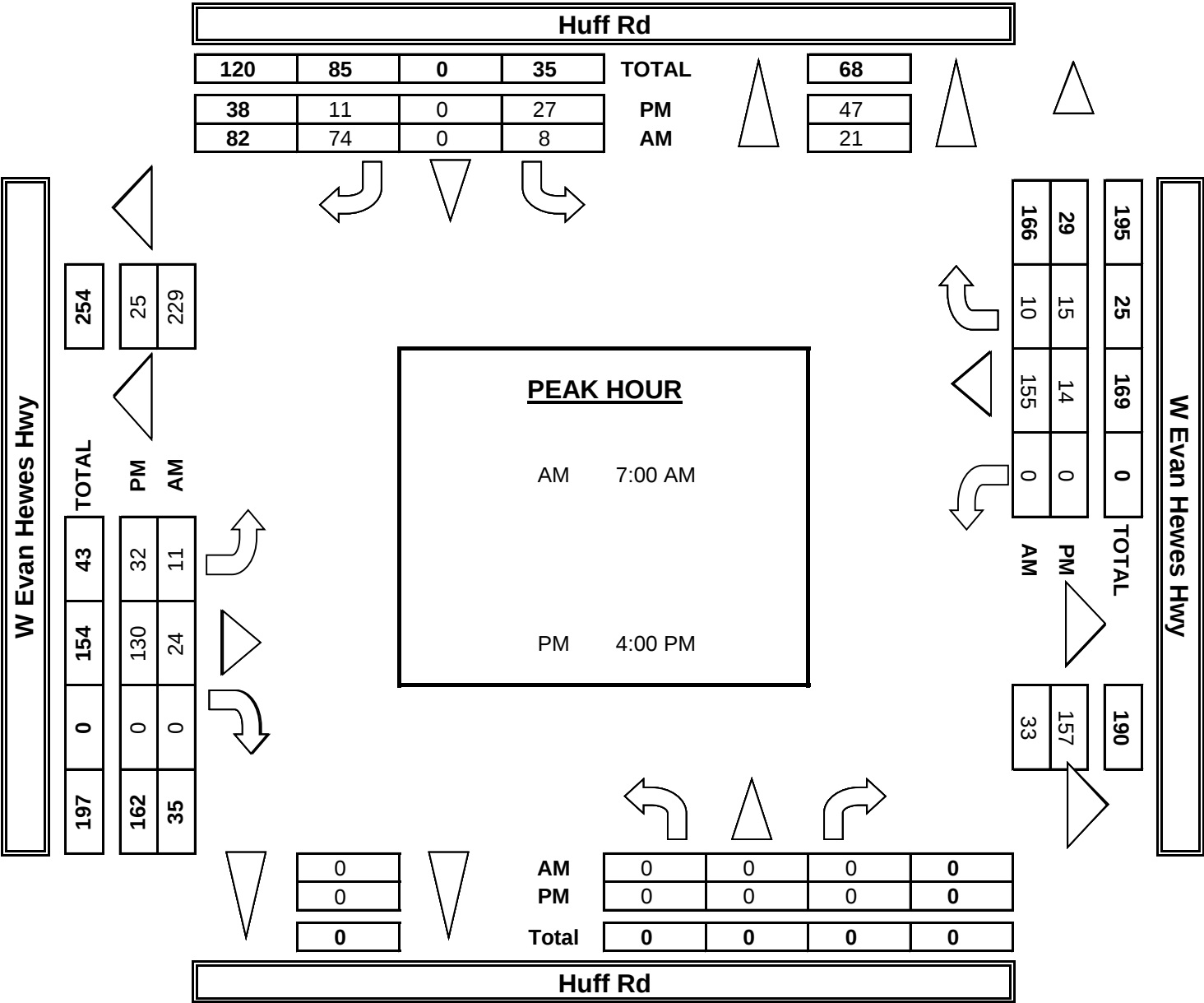
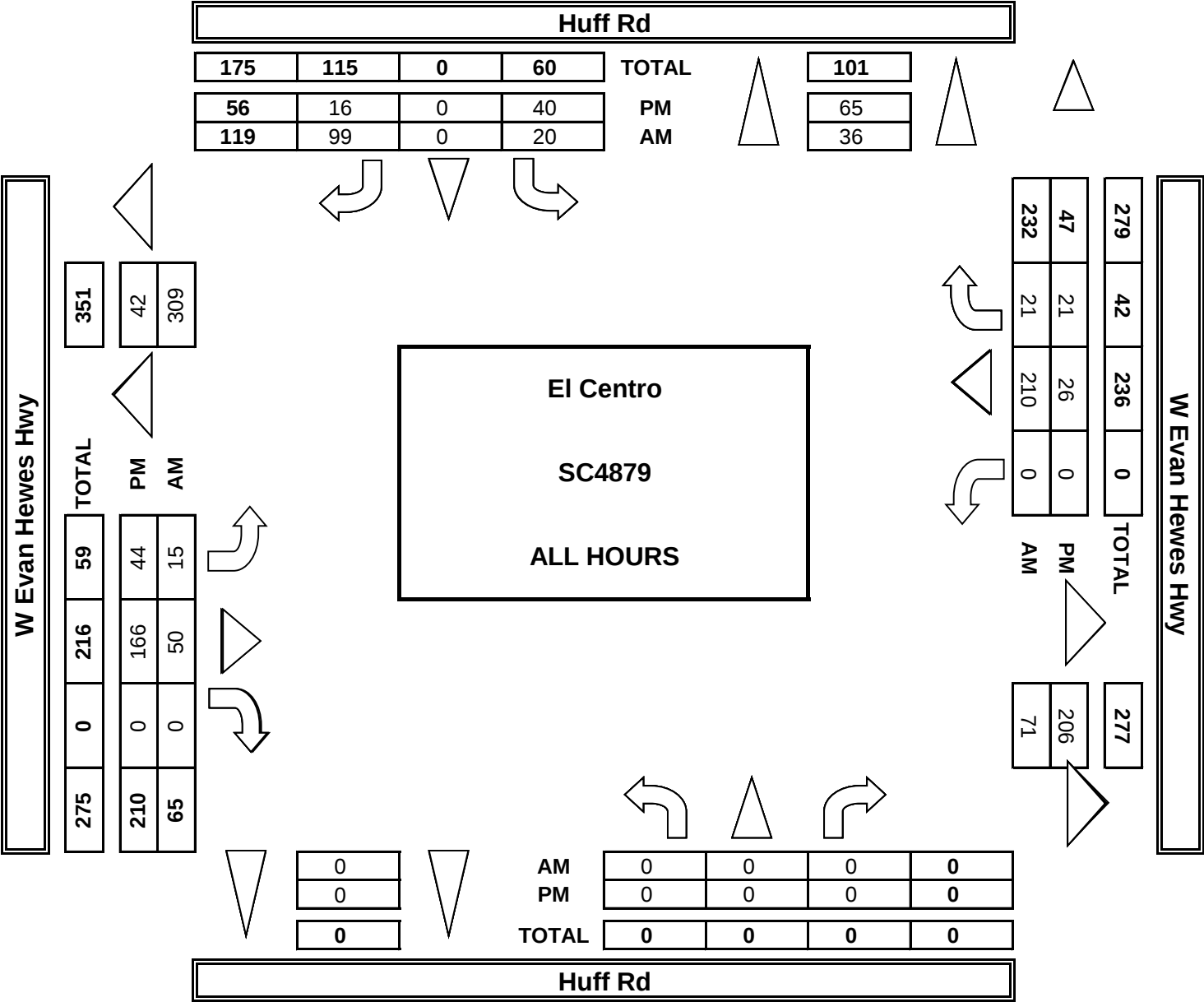
0 0 0 0



AM		7:00 AM
		7:15 AM
		7:30 AM
		7:45 AM
		8:00 AM
		8:15 AM
		8:30 AM
		8:45 AM
	TOTAL	
PM		4:00 PM
		4:15 PM
		4:30 PM
		4:45 PM
		5:00 PM
		5:15 PM
		5:30 PM
	5:45 PM	
	TOTAL	

[illegible][illegible][illegible]

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUF

PREPARED BY: AimTD LI

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Huff Rd W Evan Hewes Hwy
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	NOTES:			
PCE Adjusted	Class	1	2	3
	Factor	1	1.5	2

	NORTHBOUND			SOUTHBOUND	
	Huff Rd			Huff Rd	
LANES:	NL X	NT X	NR X	SL 1	ST X

AM	7:00 AM	0	0	0	5	0
	7:15 AM	0	0	0	7	0
	7:30 AM	0	0	0	3	0
	7:45 AM	0	0	0	1	0
	8:00 AM	0	0	0	2	0
	8:15 AM	0	0	0	6	0
	8:30 AM	0	0	0	3	0
	8:45 AM	0	0	0	4	0
	VOLUMES	0	0	0	29	0
	APPROACH %	0%	0%	0%	20%	0%
	APP/DEPART	0	/	48	143	/
	BEGIN PEAK HR	7:00 AM				
	VOLUMES	0	0	0	15	0
PM	APPROACH %	0%	0%	0%	15%	0%
	PEAK HR FACTOR	0.000			0.739	
	APP/DEPART	0	/	26	98	/
	4:00 PM	0	0	0	15	0
	4:15 PM	0	0	0	8	0
	4:30 PM	0	0	0	4	0
	4:45 PM	0	0	0	7	0
	5:00 PM	0	0	0	5	0
	5:15 PM	0	0	0	2	0
	5:30 PM	0	0	0	2	0
	5:45 PM	0	0	0	4	0
	VOLUMES	0	0	0	47	0
	APPROACH %	0%	0%	0%	68%	0%

APP/DEPART	0	/	75	69	/
BEGIN PEAK HR	4:00 PM				
VOLUMES	0	0	0	34	0
APPROACH %	0%	0%	0%	68%	0%
PEAK HR FACTOR	0.000			0.694	
APP/DEPART	0	/	53	50	/

W Evan Hewes Hwy

WEST SIDE

TURNING MOVEMENT COUNTS

LC. tel: 714 253 7888 cs@aimtd.com

PROJECT #:

SC4879

LOCATION #:

13

CONTROL:

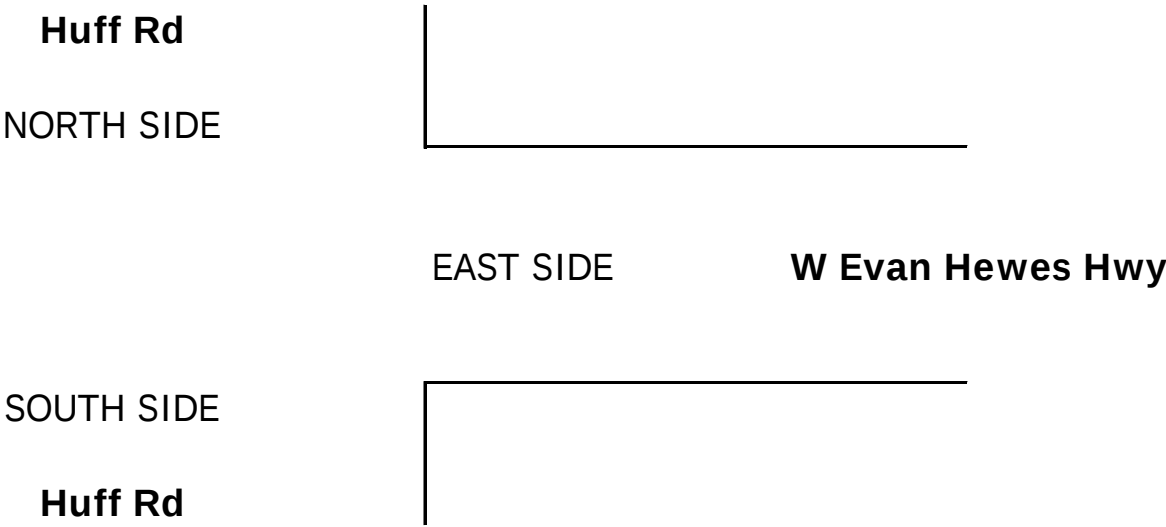
STOP S

				AM PM MD OTHER OTHER		▲ N	
5	6						
2	2				◀ W		E ▶
						S ▼	

D	EASTBOUND			WESTBOUND			
	W Evan Hewes Hwy			W Evan Hewes Hwy			
SR	EL	ET	ER	WL	WT	WR	TOTAL
1	0	1	X	X	1	0	

12	3	11	0	0	19	4	54
9	3	3	0	0	26	2	49
31	3	14	0	0	40	5	95
31	4	7	0	0	79	3	124
14	5	5	0	0	23	2	50
8	0	5	0	0	21	1	41
9	2	10	0	0	13	5	41
2	0	14	0	0	7	8	34
115	19	68	0	0	226	29	485
80%	22%	78%	0%	0%	89%	11%	
0	87	/	96	255	/	341	0
83	12	35	0	0	163	14	321
85%	26%	74%	0%	0%	92%	8%	
		0.684			0.541		0.646
0	47	/	50	177	/	245	0
3	15	65	0	0	7	10	114
7	11	22	0	0	3	3	54
5	7	30	0	0	7	1	54
1	4	27	0	0	1	2	42
0	3	13	0	0	6	1	28
1	3	10	0	0	0	1	17
1	9	6	0	0	6	3	27
4	1	9	0	0	2	1	21
22	53	180	0	0	32	22	355
32%	23%	77%	0%	0%	59%	41%	

0	233	/	227	53	/	54	0
16 32%	37 21%	143 79%	0 0%	0 0%	18 53%	16 47%	263 0.577
		0.563			0.516		
0	180	/	177	33	/	34	0



U-TURNS				
NB	SB	EB	WB	TTL

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

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Huff Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 13 STOP S
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CLASS 1:	NOTES:	AM		▲	
PASSENGER VEHICLES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Huff Rd			Huff Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

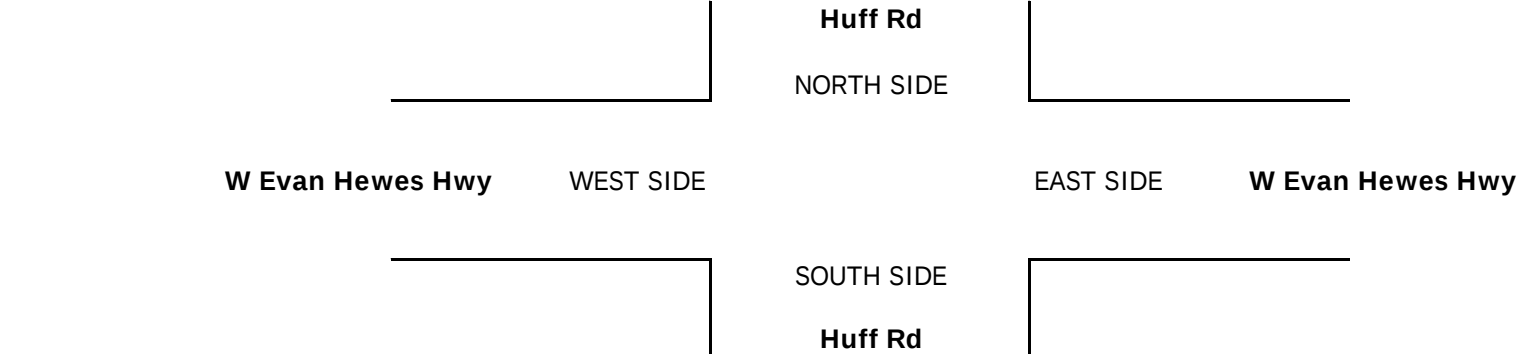
AM	7:00 AM	0	0	0	0	0	9	1	6	0	0	16	0	32
	7:15 AM	0	0	0	2	0	6	1	1	0	0	18	2	30
	7:30 AM	0	0	0	1	0	26	3	8	0	0	35	3	76
	7:45 AM	0	0	0	1	0	25	2	7	0	0	77	3	115
	8:00 AM	0	0	0	0	0	11	2	5	0	0	16	0	34
	8:15 AM	0	0	0	4	0	8	0	2	0	0	18	1	33
	8:30 AM	0	0	0	1	0	4	2	6	0	0	13	2	28
	8:45 AM	0	0	0	1	0	0	0	2	0	0	5	1	9
	VOLUMES	0	0	0	10	0	89	11	37	0	0	198	12	358
	APPROACH %	0%	0%	0%	10%	0%	90%	23%	77%	0%	0%	94%	6%	
	APP/DEPART	0	/	23	99	/	0	48	/	48	211	/	287	0
	BEGIN PEAK HR	7:00 AM												
PM	VOLUMES	0	0	0	4	0	66	7	22	0	0	146	8	254
	APPROACH %	0%	0%	0%	6%	0%	94%	24%	76%	0%	0%	94%	5%	
	PEAK HR FACTOR	0.000			0.648			0.659			0.484			0.552
	APP/DEPART	0	/	15	70	/	0	29	/	27	155	/	212	0
	4:00 PM	0	0	0	9	0	0	15	59	0	0	3	8	94
	4:15 PM	0	0	0	5	0	2	6	22	0	0	3	3	41
	4:30 PM	0	0	0	4	0	5	4	22	0	0	4	1	40
	4:45 PM	0	0	0	5	0	1	4	13	0	0	1	2	26
	5:00 PM	0	0	0	5	0	0	3	11	0	0	6	1	26
	5:15 PM	0	0	0	2	0	1	3	10	0	0	0	1	17
	5:30 PM	0	0	0	2	0	1	3	6	0	0	3	3	18
	5:45 PM	0	0	0	4	0	1	1	7	0	0	2	1	16
	VOLUMES	0	0	0	36	0	11	39	150	0	0	22	20	278
	APPROACH %	0%	0%	0%	77%	0%	23%	21%	79%	0%	0%	52%	48%	
	APP/DEPART	0	/	59	47	/	0	189	/	186	42	/	33	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	23	0	8	29	116	0	0	11	14	201
	APPROACH %	0%	0%	0%	74%	0%	26%	20%	80%	0%	0%	44%	56%	
	PEAK HR FACTOR	0.000			0.861			0.490			0.568			0.535
	APP/DEPART	0	/	43	31	/	0	145	/	139	25	/	19	0

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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Huff Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 13 STOP S
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Huff Rd			Huff Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	1	X	1	0	1	X	X	1	0	

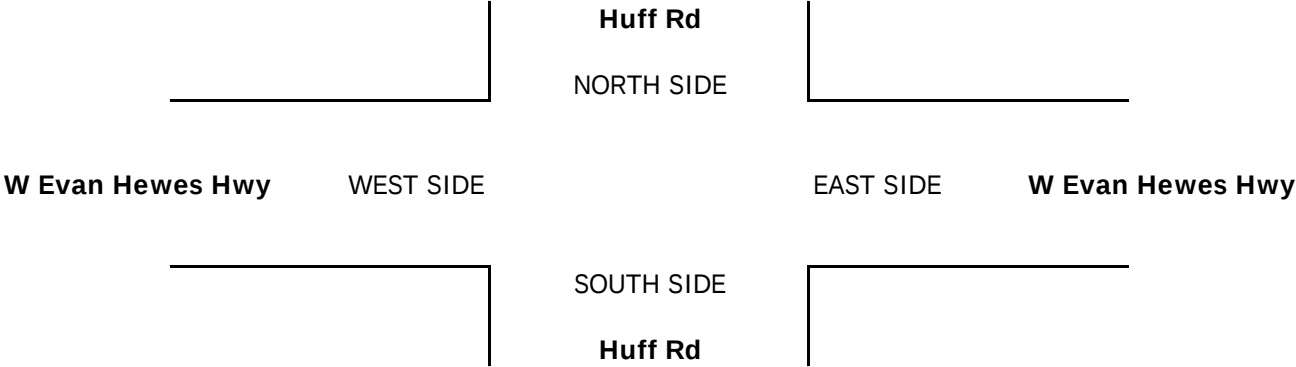
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	0	1		
	7:15 AM	0	0	0	0	0	0	1	1	0	0	1	0	3	
	7:30 AM	0	0	0	1	0	1	0	0	0	0	1	0	3	
	7:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	2	
	8:00 AM	0	0	0	1	0	0	0	0	0	0	1	1	3	
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	
	8:30 AM	0	0	0	1	0	1	0	1	0	0	0	0	3	
	8:45 AM	0	0	0	2	0	1	0	1	0	0	0	3	7	
	VOLUMES	0	0	0	7	0	3	2	3	0	0	4	4	23	
	APPROACH %	0%	0%	0%	70%	0%	30%	40%	60%	0%	0%	50%	50%		
APP/DEPART	0	/	6	10	/	0	5	/	10	8	/	7	0		
BEGIN PEAK HR	7:00 AM														
VOLUMES	0	0	0	2	0	1	2	1	0	0	3	0	9		
APPROACH %	0%	0%	0%	67%	0%	33%	67%	33%	0%	0%	100%	0%			
PEAK HR FACTOR	0.000				0.375			0.375			0.750			0.750	
APP/DEPART	0	/	2	3	/	0	3	/	3	3	/	4	0		
PM	4:00 PM	0	0	0	0	0	0	0	2	0	0	1	1	4	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	
	4:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	2	0	1	0	0	0	0	3	
	VOLUMES	0	0	0	0	0	2	0	10	0	0	1	1	14	
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	50%	50%		
	APP/DEPART	0	/	1	2	/	0	10	/	10	2	/	3	0	
	BEGIN PEAK HR	4:00 PM													
	VOLUMES	0	0	0	0	0	0	0	8	0	0	1	1	10	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	50%	50%			
PEAK HR FACTOR	0.000				0.000			0.667			0.250			0.625	
APP/DEPART	0	/	1	0	/	0	8	/	8	2	/	1	0		

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:

9/17/24

TUESDAY

LOCATION:

NORTH & SOUTH:

EAST & WEST:

El Centro

Huff Rd

W Evan Hewes Hwy

PROJECT #:

LOCATION #:

CONTROL:

SC4879

13

STOP S

CLASS 3:

3-AXLE

TRUCKS

NOTES:

AM

PM

MD

OTHER

OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Huff Rd			Huff Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	1	X	1	0	1	X	X	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

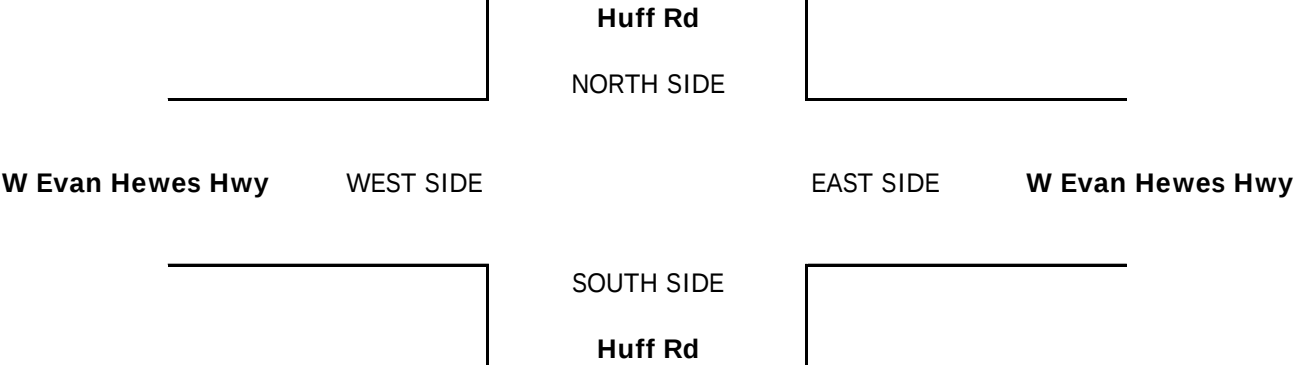
AM	7:00 AM	0	0	0	0	0	0	1	1	0	0	0	2	4
	7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	1
	8:45 AM	0	0	0	0	0	0	2	0	0	1	1	4	4
	VOLUMES	0	0	0	1	0	0	1	4	0	0	2	4	12
	APPROACH %	0%	0%	0%	100%	0%	0%	20%	80%	0%	0%	33%	67%	
	APP/DEPART	0	/	5	1	/	0	5	/	5	6	/	2	0
	BEGIN PEAK HR	7:00 AM												
PM	VOLUMES	0	0	0	1	0	0	1	1	0	0	0	3	6
	APPROACH %	0%	0%	0%	100%	0%	0%	50%	50%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.000			0.250			0.250			0.375			0.375
	APP/DEPART	0	/	4	1	/	0	2	/	2	3	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	3	0	0	0	0	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	3	0	0	1	0	5
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	1	/	0	3	/	4	1	/	1	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	1	0	0	0	3	0	0	1	0	5
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.250			0.250			0.250			0.313
	APP/DEPART	0	/	0	1	/	0	3	/	4	1	/	1	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
9/17/24
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

El Centro
Huff Rd
W Evan Hewes Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4879
13
STOP S

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Huff Rd			Huff Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL

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

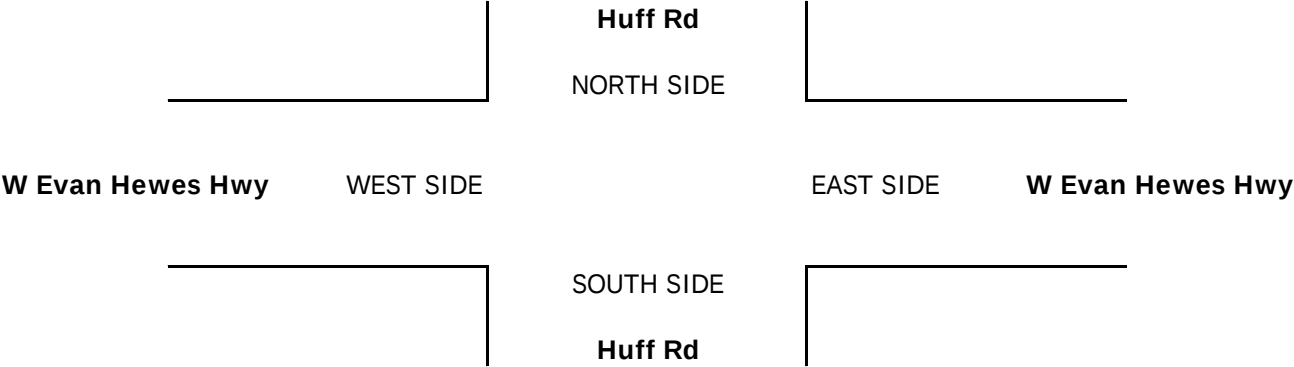
AM	7:00 AM	0	0	0	1	0	1	0	1	0	0	1	0	4
	7:15 AM	0	0	0	1	0	1	0	0	0	0	2	0	4
	7:30 AM	0	0	0	0	0	1	0	2	0	0	1	0	4
	7:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	2
	8:00 AM	0	0	0	0	0	1	1	0	0	0	1	0	3
	8:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
	8:30 AM	0	0	0	0	0	1	0	0	0	0	0	1	2
	8:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
	VOLUMES	0	0	0	2	0	7	1	6	0	0	6	1	23
	APPROACH %	0%	0%	0%	22%	0%	78%	14%	86%	0%	0%	86%	14%	
PM	APP/DEPART	0	/	2	9	/	0	7	/	8	7	/	13	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	0	0	0	2	0	5	0	3	0	0	4	0	14
	APPROACH %	0%	0%	0%	29%	0%	71%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.875			0.375			0.500			0.875
	APP/DEPART	0	/	0	7	/	0	3	/	5	4	/	9	0
	4:00 PM	0	0	0	2	0	1	0	1	0	0	0	0	4
	4:15 PM	0	0	0	1	0	1	1	0	0	0	0	0	3
	4:30 PM	0	0	0	0	0	0	1	1	0	0	1	0	3
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	2	0	0	0	1	0	3
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	3	0	2	4	3	0	0	2	0	14
	APPROACH %	0%	0%	0%	60%	0%	40%	57%	43%	0%	0%	100%	0%	
	APP/DEPART	0	/	4	5	/	0	7	/	6	2	/	4	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	3	0	2	2	3	0	0	1	0	11
	APPROACH %	0%	0%	0%	60%	0%	40%	40%	60%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.417			0.625			0.250			0.688
	APP/DEPART	0	/	2	5	/	0	5	/	6	1	/	3	0

0	0	0	0	0
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0	0	0	0	0

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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Huff Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 13 STOP S
CLASS 5:	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶
RV				

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Huff Rd			Huff Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL

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

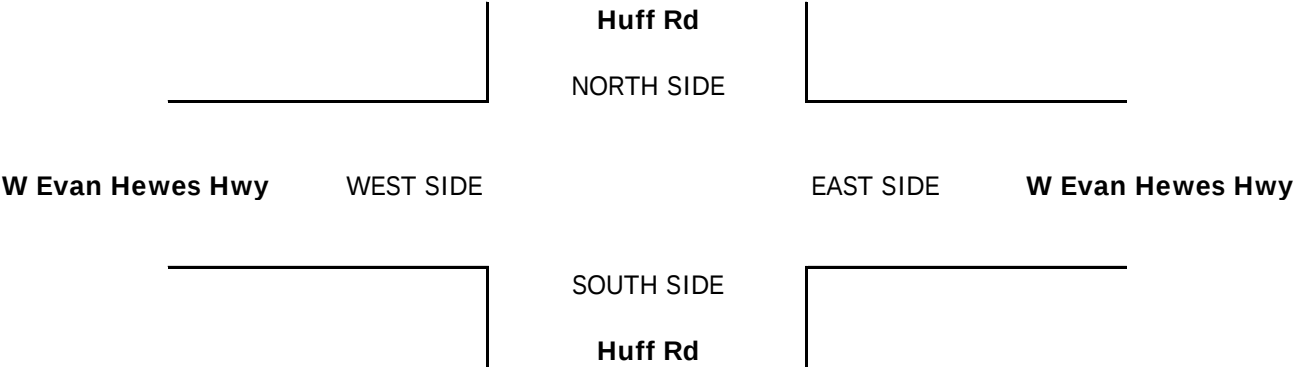
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH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

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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Huff Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 13 STOP S
CLASS 6:	NOTES:		AM	
BUSES			PM	
			MD	
			OTHER	
			OTHER	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Huff Rd			Huff Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

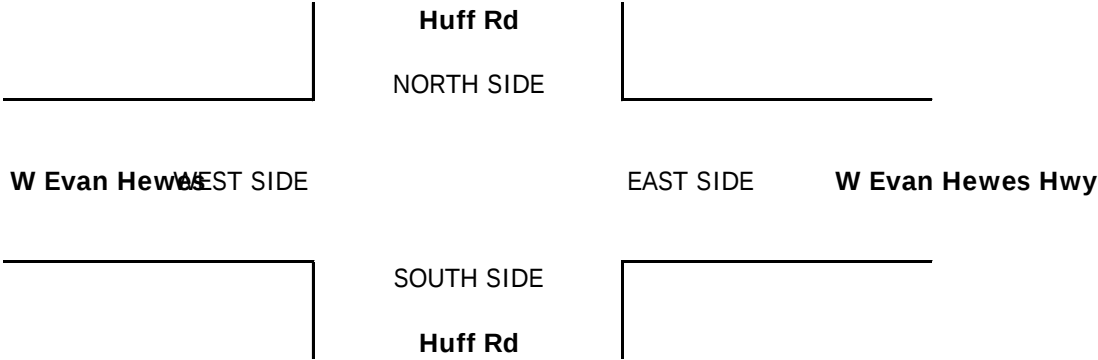
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0		0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	1	1	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	1	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%	
	APP/DEPART	0	/	1	1	/	0	1	/	0	0	/	1
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	1	1	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.250			0.250			0.000		
	APP/DEPART	0	/	1	1	/	0	1	/	0	0	/	1

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Sep 17, 24	LOCATION: NORTH & SOUTH: El Centro EAST & WEST: Derrick Rd W Evan Hewes Hwy	PROJECT #: SC4879 LOCATION #: 14 CONTROL: STOP N	
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	NORTHBOUND Derrick Rd			SOUTHBOUND Derrick Rd			EASTBOUND W Evan Hewes Hwy			WESTBOUND W Evan Hewes Hwy			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

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

AM	7:00 AM	0	0	3	0	0	0	0	13	0	7	20	0	43
	7:15 AM	0	0	2	0	0	0	0	9	0	5	33	0	49
	7:30 AM	1	0	1	0	0	0	0	18	1	6	50	0	77
	7:45 AM	0	0	4	0	0	0	0	10	0	2	80	0	96
	8:00 AM	0	0	4	0	0	0	0	10	0	3	16	0	33
	8:15 AM	1	0	2	0	0	0	0	6	1	2	24	0	36
	8:30 AM	0	0	4	0	0	0	0	10	0	4	12	0	30
	8:45 AM	3	0	0	0	0	0	0	14	0	1	13	0	31
	VOLUMES	5	0	20	0	0	0	0	90	2	30	248	0	395
	APPROACH %	20%	0%	80%	0%	0%	0%	0%	98%	2%	11%	89%	0%	
APP/DEPART	25	/	0	0	/	32	92	/	110	278	/	253	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	1	0	10	0	0	0	0	50	1	20	183	0	265	
APPROACH %	9%	0%	91%	0%	0%	0%	0%	98%	2%	10%	90%	0%		
PEAK HR FACTOR	0.688			0.000			0.671			0.619			0.690	
APP/DEPART	11	/	0	0	/	21	51	/	60	203	/	184	0	
PM	4:00 PM	2	0	2	1	0	0	0	75	0	3	14	0	97
	4:15 PM	1	0	3	0	0	0	0	32	1	2	8	0	47
	4:30 PM	0	0	1	0	0	0	0	25	2	3	8	0	39
	4:45 PM	0	0	8	0	0	0	0	31	0	4	3	0	46
	5:00 PM	0	0	6	0	0	0	0	20	0	1	8	0	35
	5:15 PM	0	0	2	0	0	0	0	12	1	1	2	0	18
	5:30 PM	0	0	0	0	0	0	0	8	0	3	8	0	19
	5:45 PM	1	0	6	0	0	0	0	11	0	2	4	0	24
	VOLUMES	4	0	28	1	0	0	0	214	4	19	55	0	325
	APPROACH %	13%	0%	88%	100%	0%	0%	0%	98%	2%	26%	74%	0%	
	APP/DEPART	32	/	0	1	/	23	218	/	243	74	/	59	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	3	0	14	1	0	0	0	163	3	12	33	0	229
	APPROACH %	18%	0%	82%	100%	0%	0%	0%	98%	2%	27%	73%	0%	
PEAK HR FACTOR	0.531			0.250			0.553			0.662			0.590	
APP/DEPART	17	/	0	1	/	15	166	/	178	45	/	36	0	

[illegible]

0 0 0 0

[illegible]

0 0 0 0



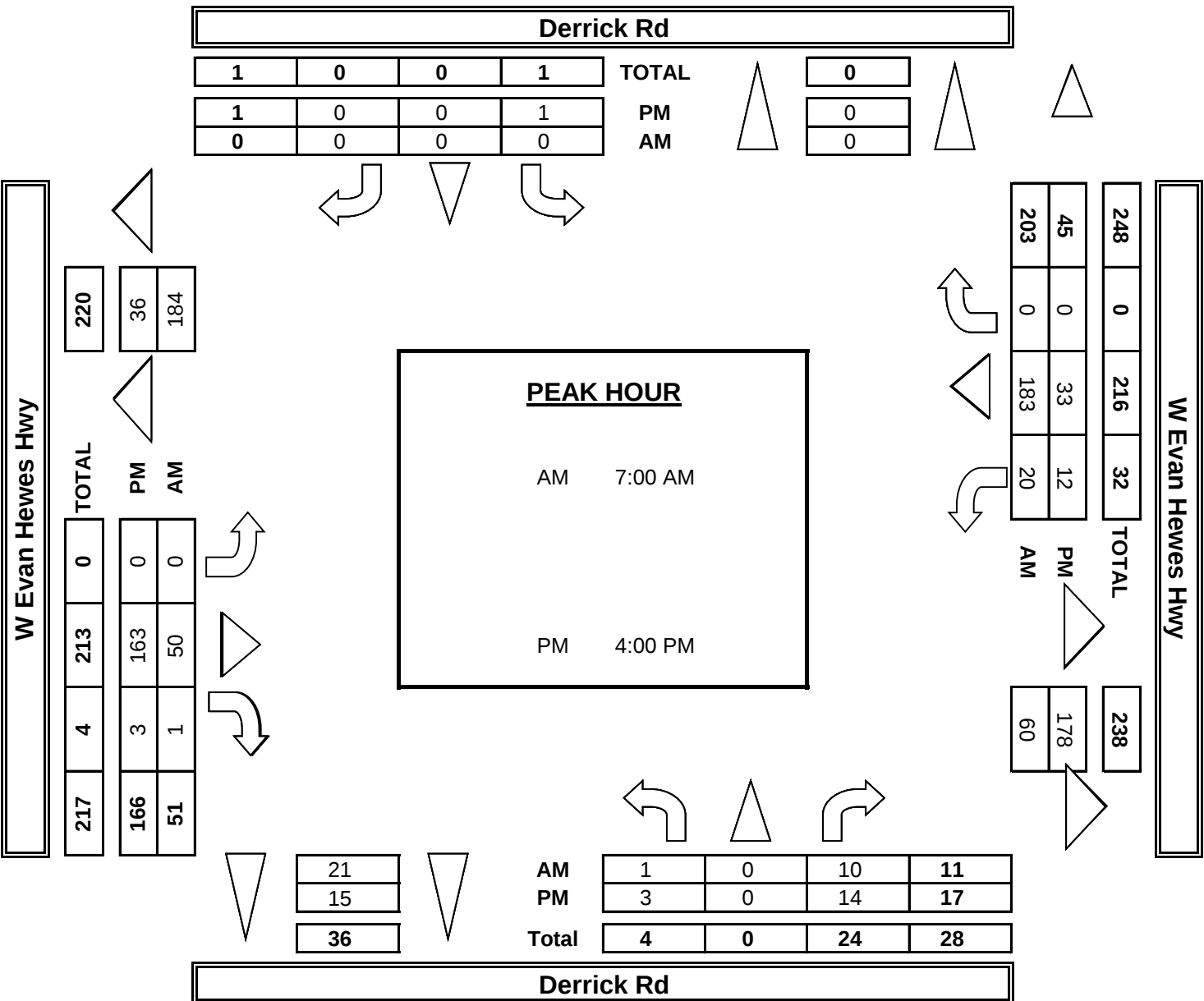
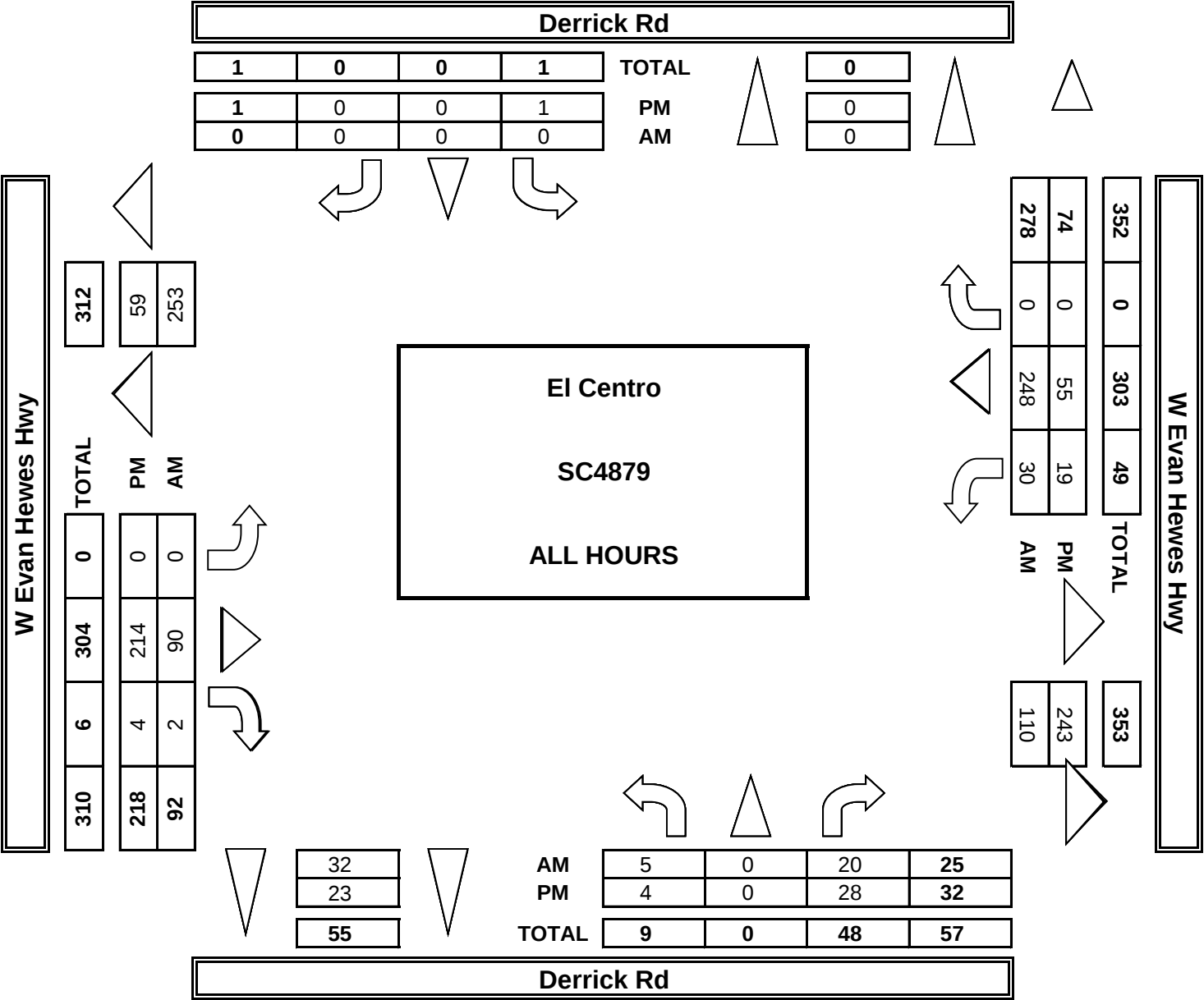
AM		7:00 AM
		7:15 AM
		7:30 AM
		7:45 AM
		8:00 AM
		8:15 AM
		8:30 AM
		8:45 AM
	TOTAL	
PM		4:00 PM
		4:15 PM
		4:30 PM
		4:45 PM
		5:00 PM
		5:15 PM
		5:30 PM
	5:45 PM	
	TOTAL	

[illegible]

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	1	0	1

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUF

PREPARED BY: AimTD LI

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Derrick Rd W Evan Hewes Hwy
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	NOTES:			
PCE Adjusted	Class	1	2	3
	Factor	1	1.5	2

	NORTHBOUND			SOUTHBOUND	
	Derrick Rd			Derrick Rd	
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1

AM	7:00 AM	0	0	5	0	0
	7:15 AM	0	0	3	0	0
	7:30 AM	1	0	1	0	0
	7:45 AM	0	0	5	0	0
	8:00 AM	0	0	8	0	0
	8:15 AM	1	0	2	0	0
	8:30 AM	0	0	8	0	0
	8:45 AM	5	0	0	0	0
	VOLUMES	7	0	31	0	0
	APPROACH %	18%	0%	82%	0%	0%
	APP/DEPART	38	/	0	0	/
	BEGIN PEAK HR	7:00 AM				
	VOLUMES	1	0	13	0	0
PM	APPROACH %	7%	0%	93%	0%	0%
	PEAK HR FACTOR	0.700			0.000	
	APP/DEPART	14	/	0	0	/
	4:00 PM	2	0	2	1	0
	4:15 PM	1	0	4	0	0
	4:30 PM	0	0	3	0	0
	4:45 PM	0	0	10	0	0
	5:00 PM	0	0	7	0	0
	5:15 PM	0	0	2	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	1	0	7	0	0
	VOLUMES	4	0	34	1	0
	APPROACH %	11%	0%	89%	100%	0%

APP/DEPART	38	/	0	1	/
BEGIN PEAK HR	4:00 PM				
VOLUMES	3	0	18	1	0
APPROACH %	14%	0%	86%	100%	0%
PEAK HR FACTOR	0.553			0.250	
APP/DEPART	21	/	0	1	/

W Evan Hewes Hwy

WEST SIDE

TURNING MOVEMENT COUNTS

LC. tel: 714 253 7888 cs@aimtd.com

PROJECT #:

SC4879

LOCATION #:

14

CONTROL:

STOP N

				AM PM MD OTHER OTHER		▲ N	
5	6						
2	2				◀ W		E ▶
						S ▼	

D	EASTBOUND			WESTBOUND			
	W Evan Hewes Hwy			W Evan Hewes Hwy			
SR	EL	ET	ER	WL	WT	WR	TOTAL
0	0	1	0	0	1	0	

0	0	20	0	9	24	0	57
0	0	15	0	7	38	0	62
0	0	24	1	8	52	0	86
0	0	10	0	2	83	0	100
0	0	11	0	7	18	0	44
0	0	9	1	4	28	0	45
0	0	11	0	7	14	0	40
0	0	23	0	1	18	0	46
0	0	120	2	45	273	0	478
0%	0%	98%	2%	14%	86%	0%	
47	122	/	151	318	/	280	0
0	0	68	1	26	196	0	304
0%	0%	99%	1%	12%	88%	0%	
		0.699			0.651		0.760
27	69	/	81	222	/	197	0
0	0	82	0	3	16	0	106
0	0	32	3	2	8	0	50
0	0	28	3	3	10	0	46
0	0	38	0	4	3	0	54
0	0	23	0	1	8	0	39
0	0	12	1	1	2	0	18
0	0	8	0	4	10	0	22
0	0	12	0	3	4	0	26
0	0	233	7	20	61	0	359
0%	0%	97%	3%	25%	75%	0%	

27	239	/	268	81	/	65	0
0	0	179	6	12	37	0	255
0%	0%	97%	3%	24%	76%	0%	
		0.564			0.645		0.604
18	184	/	198	49	/	40	0

Derrick Rd

NORTH SIDE

EAST SIDE

W Evan Hewes Hwy

SOUTH SIDE

Derrick Rd

U-TURNS				
NB	SB	EB	WB	TTL

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

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Derrick Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 14 STOP N	
CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER		▲	
				N	
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Derrick Rd			Derrick Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	1	0	0	0	0	9	0	4	17	0	31
	7:15 AM	0	0	1	0	0	0	0	5	0	4	30	0	40
	7:30 AM	1	0	1	0	0	0	0	14	1	4	48	0	69
	7:45 AM	0	0	3	0	0	0	0	10	0	2	77	0	92
	8:00 AM	0	0	2	0	0	0	0	8	0	1	14	0	25
	8:15 AM	1	0	2	0	0	0	0	4	1	1	22	0	31
	8:30 AM	0	0	2	0	0	0	0	9	0	1	11	0	23
	8:45 AM	0	0	0	0	0	0	0	6	0	1	8	0	15
	VOLUMES	2	0	12	0	0	0	0	65	2	18	227	0	326
	APPROACH %	14%	0%	86%	0%	0%	0%	0%	97%	3%	7%	93%	0%	
APP/DEPART	14	/	0	0	/	20	67	/	77	245	/	229	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	1	0	6	0	0	0	0	38	1	14	172	0	232	
APPROACH %	14%	0%	86%	0%	0%	0%	0%	97%	3%	8%	92%	0%		
PEAK HR FACTOR	0.583			0.000			0.650			0.589			0.630	
APP/DEPART	7	/	0	0	/	15	39	/	44	186	/	173	0	
PM	4:00 PM	2	0	2	1	0	0	0	71	0	3	11	0	90
	4:15 PM	1	0	2	0	0	0	0	32	0	2	8	0	45
	4:30 PM	0	0	0	0	0	0	0	23	1	3	7	0	34
	4:45 PM	0	0	5	0	0	0	0	22	0	4	3	0	34
	5:00 PM	0	0	5	0	0	0	0	18	0	1	8	0	32
	5:15 PM	0	0	2	0	0	0	0	12	1	1	2	0	18
	5:30 PM	0	0	0	0	0	0	0	8	0	2	7	0	17
	5:45 PM	1	0	4	0	0	0	0	10	0	1	4	0	20
	VOLUMES	4	0	20	1	0	0	0	196	2	17	50	0	290
	APPROACH %	17%	0%	83%	100%	0%	0%	0%	99%	1%	25%	75%	0%	
APP/DEPART	24	/	0	1	/	19	198	/	217	67	/	54	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	3	0	9	1	0	0	0	148	1	12	29	0	203	
APPROACH %	25%	0%	75%	100%	0%	0%	0%	99%	1%	29%	71%	0%		
PEAK HR FACTOR	0.600			0.250			0.525			0.732			0.564	
APP/DEPART	12	/	0	1	/	13	149	/	158	41	/	32	0	

[illegible]

0	0	0	0
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[illegible]

0 0 0 0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
9/17/24
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

El Centro
Derrick Rd
W Evan Hewes Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4879
14
STOP N

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Derrick Rd			Derrick Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

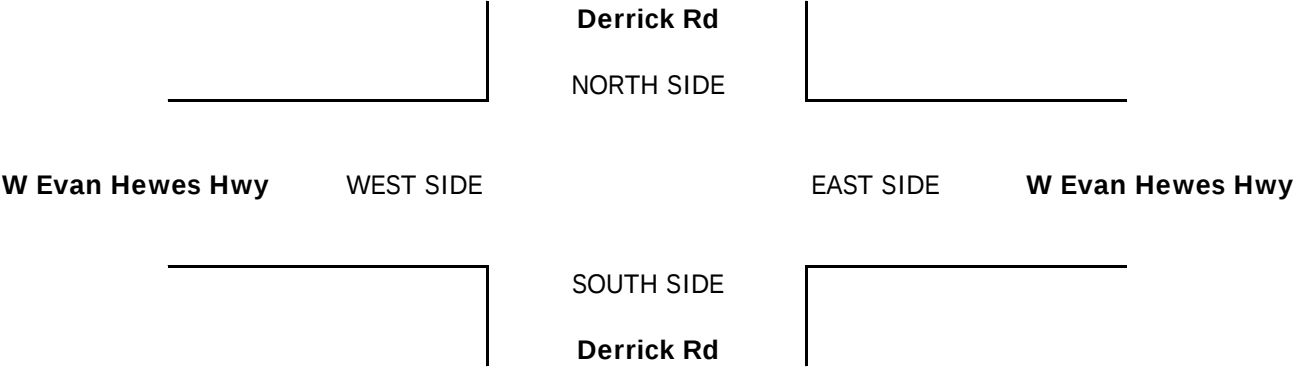
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	0	0	1	0	0	0	0	1	0	2	0	0	4
	7:15 AM	0	0	1	0	0	0	0	1	0	0	1	0	3
	7:30 AM	0	0	0	0	0	0	0	1	0	1	1	0	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
	8:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	1	0	2	0	0	3
	8:45 AM	2	0	0	0	0	0	0	3	0	0	3	0	8
	VOLUMES	2	0	2	0	0	0	0	10	0	5	8	0	27
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	100%	0%	38%	62%	0%	
	APP/DEPART	4	/	0	0	/	5	10	/	12	13	/	10	0
	BEGIN PEAK HR	7:00 AM												
PM	VOLUMES	0	0	2	0	0	0	0	3	0	3	4	0	12
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	43%	57%	0%	
	PEAK HR FACTOR	0.500			0.000			0.750			0.875			0.750
	APP/DEPART	2	/	0	0	/	3	3	/	5	7	/	4	0
	4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
	4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
	4:45 PM	0	0	3	0	0	0	0	5	0	0	0	0	8
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:45 PM	0	0	2	0	0	0	0	1	0	1	0	0	4
	VOLUMES	0	0	6	0	0	0	0	9	1	2	2	0	20
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	90%	10%	50%	50%	0%	
	APP/DEPART	6	/	0	0	/	3	10	/	15	4	/	2	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	4	0	0	0	0	7	1	0	2	0	14
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	88%	13%	0%	100%	0%	
	PEAK HR FACTOR	0.333			0.000			0.400			0.250			0.438
	APP/DEPART	4	/	0	0	/	1	8	/	11	2	/	2	0

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:

9/17/24

TUESDAY

LOCATION:

NORTH & SOUTH:

EAST & WEST:

El Centro

Derrick Rd

W Evan Hewes Hwy

PROJECT #:

LOCATION #:

CONTROL:

SC4879

14

STOP N

CLASS 3:

3-AXLE

TRUCKS

NOTES:

AM

PM

MD

OTHER

OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Derrick Rd			Derrick Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

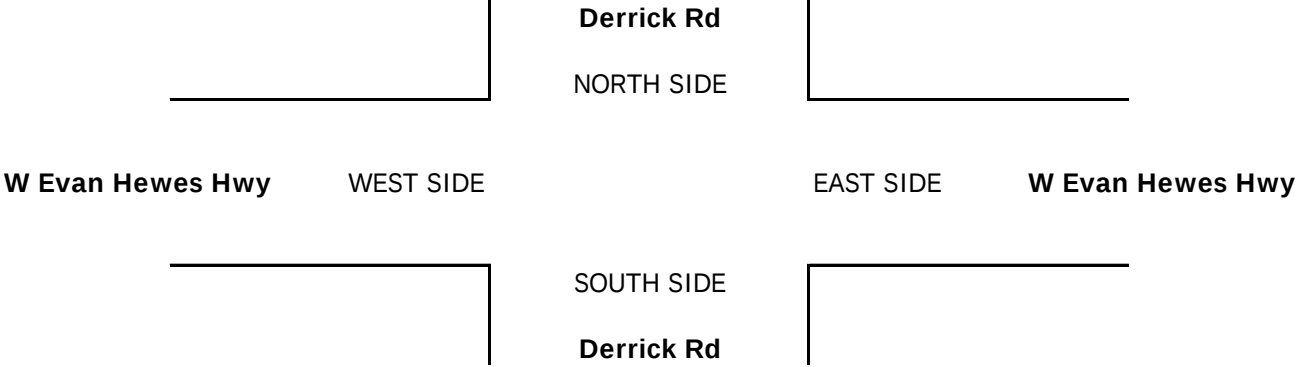
AM	7:00 AM	0	0	0	0	0	0	0	0	0	2	0	2
	7:15 AM	0	0	0	0	0	0	1	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	1	0	0	0	0	0	3	0	0	1	0	5
	VOLUMES	1	0	0	0	0	0	5	0	0	5	0	11
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

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

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Derrick Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 14 STOP N
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Derrick Rd			Derrick Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

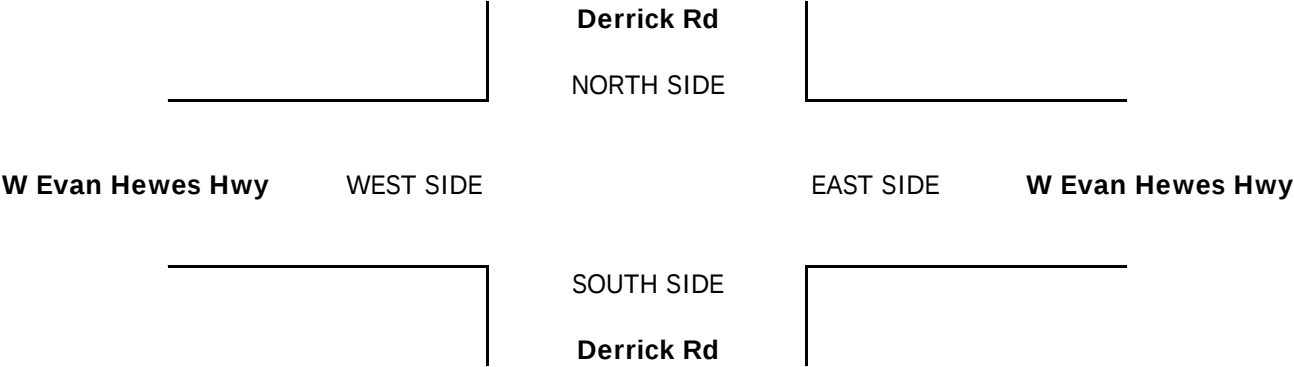
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	3	0	0	1	0	4	
	7:15 AM	0	0	0	0	0	0	2	0	1	2	0	5	
	7:30 AM	0	0	0	0	0	0	2	0	0	0	0	2	
	7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	
	8:00 AM	0	0	2	0	0	0	0	0	2	0	0	4	
	8:15 AM	0	0	0	0	0	0	1	0	1	2	0	4	
	8:30 AM	0	0	2	0	0	0	0	0	1	1	0	4	
	8:45 AM	0	0	0	0	0	0	2	0	0	1	0	3	
	VOLUMES	0	0	4	0	0	0	0	10	0	5	8	0	27
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	38%	62%	0%	
APP/DEPART	4	/	0	0	/	5	10	/	14	13	/	8	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	0	0	0	0	0	0	0	7	0	1	4	0	12	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	20%	80%	0%		
PEAK HR FACTOR	0.000			0.000			0.583			0.417			0.600	
APP/DEPART	0	/	0	0	/	1	7	/	7	5	/	4	0	
PM	4:00 PM	0	0	0	0	0	0	3	0	0	0	0	3	
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	
	4:30 PM	0	0	1	0	0	0	1	0	0	1	0	3	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	1	0	0	0	0	5	1	0	2	0	9
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	83%	17%	0%	100%	0%	
	APP/DEPART	1	/	0	0	/	1	6	/	6	2	/	2	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	1	0	0	0	0	4	1	0	1	0	7
APPROACH %	0%	0%	100%	0%	0%	0%	0%	80%	20%	0%	100%	0%		
PEAK HR FACTOR	0.250			0.000			0.417			0.250			0.583	
APP/DEPART	1	/	0	0	/	1	5	/	5	1	/	1	0	

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Derrick Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 14 STOP N
CLASS 5:	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶
RV				

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Derrick Rd			Derrick Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

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

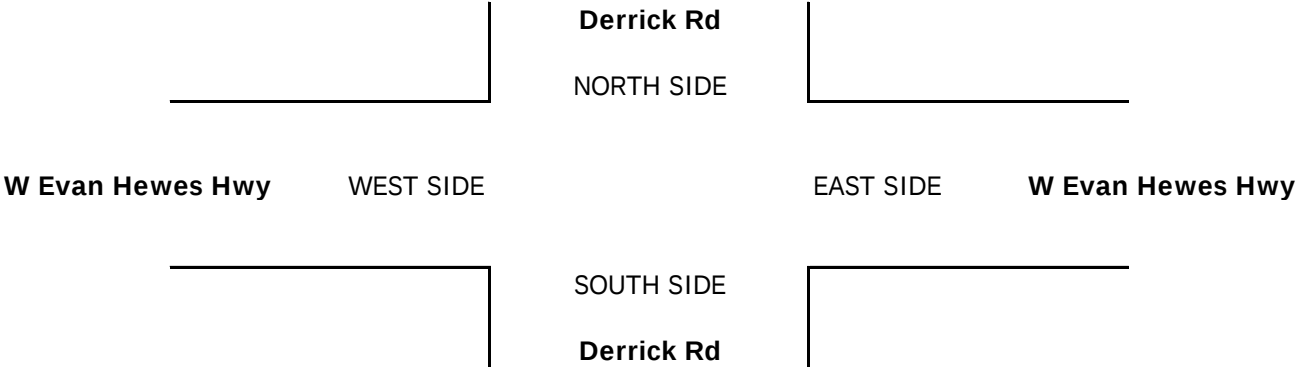
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH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

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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/17/24 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	El Centro Derrick Rd W Evan Hewes Hwy	PROJECT #: LOCATION #: CONTROL:	SC4879 14 STOP N
CLASS 6:	NOTES:		AM	
BUSES			PM	
			MD	◀ W
			OTHER	
			OTHER	
			▲ N	
			S ▼	
				▶ E

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Derrick Rd			Derrick Rd			W Evan Hewes Hwy			W Evan Hewes Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

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

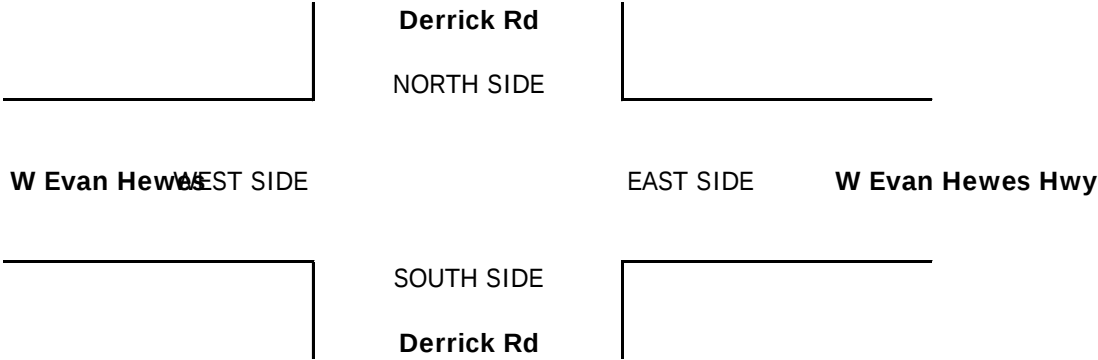
AM	7:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0
	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	1	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	2	0	0	0	0	0	0	2	0	0	4
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	2	/	0	0	/	2	0	/	2	2	/	0	0
	BEGIN PEAK HR	7:00 AM												
PM	VOLUMES	0	0	2	0	0	0	0	0	0	2	0	0	4
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.500			0.000			0.000			0.500			0.500
	APP/DEPART	2	/	0	0	/	2	0	/	2	2	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

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Appendix B

Intersection LOS Worksheets

Existing Conditions

HCM 7th AWSC
1: Drew Road/Haskell Road & Evan Hewes Road

Existing Conditions
Timing Plan: PM Peak Hour

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔	↔		↔	↔
Traffic Vol, veh/h	125	34	24	27	38	9	28	110	17	7	49	72
Future Vol, veh/h	125	34	24	27	38	9	28	110	17	7	49	72
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	169	46	32	36	51	12	38	149	23	9	66	97
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	11.1	9.4	10.7	9
HCM LOS	B	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	20%	0%	88%	0%	59%	0%	13%	0%
Vol Thru, %	80%	0%	12%	41%	41%	68%	88%	0%
Vol Right, %	0%	100%	0%	59%	0%	32%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	138	17	142	41	46	28	56	72
LT Vol	28	0	125	0	27	0	7	0
Through Vol	110	0	17	17	19	19	49	0
RT Vol	0	17	0	24	0	9	0	72
Lane Flow Rate	186	23	192	55	62	38	76	97
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.304	0.032	0.328	0.082	0.107	0.06	0.124	0.138
Departure Headway (Hd)	5.873	5.063	6.147	5.302	6.222	5.697	5.881	5.11
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	615	711	587	678	577	629	611	702
Service Time	3.576	2.766	3.871	3.013	3.952	3.428	3.607	2.836
HCM Lane V/C Ratio	0.302	0.032	0.327	0.081	0.107	0.06	0.124	0.138
HCM Control Delay, s/veh	11.1	7.9	11.9	8.5	9.7	8.8	9.4	8.7
HCM Lane LOS	B	A	B	A	A	A	A	A
HCM 95th-tile Q	1.3	0.1	1.4	0.3	0.4	0.2	0.4	0.5

HCM 7th TWSC
2: Drew Road & I-8 WB Ramps

Existing Conditions
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	32	0	112	0	42	0	0	105	10
Future Vol, veh/h	0	0	0	32	0	112	0	42	0	0	105	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	44	0	156	0	58	0	0	146	14

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	204	218	58	160	0	-	0
Stage 1	58	58	-	-	-	-	-
Stage 2	146	160	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	789	684	1013	1432	-	0	0
Stage 1	969	850	-	-	-	0	0
Stage 2	886	770	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	789	0	1013	1432	-	-	-
Mov Cap-2 Maneuver	789	0	-	-	-	-	-
Stage 1	969	0	-	-	-	-	-
Stage 2	886	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.34	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1432	- 789 1013	-	-
HCM Lane V/C Ratio	-	- 0.056 0.154	-	-
HCM Control Delay (s/veh)	0	- 9.8 9.2	-	-
HCM Lane LOS	A	- A A	-	-
HCM 95th %tile Q(veh)	0	- 0.2 0.5	-	-

HCM 7th TWSC
3: Drew Road & I-8 EB Ramps

Existing Conditions
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	11	0	3	0	0	0	0	33	33	82	54	0
Future Vol, veh/h	11	0	3	0	0	0	0	33	33	82	54	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	4	0	0	0	0	40	40	100	66	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	306	346	66	-	0	0	80	0	0
Stage 1	266	266	-	-	-	-	-	-	-
Stage 2	40	80	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	690	580	1004	0	-	-	1530	-	0
Stage 1	783	692	-	0	-	-	-	-	0
Stage 2	987	832	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	643	0	1004	-	-	-	1530	-	-
Mov Cap-2 Maneuver	643	0	-	-	-	-	-	-	-
Stage 1	783	0	-	-	-	-	-	-	-
Stage 2	920	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.26		0	4.53
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	643	1004	1085	-
HCM Lane V/C Ratio	-	-	0.021	0.004	0.065	-
HCM Control Delay (s/veh)	-	-	10.7	8.6	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0.2	-

HCM 7th TWSC
4: Drew Road & Lakeview/Kramar Road

Existing Conditions
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	↕
Traffic Vol, veh/h	10	0	0	2	0	18	0	16	0	22	14	5
Future Vol, veh/h	10	0	0	2	0	18	0	16	0	22	14	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	0	3	0	23	0	20	0	28	18	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	94	94	18	94	100	20	24	0	0	20	0	0
Stage 1	73	73	-	20	20	-	-	-	-	-	-	-
Stage 2	20	20	-	73	80	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	895	800	1067	895	794	1063	1604	-	-	1609	-	-
Stage 1	941	838	-	1004	882	-	-	-	-	-	-	-
Stage 2	1004	882	-	941	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	860	786	1067	879	780	1063	1604	-	-	1609	-	-
Mov Cap-2 Maneuver	860	786	-	879	780	-	-	-	-	-	-	-
Stage 1	925	823	-	1004	882	-	-	-	-	-	-	-
Stage 2	982	882	-	925	818	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.25	8.52	0	3.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	860 879 1063 1100	-	-	-
HCM Lane V/C Ratio	-	-	-	0.015 0.003 0.021 0.017	-	-	-
HCM Control Delay (s/veh)	0	-	-	9.2 9.1 8.5 7.3	0	-	-
HCM Lane LOS	A	-	-	A A A A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0 0.1 0.1	-	-	-

HCM 7th TWSC
5: Drew Road & Diehl Road

Existing Conditions
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	16	4	2	0	10	3	0	0	3	2
Future Vol, veh/h	2	1	16	4	2	0	10	3	0	0	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1	19	5	2	0	12	4	0	0	4	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	34	33	5	32	34	4	6	0	0	4	0	0
Stage 1	5	5	-	28	28	-	-	-	-	-	-	-
Stage 2	29	28	-	4	6	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	978	864	1084	981	863	1086	1628	-	-	1631	-	-
Stage 1	1023	896	-	995	876	-	-	-	-	-	-	-
Stage 2	993	876	-	1023	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	968	858	1084	955	856	1086	1628	-	-	1631	-	-
Mov Cap-2 Maneuver	968	858	-	955	856	-	-	-	-	-	-	-
Stage 1	1023	896	-	987	870	-	-	-	-	-	-	-
Stage 2	983	870	-	1004	895	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.48	8.95	5.56	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1385	-	-	1056 920	1631	-	-
HCM Lane V/C Ratio	0.007	-	-	0.022 0.008	-	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.5 8.9	0	-	-
HCM Lane LOS	A	A	-	A A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0	0	-	-

HCM 7th TWSC
6: Drew Road & Wixom Road

Existing Conditions
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	4	13	26	0
Future Vol, veh/h	2	3	4	13	26	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	4	5	18	36	0

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	64	36	36	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	946	1043	1588	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	943	1043	1588	-	-	-
Mov Cap-2 Maneuver	943	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.62	1.71	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	424	-	1000	-	-
HCM Lane V/C Ratio	0.003	-	0.007	-	-
HCM Control Delay (s/veh)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	14	0	0	0	0	0	0	5	1	23	2	0
Future Vol, veh/h	14	0	0	0	0	0	0	5	1	23	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	20	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	0	0	0	0	0	0	7	1	33	3	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	77	78	3	-	0	0	9	0	0
Stage 1	70	70	-	-	-	-	-	-	-
Stage 2	7	9	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	931	816	1087	0	-	-	1625	-	0
Stage 1	958	841	-	0	-	-	-	-	0
Stage 2	1021	892	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	912	0	1087	-	-	-	1625	-	-
Mov Cap-2 Maneuver	912	0	-	-	-	-	-	-	-
Stage 1	958	0	-	-	-	-	-	-	-
Stage 2	1000	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.04	0	6.68
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	912	-	1622	-
HCM Lane V/C Ratio	-	-	0.022	-	0.021	-
HCM Control Delay (s/veh)	-	-	9	0	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1	-

Intersection													
Int Delay, s/veh	4												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	0	0	0	0	0	38	1	14	0	0	28	3	
Future Vol, veh/h	0	0	0	0	0	38	1	14	0	0	28	3	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73	
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	
Mvmt Flow	0	0	0	0	0	52	1	19	0	0	38	4	

Major/Minor	Minor1		Major1		Major2			
Conflicting Flow All	60	64	19	42	0	-	-	0
Stage 1	22	22	-	-	-	-	-	-
Stage 2	38	42	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-
Pot Cap-1 Maneuver	951	830	1065	1579	-	0	0	-
Stage 1	1006	881	-	-	-	0	0	-
Stage 2	989	864	-	-	-	0	0	-
Platoon blocked, %					-			-
Mov Cap-1 Maneuver	951	0	1065	1579	-	-	-	-
Mov Cap-2 Maneuver	951	0	-	-	-	-	-	-
Stage 1	1005	0	-	-	-	-	-	-
Stage 2	989	0	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.55	0.49	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	120	-	-	1065
HCM Lane V/C Ratio	0.001	-	-	0.049
HCM Control Delay (s/veh)	7.3	0	0	8.6
HCM Lane LOS	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2

HCM 7th TWSC
9: Dunaway Road & Evan Hewes Hwy

Existing Conditions
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	22	27	5	20	25	25
Future Vol, veh/h	22	27	5	20	25	25
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	31	38	7	28	35	35
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	69	0	92	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1545	-	913	1024
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	985	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1545	-	908	1024
Mov Cap-2 Maneuver	-	-	-	-	908	-
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	981	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	1.47		8.88		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	908	1024	-	-	360	-
HCM Lane V/C Ratio	0.039	0.034	-	-	0.005	-
HCM Control Delay (s/veh)	9.1	8.6	-	-	7.3	0
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-

Intersection

Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	26	30	204	6	3
Future Vol, veh/h	24	26	30	204	6	3
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	46	54	364	11	5
Number of Lanes	1	1	1	1	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay, s/veh	8.1	8.9	8.5
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	26	30	204	6	3
LT Vol	24	0	0	0	6	0
Through Vol	0	26	30	0	0	0
RT Vol	0	0	0	204	0	3
Lane Flow Rate	43	46	54	364	11	5
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.062	0.061	0.068	0.392	0.018	0.007
Departure Headway (Hd)	5.239	4.738	4.573	3.872	6.047	4.841
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	678	748	781	925	595	744
Service Time	3.016	2.515	2.318	1.617	3.747	2.541
HCM Lane V/C Ratio	0.063	0.061	0.069	0.394	0.018	0.007
HCM Control Delay, s/veh	8.4	7.8	7.7	9.1	8.9	7.6
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	1.9	0.1	0

HCM 7th TWSC
11: Jeffery Rd & Evan Hewes Hwy

Existing Conditions
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	0	17	233	0	1
Future Vol, veh/h	30	0	17	233	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	380	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	0	29	395	0	2
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	51	0	503	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	453	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1568	-	532	1023
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	645	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1568	-	522	1023
Mov Cap-2 Maneuver	-	-	-	-	522	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	633	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0.5	8.53			
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	1023	-	-	1568	-
HCM Lane V/C Ratio	-	0.002	-	-	0.018	-
HCM Control Delay (s/veh)	0	8.5	-	-	7.3	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	0	-	-	0.1	-

HCM 7th TWSC
12: Westside Rd & Evan Hewes Hwy

Existing Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	0	4	240	0	7
Future Vol, veh/h	33	0	4	240	0	7
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	55	0	7	400	0	12

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	55
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1563
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1563
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.12	8.58
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	1018	-	-	30	-
HCM Lane V/C Ratio	-	0.011	-	-	0.004	-
HCM Control Delay (s/veh)	0	8.6	-	-	7.3	0
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-

HCM 7th TWSC
13: Evan Hewes Hwy & Huff Rd

Existing Conditions
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	35	163	14	15	83
Future Vol, veh/h	12	35	163	14	15	83
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	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	54	251	22	23	128

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	272	0	0	352	262
Stage 1	-	-	-	262	-
Stage 2	-	-	-	91	-
Critical Hdwy	4.1	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1303	-	-	649	782
Stage 1	-	-	-	787	-
Stage 2	-	-	-	938	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1303	-	-	640	782
Mov Cap-2 Maneuver	-	-	-	640	-
Stage 1	-	-	-	775	-
Stage 2	-	-	-	938	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.99	0	10.55
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	460	-	-	-	640	782
HCM Lane V/C Ratio	0.014	-	-	-	0.036	0.163
HCM Control Delay (s/veh)	7.8	0	-	-	10.8	10.5
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.6

HCM 7th TWSC
14: Derrick Rd & Evan Hewes Hwy

Existing Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	68	1	26	196	1	13
Future Vol, veh/h	68	1	26	196	1	13
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	76	76	76	76	76	76
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	89	1	34	258	1	17

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	91
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1517
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1517
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.87	8.94
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	581	973	-	-	211	-
HCM Lane V/C Ratio	0.002	0.018	-	-	0.023	-
HCM Control Delay (s/veh)	11.2	8.8	-	-	7.4	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0.1	-

HCM 7th AWSC
1: Drew Road/Haskell Road & Evan Hewes Road

Existing Conditions
Timing Plan: PM Peak Hour

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔	↔		↔	↔
Traffic Vol, veh/h	35	40	25	16	15	13	29	47	14	15	107	136
Future Vol, veh/h	35	40	25	16	15	13	29	47	14	15	107	136
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	42	48	30	19	18	16	35	57	17	18	129	164
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	8.9	8.6	8.8	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	38%	0%	64%	0%	68%	0%	12%	0%
Vol Thru, %	62%	0%	36%	44%	32%	37%	88%	0%
Vol Right, %	0%	100%	0%	56%	0%	63%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	14	55	45	24	21	122	136
LT Vol	29	0	35	0	16	0	15	0
Through Vol	47	0	20	20	8	8	107	0
RT Vol	0	14	0	25	0	13	0	136
Lane Flow Rate	92	17	66	54	28	25	147	164
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.138	0.021	0.108	0.077	0.047	0.035	0.21	0.199
Departure Headway (Hd)	5.445	4.549	5.849	5.137	5.959	5.168	5.136	4.372
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	657	784	611	695	599	690	698	819
Service Time	3.19	2.293	3.599	2.886	3.715	2.923	2.87	2.105
HCM Lane V/C Ratio	0.14	0.022	0.108	0.078	0.047	0.036	0.211	0.2
HCM Control Delay, s/veh	9.1	7.4	9.3	8.3	9	8.1	9.2	8.2
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0.4	0.2	0.1	0.1	0.8	0.7

HCM 7th TWSC
2: Drew Road & I-8 WB Ramps

Existing Conditions
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↩	↩		↩			↩	
Traffic Vol, veh/h	0	0	0	26	0	61	1	40	0	0	151	9
Future Vol, veh/h	0	0	0	26	0	61	1	40	0	0	151	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	30	0	70	1	46	0	0	174	10

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	222	232	46	184	0	-
Stage 1	48	48	-	-	-	-
Stage 2	174	184	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	771	671	1029	1403	-	0
Stage 1	979	859	-	-	0	0
Stage 2	862	751	-	-	0	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	770	0	1029	1403	-	-
Mov Cap-2 Maneuver	770	0	-	-	-	-
Stage 1	979	0	-	-	-	-
Stage 2	862	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.08	0.18	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	44	- 770 1029	-	-
HCM Lane V/C Ratio	0.001	- 0.039 0.068	-	-
HCM Control Delay (s/veh)	7.6	0 9.9 8.8	-	-
HCM Lane LOS	A	A A A	-	-
HCM 95th %tile Q(veh)	0	- 0.1 0.2	-	-

HCM 7th TWSC
3: Drew Road & I-8 EB Ramps

Existing Conditions
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	9	0	5	0	0	0	0	33	53	120	56	0
Future Vol, veh/h	9	0	5	0	0	0	0	33	53	120	56	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	0	6	0	0	0	0	38	62	140	65	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	383	444	65	-	0	0	100	0	0
Stage 1	344	344	-	-	-	-	-	-	-
Stage 2	38	100	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	624	511	1005	0	-	-	1505	-	0
Stage 1	722	640	-	0	-	-	-	-	0
Stage 2	989	816	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	564	0	1005	-	-	-	1505	-	-
Mov Cap-2 Maneuver	564	0	-	-	-	-	-	-	-
Stage 1	722	0	-	-	-	-	-	-	-
Stage 2	894	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.47		0	5.21
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	564	1005	1227	-
HCM Lane V/C Ratio	-	-	0.019	0.006	0.093	-
HCM Control Delay (s/veh)	-	-	11.5	8.6	7.6	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0.3	-

HCM 7th TWSC
4: Drew Road & Lakeview/Kramar Road

Existing Conditions
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	↕
Traffic Vol, veh/h	7	0	5	0	0	23	6	16	0	22	26	8
Future Vol, veh/h	7	0	5	0	0	23	6	16	0	22	26	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	0	6	0	0	29	8	20	0	28	33	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	123	123	33	123	133	20	43	0	0	20	0	0
Stage 1	88	88	-	35	35	-	-	-	-	-	-	-
Stage 2	35	35	-	88	98	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	857	772	1047	857	762	1064	1579	-	-	1609	-	-
Stage 1	925	826	-	986	870	-	-	-	-	-	-	-
Stage 2	986	870	-	925	818	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	815	754	1047	833	745	1064	1579	-	-	1609	-	-
Mov Cap-2 Maneuver	815	754	-	833	745	-	-	-	-	-	-	-
Stage 1	909	812	-	981	866	-	-	-	-	-	-	-
Stage 2	955	866	-	903	804	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.08		8.48		1.99		2.86	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	491	-	-	898	-	1064	825
HCM Lane V/C Ratio	0.005	-	-	0.017	-	0.027	0.017
HCM Control Delay (s/veh)	7.3	0	-	9.1	0	8.5	7.3
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0.1	0.1

HCM 7th TWSC
5: Drew Road & Diehl Road

Existing Conditions
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	3	0	0	0	9	0	0	0	1	1
Future Vol, veh/h	1	0	3	0	0	0	9	0	0	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	5	0	0	0	15	0	0	0	2	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	33	33	3	32	33	0	3	0	0	0	0	0
Stage 1	3	3	-	30	30	-	-	-	-	-	-	-
Stage 2	30	30	-	2	3	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	980	864	1087	981	863	-	1632	-	-	-	-	-
Stage 1	1025	898	-	992	874	-	-	-	-	-	-	-
Stage 2	992	874	-	1027	897	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	971	856	1087	968	855	-	1632	-	-	-	-	-
Mov Cap-2 Maneuver	971	856	-	968	855	-	-	-	-	-	-	-
Stage 1	1025	898	-	983	866	-	-	-	-	-	-	-
Stage 2	983	866	-	1022	897	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.43	0	7.23	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1632	-	-	1056	-	-	-
HCM Lane V/C Ratio	0.009	-	-	0.006	-	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.4	0	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	-	-

HCM 7th TWSC
6: Drew Road & Wixom Road

Existing Conditions
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	29	2	6	3	1
Future Vol, veh/h	1	29	2	6	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	73	5	15	8	3

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	34	9	10	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	985	1079	1623	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	982	1079	1623	-	-	-
Mov Cap-2 Maneuver	982	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.6	1.81	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	450	-	1075	-	-
HCM Lane V/C Ratio	0.003	-	0.07	-	-
HCM Control Delay (s/veh)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	8	1	2	0	0	0	0	3	4	34	3	0
Future Vol, veh/h	8	1	2	0	0	0	0	3	4	34	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	20	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	1	3	0	0	0	0	4	5	47	4	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	101	107	4	-	0	0	10	0	0
Stage 1	97	97	-	-	-	-	-	-	-
Stage 2	4	10	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	902	787	1085	0	-	-	1623	-	0
Stage 1	932	818	-	0	-	-	-	-	0
Stage 2	1024	892	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	876	0	1085	-	-	-	1623	-	-
Mov Cap-2 Maneuver	876	0	-	-	-	-	-	-	-
Stage 1	932	0	-	-	-	-	-	-	-
Stage 2	995	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.01	0	6.69
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	876	1085	1620	-
HCM Lane V/C Ratio	-	-	0.014	0.003	0.029	-
HCM Control Delay (s/veh)	-	-	9.2	8.3	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0.1	-

Intersection													
Int Delay, s/veh	1.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	0	0	0	2	0	9	1	10	0	0	35	9	
Future Vol, veh/h	0	0	0	2	0	9	1	10	0	0	35	9	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80	
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	
Mvmt Flow	0	0	0	3	0	11	1	13	0	0	44	11	

Major/Minor	Minor1		Major1		Major2					
Conflicting Flow All	59	70	13	55	0	-	-	-	-	0
Stage 1	15	15	-	-	-	-	-	-	-	-
Stage 2	44	55	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	-
Pot Cap-1 Maneuver	953	824	1074	1563	-	0	0	-	-	-
Stage 1	1013	887	-	-	-	0	0	-	-	-
Stage 2	984	853	-	-	-	0	0	-	-	-
Platoon blocked, %					-			-	-	-
Mov Cap-1 Maneuver	953	0	1074	1563	-	-	-	-	-	-
Mov Cap-2 Maneuver	953	0	-	-	-	-	-	-	-	-
Stage 1	1012	0	-	-	-	-	-	-	-	-
Stage 2	984	0	-	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.46	0.66	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	164	- 953 1074	-	-
HCM Lane V/C Ratio	0.001	- 0.003 0.01	-	-
HCM Control Delay (s/veh)	7.3	0 8.8 8.4	-	-
HCM Lane LOS	A	A A A	-	-
HCM 95th %tile Q(veh)	0	- 0 0	-	-

HCM 7th TWSC
9: Dunaway Road & Evan Hewes Hwy

Existing Conditions
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	32	12	12	16	3
Future Vol, veh/h	35	32	12	12	16	3
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	39	36	13	13	18	3
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	74	0	97	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1538	-	908	1015
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1538	-	900	1015
Mov Cap-2 Maneuver	-	-	-	-	900	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	979	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	3.68		9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	900	1015	-	-	900	-
HCM Lane V/C Ratio	0.02	0.003	-	-	0.009	-
HCM Control Delay (s/veh)	9.1	8.6	-	-	7.4	0
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

HCM 7th AWSC
10: Evan Hewes Hwy & Brown Rd

Existing Conditions
Timing Plan: PM Peak Hour

Intersection

Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	18	5	119	7
Future Vol, veh/h	0	38	18	5	119	7
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	76	36	10	238	14
Number of Lanes	1	1	1	1	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay, s/veh	8.6	8.1	10.7
HCM LOS	A	A	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	0%	100%	0%
Vol Thru, %	100%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	38	18	5	119	7
LT Vol	0	0	0	0	119	0
Through Vol	0	38	18	0	0	0
RT Vol	0	0	0	5	0	7
Lane Flow Rate	0	76	36	10	238	14
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0	0.111	0.053	0.013	0.352	0.016
Departure Headway (Hd)	5.252	5.252	5.282	4.577	5.319	4.117
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	684	679	783	678	871
Service Time	2.971	2.971	3.003	2.298	3.038	1.835
HCM Lane V/C Ratio	0	0.111	0.053	0.013	0.351	0.016
HCM Control Delay, s/veh	8	8.6	8.3	7.4	10.9	6.9
HCM Lane LOS	N	A	A	A	B	A
HCM 95th-tile Q	0	0.4	0.2	0	1.6	0

HCM 7th TWSC
11: Jeffery Rd & Evan Hewes Hwy

Existing Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	158	1	4	26	0	6
Future Vol, veh/h	158	1	4	26	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	380	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	293	2	7	48	0	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	294
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1279
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1279
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.04	9.87
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	751	-	-	1279	-
HCM Lane V/C Ratio	-	0.015	-	-	0.006	-
HCM Control Delay (s/veh)	0	9.9	-	-	7.8	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-

HCM 7th TWSC
12: Westside Rd & Evan Hewes Hwy

Existing Conditions
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	174	1	7	27	2	5
Future Vol, veh/h	174	1	7	27	2	5
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	290	2	12	45	3	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	292
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1282
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1282
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.61	10.07
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	637	753	-	-	371	-
HCM Lane V/C Ratio	0.005	0.011	-	-	0.009	-
HCM Control Delay (s/veh)	10.7	9.8	-	-	7.8	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-

HCM 7th TWSC
13: Evan Hewes Hwy & Huff Rd

Existing Conditions
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	143	18	16	34	16
Future Vol, veh/h	37	143	18	16	34	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	64	247	31	28	59	28
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	59	0	-	0	419	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	374	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1558	-	-	-	595	1031
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	700	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1558	-	-	-	566	1031
Mov Cap-2 Maneuver	-	-	-	-	566	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	700	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	1.52	0		10.97		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	370	-	-	-	566	1031
HCM Lane V/C Ratio	0.041	-	-	-	0.104	0.027
HCM Control Delay (s/veh)	7.4	0	-	-	12.1	8.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.1

HCM 7th TWSC
14: Derrick Rd & Evan Hewes Hwy

Existing Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	179	6	12	37	3	18
Future Vol, veh/h	179	6	12	37	3	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	298	10	20	62	5	30

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	308
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1264
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1264
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.93	10.21
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	596	741	-	-	441	-
HCM Lane V/C Ratio	0.008	0.04	-	-	0.016	-
HCM Control Delay (s/veh)	11.1	10.1	-	-	7.9	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-

Existing plus Project Conditions

HCM 7th AWSC
1: Drew Road/Haskell Road & Evan Hewes Road

Existing plus Project
Timing Plan: AM Peak Hour

Intersection	
Intersection Delay, s/veh	29.3
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔	↔		↔	↔
Traffic Vol, veh/h	125	34	25	27	38	9	281	110	17	7	49	72
Future Vol, veh/h	125	34	25	27	38	9	281	110	17	7	49	72
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	169	46	34	36	51	12	380	149	23	9	66	97
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	13.7	11.1	45.6	10.2
HCM LOS	B	B	E	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	72%	0%	88%	0%	59%	0%	13%	0%
Vol Thru, %	28%	0%	12%	40%	41%	68%	88%	0%
Vol Right, %	0%	100%	0%	60%	0%	32%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	391	17	142	42	46	28	56	72
LT Vol	281	0	125	0	27	0	7	0
Through Vol	110	0	17	17	19	19	49	0
RT Vol	0	17	0	25	0	9	0	72
Lane Flow Rate	528	23	192	57	62	38	76	97
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.929	0.034	0.392	0.102	0.132	0.075	0.14	0.159
Departure Headway (Hd)	6.327	5.256	7.345	6.471	7.672	7.14	6.667	5.889
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	571	677	487	549	470	505	534	603
Service Time	4.09	3.018	5.134	4.26	5.372	4.84	4.461	3.682
HCM Lane V/C Ratio	0.925	0.034	0.394	0.104	0.132	0.075	0.142	0.161
HCM Control Delay, s/veh	47.2	8.2	14.8	10	11.5	10.4	10.6	9.8
HCM Lane LOS	E	A	B	A	B	B	B	A
HCM 95th-tile Q	11.7	0.1	1.8	0.3	0.5	0.2	0.5	0.6

HCM 7th TWSC
2: Drew Road & I-8 WB Ramps

Existing plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	8.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰	↱		↰			↱	
Traffic Vol, veh/h	0	0	0	32	0	365	0	42	0	0	106	10
Future Vol, veh/h	0	0	0	32	0	365	0	42	0	0	106	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	44	0	507	0	58	0	0	147	14

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	206	219	58	161	0	-	0
Stage 1	58	58	-	-	-	-	-
Stage 2	147	161	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	787	682	1013	1430	-	0	0
Stage 1	969	850	-	-	-	0	0
Stage 2	885	768	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	787	0	1013	1430	-	-	-
Mov Cap-2 Maneuver	787	0	-	-	-	-	-
Stage 1	969	0	-	-	-	-	-
Stage 2	885	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.88	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1430	- 787 1013	-	-
HCM Lane V/C Ratio	-	- 0.056 0.5	-	-
HCM Control Delay (s/veh)	0	- 9.8 12.1	-	-
HCM Lane LOS	A	- A B	-	-
HCM 95th %tile Q(veh)	0	- 0.2 2.9	-	-

HCM 7th TWSC
3: Drew Road & I-8 EB Ramps

Existing plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	11	0	3	0	0	0	0	33	33	83	54	0
Future Vol, veh/h	11	0	3	0	0	0	0	33	33	83	54	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	4	0	0	0	0	40	40	101	66	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	309	349	66	-	0	0	80	0	0
Stage 1	268	268	-	-	-	-	-	-	-
Stage 2	40	80	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	688	578	1004	0	-	-	1530	-	0
Stage 1	781	691	-	0	-	-	-	-	0
Stage 2	987	832	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	641	0	1004	-	-	-	1530	-	-
Mov Cap-2 Maneuver	641	0	-	-	-	-	-	-	-
Stage 1	781	0	-	-	-	-	-	-	-
Stage 2	920	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.28		0	4.56
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	641	1004	1091	-
HCM Lane V/C Ratio	-	-	0.021	0.004	0.066	-
HCM Control Delay (s/veh)	-	-	10.7	8.6	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0.2	-

HCM 7th TWSC
4: Drew Road & Lakeview/Kramar Road

Existing plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗		↕			↕	↗
Traffic Vol, veh/h	10	0	0	2	0	18	0	16	0	22	14	5
Future Vol, veh/h	10	0	0	2	0	18	0	16	0	22	14	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	0	3	0	23	0	20	0	28	18	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	94	94	18	94	100	20	24	0	0	20	0	0
Stage 1	73	73	-	20	20	-	-	-	-	-	-	-
Stage 2	20	20	-	73	80	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	895	800	1067	895	794	1063	1604	-	-	1609	-	-
Stage 1	941	838	-	1004	882	-	-	-	-	-	-	-
Stage 2	1004	882	-	941	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	860	786	1067	879	780	1063	1604	-	-	1609	-	-
Mov Cap-2 Maneuver	860	786	-	879	780	-	-	-	-	-	-	-
Stage 1	925	823	-	1004	882	-	-	-	-	-	-	-
Stage 2	982	882	-	925	818	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.25	8.52	0	3.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	860 879 1063 1100	-	-	-
HCM Lane V/C Ratio	-	-	-	0.015 0.003 0.021 0.017	-	-	-
HCM Control Delay (s/veh)	0	-	-	9.2 9.1 8.5 7.3	0	-	-
HCM Lane LOS	A	-	-	A A A A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0 0.1 0.1	-	-	-

HCM 7th TWSC
5: Drew Road & Diehl Road

Existing plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	16	4	2	0	24	3	0	0	3	2
Future Vol, veh/h	2	1	16	4	2	0	24	3	0	0	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1	19	5	2	0	29	4	0	0	4	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	67	66	5	66	67	4	6	0	0	4	0	0
Stage 1	5	5	-	61	61	-	-	-	-	-	-	-
Stage 2	63	61	-	4	6	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	930	828	1084	933	827	1086	1628	-	-	1631	-	-
Stage 1	1023	896	-	955	848	-	-	-	-	-	-	-
Stage 2	953	848	-	1023	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	911	814	1084	899	812	1086	1628	-	-	1631	-	-
Mov Cap-2 Maneuver	911	814	-	899	812	-	-	-	-	-	-	-
Stage 1	1023	896	-	938	833	-	-	-	-	-	-	-
Stage 2	934	833	-	1004	895	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.52		9.18		6.45		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1600	-	-	1045 868	1631	-	-
HCM Lane V/C Ratio	0.018	-	-	0.022 0.008	-	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.5 9.2	0	-	-
HCM Lane LOS	A	A	-	A A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1 0	0	-	-

HCM 7th TWSC
6: Drew Road & Wixom Road

Existing plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	2	3	9	27	26	0
Future Vol, veh/h	2	3	9	27	26	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	4	12	37	36	0

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	97	36	36	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	907	1043	1588	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	900	1043	1588	-	-	-
Mov Cap-2 Maneuver	900	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.7	1.82	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	450	-	980	-	-
HCM Lane V/C Ratio	0.008	-	0.007	-	-
HCM Control Delay (s/veh)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	105	0	0	0	0	0	0	5	1	23	2	0
Future Vol, veh/h	105	0	0	0	0	0	0	5	1	23	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	20	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	152	0	0	0	0	0	0	7	1	33	3	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	77	78	3	-	0	0	9	0	0
Stage 1	70	70	-	-	-	-	-	-	-
Stage 2	7	9	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	931	816	1087	0	-	-	1625	-	0
Stage 1	958	841	-	0	-	-	-	-	0
Stage 2	1021	892	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	912	0	1087	-	-	-	1625	-	-
Mov Cap-2 Maneuver	912	0	-	-	-	-	-	-	-
Stage 1	958	0	-	-	-	-	-	-	-
Stage 2	1000	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.74	0	6.68
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	912	-	1622	-
HCM Lane V/C Ratio	-	-	0.167	-	0.021	-
HCM Control Delay (s/veh)	-	-	9.7	0	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.6	-	0.1	-

Intersection													
Int Delay, s/veh	2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	0	0	0	0	0	38	1	105	0	0	28	4	
Future Vol, veh/h	0	0	0	0	0	38	1	105	0	0	28	4	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73	
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	
Mvmt Flow	0	0	0	0	0	52	1	144	0	0	38	5	

Major/Minor	Minor1		Major1		Major2			
Conflicting Flow All	185	190	144	44	0	-	-	0
Stage 1	147	147	-	-	-	-	-	-
Stage 2	38	44	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-
Pot Cap-1 Maneuver	809	708	909	1578	-	0	0	-
Stage 1	886	780	-	-	-	0	0	-
Stage 2	989	862	-	-	-	0	0	-
Platoon blocked, %					-			-
Mov Cap-1 Maneuver	808	0	909	1578	-	-	-	-
Mov Cap-2 Maneuver	808	0	-	-	-	-	-	-
Stage 1	885	0	-	-	-	-	-	-
Stage 2	989	0	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.2	0.07	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	17	-	-	909
HCM Lane V/C Ratio	0.001	-	-	0.057
HCM Control Delay (s/veh)	7.3	0	0	9.2
HCM Lane LOS	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2

HCM 7th TWSC
9: Dunaway Road & Evan Hewes Hwy

Existing plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	6.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	22	27	6	20	25	116
Future Vol, veh/h	22	27	6	20	25	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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	31	38	8	28	35	163
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	69	0	95	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1545	-	909	1024
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1545	-	904	1024
Mov Cap-2 Maneuver	-	-	-	-	904	-
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	977	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		1.69		9.17	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	904	1024	-	-	415	-
HCM Lane V/C Ratio	0.039	0.16	-	-	0.005	-
HCM Control Delay (s/veh)	9.1	9.2	-	-	7.3	0
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0.6	-	-	0	-

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	117	31	204	6	3
Future Vol, veh/h	24	117	31	204	6	3
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	209	55	364	11	5
Number of Lanes	1	1	1	1	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay, s/veh	9.1	9.2	8.8
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	117	31	204	6	3
LT Vol	24	0	0	0	6	0
Through Vol	0	117	31	0	0	0
RT Vol	0	0	0	204	0	3
Lane Flow Rate	43	209	55	364	11	5
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.062	0.275	0.072	0.4	0.019	0.008
Departure Headway (Hd)	5.24	4.739	4.654	3.953	6.403	5.194
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	676	748	759	896	562	693
Service Time	3.029	2.527	2.447	1.745	4.103	2.894
HCM Lane V/C Ratio	0.064	0.279	0.072	0.406	0.02	0.007
HCM Control Delay, s/veh	8.4	9.3	7.8	9.4	9.2	7.9
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.2	1.1	0.2	1.9	0.1	0

HCM 7th TWSC
11: Jeffery Rd & Evan Hewes Hwy

Existing plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	121	0	17	234	0	1
Future Vol, veh/h	121	0	17	234	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	380	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	205	0	29	397	0	2
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	205	0	659	205
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	454	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1378	-	431	841
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	644	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1378	-	422	841
Mov Cap-2 Maneuver	-	-	-	-	422	-
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	630	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0.52	9.29			
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	841	-	-	1378	-
HCM Lane V/C Ratio	-	0.002	-	-	0.021	-
HCM Control Delay (s/veh)	0	9.3	-	-	7.7	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	0	-	-	0.1	-

HCM 7th TWSC
12: Westside Rd & Evan Hewes Hwy

Existing plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	91	4	240	1	7
Future Vol, veh/h	33	91	4	240	1	7
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	55	152	7	400	2	12

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	207	0	544	131
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	413	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1377	-	503	924
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1377	-	500	924
Mov Cap-2 Maneuver	-	-	-	-	500	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	668	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.13	9.35
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	500	924	-	-	30	-
HCM Lane V/C Ratio	0.003	0.013	-	-	0.005	-
HCM Control Delay (s/veh)	12.2	8.9	-	-	7.6	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	35	163	14	15	83
Future Vol, veh/h	12	35	163	14	15	83
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	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	54	251	22	23	128
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	272	0	-	0	352	262
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1303	-	-	-	649	782
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	938	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1303	-	-	-	640	782
Mov Cap-2 Maneuver	-	-	-	-	640	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	938	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	1.99	0		10.55		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	460	-	-	-	640	782
HCM Lane V/C Ratio	0.014	-	-	-	0.036	0.163
HCM Control Delay (s/veh)	7.8	0	-	-	10.8	10.5
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.6

HCM 7th TWSC
14: Derrick Rd & Evan Hewes Hwy

Existing plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	68	1	279	196	1	14
Future Vol, veh/h	68	1	279	196	1	14
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	89	1	367	258	1	18
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	91	0	1082	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	992	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1517	-	243	973
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	362	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1517	-	174	973
Mov Cap-2 Maneuver	-	-	-	-	174	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	260	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	4.77		9.91		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	174	973	-	-	1057	-
HCM Lane V/C Ratio	0.008	0.019	-	-	0.242	-
HCM Control Delay (s/veh)	25.8	8.8	-	-	8.1	0
HCM Lane LOS	D	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0.1	-	-	1	-

HCM 7th AWSC
1: Drew Road/Haskell Road & Evan Hewes Road

Existing plus Project
Timing Plan: PM Peak Hour

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔	↔		↔	↔
Traffic Vol, veh/h	35	40	278	16	15	13	30	47	14	15	107	136
Future Vol, veh/h	35	40	278	16	15	13	30	47	14	15	107	136
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	42	48	335	19	18	16	36	57	17	18	129	164
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	12.4	9.2	10.1	10.1
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	39%	0%	64%	0%	68%	0%	12%	0%
Vol Thru, %	61%	0%	36%	7%	32%	37%	88%	0%
Vol Right, %	0%	100%	0%	93%	0%	63%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	14	55	298	24	21	122	136
LT Vol	30	0	35	0	16	0	15	0
Through Vol	47	0	20	20	8	8	107	0
RT Vol	0	14	0	278	0	13	0	136
Lane Flow Rate	93	17	66	359	28	25	147	164
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.165	0.026	0.112	0.508	0.052	0.04	0.244	0.237
Departure Headway (Hd)	6.389	5.482	6.078	5.098	6.563	5.767	5.987	5.218
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	561	652	593	711	546	620	600	688
Service Time	4.129	3.221	3.778	2.798	4.302	3.506	3.722	2.953
HCM Lane V/C Ratio	0.166	0.026	0.111	0.505	0.051	0.04	0.245	0.238
HCM Control Delay, s/veh	10.4	8.4	9.5	12.9	9.7	8.7	10.7	9.6
HCM Lane LOS	B	A	A	B	A	A	B	A
HCM 95th-tile Q	0.6	0.1	0.4	2.9	0.2	0.1	1	0.9

HCM 7th TWSC
2: Drew Road & I-8 WB Ramps

Existing plus Project
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↷		↶			↷	
Traffic Vol, veh/h	0	0	0	26	0	62	1	40	0	0	404	9
Future Vol, veh/h	0	0	0	26	0	62	1	40	0	0	404	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	30	0	71	1	46	0	0	464	10

Major/Minor	Minor1	Major1	Major2									
Conflicting Flow All	513	523	46	475	0	-	-	-	-	0		
Stage 1	48	48	-	-	-	-	-	-	-	-		
Stage 2	464	475	-	-	-	-	-	-	-	-		
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-	-	-		
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-	-		
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	-		
Pot Cap-1 Maneuver	525	462	1029	1098	-	0	0	-	-	-		
Stage 1	979	859	-	-	-	0	0	-	-	-		
Stage 2	637	561	-	-	-	0	0	-	-	-		
Platoon blocked, %					-			-		-		
Mov Cap-1 Maneuver	524	0	1029	1098	-	-	-	-	-	-		
Mov Cap-2 Maneuver	524	0	-	-	-	-	-	-	-	-		
Stage 1	978	0	-	-	-	-	-	-	-	-		
Stage 2	637	0	-	-	-	-	-	-	-	-		

Approach	WB	NB	SB
HCM Control Delay, s/v	9.8	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	44	- 524 1029	-	-
HCM Lane V/C Ratio	0.001	- 0.057 0.069	-	-
HCM Control Delay (s/veh)	8.3	0 12.3 8.8	-	-
HCM Lane LOS	A	A B A	-	-
HCM 95th %tile Q(veh)	0	- 0.2 0.2	-	-

HCM 7th TWSC
3: Drew Road & I-8 EB Ramps

Existing plus Project
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	9	0	5	0	0	0	0	33	53	373	56	0
Future Vol, veh/h	9	0	5	0	0	0	0	33	53	373	56	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	0	6	0	0	0	0	38	62	434	65	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	971	1033	65	-	0	0	100	0	0
Stage 1	933	933	-	-	-	-	-	-	-
Stage 2	38	100	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	283	234	1005	0	-	-	1505	-	0
Stage 1	386	348	-	0	-	-	-	-	0
Stage 2	989	816	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	198	0	1005	-	-	-	1505	-	-
Mov Cap-2 Maneuver	198	0	-	-	-	-	-	-	-
Stage 1	386	0	-	-	-	-	-	-	-
Stage 2	694	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v18.61		0	7.27
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	198	1005	1451	-
HCM Lane V/C Ratio	-	-	0.053	0.006	0.288	-
HCM Control Delay (s/veh)	-	-	24.2	8.6	8.4	0
HCM Lane LOS	-	-	C	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	1.2	-

HCM 7th TWSC
4: Drew Road & Lakeview/Kramar Road

Existing plus Project
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	↕
Traffic Vol, veh/h	7	0	5	0	0	23	6	16	0	22	26	8
Future Vol, veh/h	7	0	5	0	0	23	6	16	0	22	26	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	0	6	0	0	29	8	20	0	28	33	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	123	123	33	123	133	20	43	0	0	20	0	0
Stage 1	88	88	-	35	35	-	-	-	-	-	-	-
Stage 2	35	35	-	88	98	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	857	772	1047	857	762	1064	1579	-	-	1609	-	-
Stage 1	925	826	-	986	870	-	-	-	-	-	-	-
Stage 2	986	870	-	925	818	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	815	754	1047	833	745	1064	1579	-	-	1609	-	-
Mov Cap-2 Maneuver	815	754	-	833	745	-	-	-	-	-	-	-
Stage 1	909	812	-	981	866	-	-	-	-	-	-	-
Stage 2	955	866	-	903	804	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.08		8.48		1.99		2.86	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	491	-	-	898	-	1064	825
HCM Lane V/C Ratio	0.005	-	-	0.017	-	0.027	0.017
HCM Control Delay (s/veh)	7.3	0	-	9.1	0	8.5	7.3
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0.1	0.1

Intersection												
Int Delay, s/veh	7.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	17	0	0	0	9	0	0	0	1	1
Future Vol, veh/h	1	0	17	0	0	0	9	0	0	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	28	0	0	0	15	0	0	0	2	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	33	33	3	32	33	0	3	0	0	0	0	0
Stage 1	3	3	-	30	30	-	-	-	-	-	-	-
Stage 2	30	30	-	2	3	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	980	864	1087	981	863	-	1632	-	-	-	-	-
Stage 1	1025	898	-	992	874	-	-	-	-	-	-	-
Stage 2	992	874	-	1027	897	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	971	856	1087	947	855	-	1632	-	-	-	-	-
Mov Cap-2 Maneuver	971	856	-	947	855	-	-	-	-	-	-	-
Stage 1	1025	898	-	983	866	-	-	-	-	-	-	-
Stage 2	983	866	-	1000	897	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	8.43		0		7.23		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1632	-	-	1080	-	-	-					
HCM Lane V/C Ratio	0.009	-	-	0.028	-	-	-					
HCM Control Delay (s/veh)	7.2	0	-	8.4	0	0	-					
HCM Lane LOS	A	A	-	A	A	A	-					
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	-					

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	34	2	6	17	1
Future Vol, veh/h	1	34	2	6	17	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	85	5	15	43	3

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	69	44	45	0	-	0
Stage 1	44	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	941	1032	1576	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	938	1032	1576	-	-	-
Mov Cap-2 Maneuver	938	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.82	1.82	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	450	-	1029	-	-
HCM Lane V/C Ratio	0.003	-	0.085	-	-
HCM Control Delay (s/veh)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	9	1	2	0	0	0	0	3	4	34	3	0
Future Vol, veh/h	9	1	2	0	0	0	0	3	4	34	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	20	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	1	3	0	0	0	0	4	5	47	4	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	101	107	4	-	0	0	10	0	0
Stage 1	97	97	-	-	-	-	-	-	-
Stage 2	4	10	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	902	787	1085	0	-	-	1623	-	0
Stage 1	932	818	-	0	-	-	-	-	0
Stage 2	1024	892	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	876	0	1085	-	-	-	1623	-	-
Mov Cap-2 Maneuver	876	0	-	-	-	-	-	-	-
Stage 1	932	0	-	-	-	-	-	-	-
Stage 2	995	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.03	0	6.69
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	876	1085	1620	-
HCM Lane V/C Ratio	-	-	0.016	0.003	0.029	-
HCM Control Delay (s/veh)	-	-	9.2	8.3	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0.1	-

Intersection													
Int Delay, s/veh	0.6												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	0	0	0	2	0	9	1	11	0	0	35	100	
Future Vol, veh/h	0	0	0	2	0	9	1	11	0	0	35	100	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80	
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	
Mvmt Flow	0	0	0	3	0	11	1	14	0	0	44	125	

Major/Minor	Minor1		Major1		Major2					
Conflicting Flow All	60	185	14	169	0	-	-	-	-	0
Stage 1	16	16	-	-	-	-	-	-	-	-
Stage 2	44	169	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	-
Pot Cap-1 Maneuver	952	713	1072	1421	-	0	0	-	-	-
Stage 1	1012	886	-	-	-	0	0	-	-	-
Stage 2	984	763	-	-	-	0	0	-	-	-
Platoon blocked, %					-			-	-	-
Mov Cap-1 Maneuver	951	0	1072	1421	-	-	-	-	-	-
Mov Cap-2 Maneuver	951	0	-	-	-	-	-	-	-	-
Stage 1	1011	0	-	-	-	-	-	-	-	-
Stage 2	984	0	-	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.47	0.63	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	150	- 951 1072	-	-
HCM Lane V/C Ratio	0.001	- 0.003 0.01	-	-
HCM Control Delay (s/veh)	7.5	0 8.8 8.4	-	-
HCM Lane LOS	A	A A A	-	-
HCM 95th %tile Q(veh)	0	- 0 0	-	-

HCM 7th TWSC
9: Dunaway Road & Evan Hewes Hwy

Existing plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	4.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	32	103	12	16	4
Future Vol, veh/h	35	32	103	12	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	39	36	114	13	18	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	74	0	299	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1538	-	697	1015
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	803	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1538	-	644	1015
Mov Cap-2 Maneuver	-	-	-	-	644	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	743	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		6.74		10.31	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	644	1015	-	-	1526	-
HCM Lane V/C Ratio	0.028	0.004	-	-	0.074	-
HCM Control Delay (s/veh)	10.7	8.6	-	-	7.5	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	39	109	5	119	7
Future Vol, veh/h	0	39	109	5	119	7
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	78	218	10	238	14
Number of Lanes	1	1	1	1	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay, s/veh	9	10.5	11.8
HCM LOS	A	B	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	0%	100%	0%
Vol Thru, %	100%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	39	109	5	119	7
LT Vol	0	0	0	0	119	0
Through Vol	0	39	109	0	0	0
RT Vol	0	0	0	5	0	7
Lane Flow Rate	0	78	218	10	238	14
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0	0.119	0.323	0.013	0.383	0.018
Departure Headway (Hd)	5.5	5.5	5.33	4.625	5.797	4.591
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	649	674	771	619	775
Service Time	3.259	3.259	3.075	2.37	3.553	2.346
HCM Lane V/C Ratio	0	0.12	0.323	0.013	0.384	0.018
HCM Control Delay, s/veh	8.3	9	10.6	7.4	12.1	7.4
HCM Lane LOS	N	A	B	A	B	A
HCM 95th-tile Q	0	0.4	1.4	0	1.8	0.1

HCM 7th TWSC
11: Jeffery Rd & Evan Hewes Hwy

Existing plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	159	1	4	117	0	6
Future Vol, veh/h	159	1	4	117	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	380	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	294	2	7	217	0	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	296	0	527
Stage 1	-	-	-	-	295
Stage 2	-	-	-	-	231
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1277	-	515
Stage 1	-	-	-	-	760
Stage 2	-	-	-	-	812
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1277	-	512
Mov Cap-2 Maneuver	-	-	-	-	512
Stage 1	-	-	-	-	760
Stage 2	-	-	-	-	807

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.26	9.88
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	749	-	-	1277	-
HCM Lane V/C Ratio	-	0.015	-	-	0.006	-
HCM Control Delay (s/veh)	0	9.9	-	-	7.8	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-

HCM 7th TWSC
12: Westside Rd & Evan Hewes Hwy

Existing plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	174	2	7	27	93	5
Future Vol, veh/h	174	2	7	27	93	5
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	290	3	12	45	155	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	293	0	360	292
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	68	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1280	-	643	752
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1280	-	637	752
Mov Cap-2 Maneuver	-	-	-	-	637	-
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	951	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		1.61		12.33	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	637	752	-	-	371	-
HCM Lane V/C Ratio	0.243	0.011	-	-	0.009	-
HCM Control Delay (s/veh)	12.5	9.8	-	-	7.8	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	1	0	-	-	0	-

HCM 7th TWSC
13: Evan Hewes Hwy & Huff Rd

Existing plus Project
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	143	18	16	34	16
Future Vol, veh/h	37	143	18	16	34	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	64	247	31	28	59	28

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	59	0	0 419 45
Stage 1	-	-	- 45 -
Stage 2	-	-	- 374 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1558	-	- 595 1031
Stage 1	-	-	- 983 -
Stage 2	-	-	- 700 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1558	-	- 566 1031
Mov Cap-2 Maneuver	-	-	- 566 -
Stage 1	-	-	- 936 -
Stage 2	-	-	- 700 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.52	0	10.97
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	370	-	-	-	566	1031
HCM Lane V/C Ratio	0.041	-	-	-	0.104	0.027
HCM Control Delay (s/veh)	7.4	0	-	-	12.1	8.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.1

HCM 7th TWSC
14: Derrick Rd & Evan Hewes Hwy

Existing plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	9.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	179	6	13	37	3	271
Future Vol, veh/h	179	6	13	37	3	271
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	298	10	22	62	5	452
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	308	0	408	303
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	105	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1264	-	603	741
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1264	-	592	741
Mov Cap-2 Maneuver	-	-	-	-	592	-
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	908	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	2.05		17.07		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	592	741	-	-	468	-
HCM Lane V/C Ratio	0.008	0.609	-	-	0.017	-
HCM Control Delay (s/veh)	11.1	17.1	-	-	7.9	0
HCM Lane LOS	B	C	-	-	A	A
HCM 95th %tile Q(veh)	0	4.2	-	-	0.1	-

Near Term Conditions

HCM 7th AWSC
1: Drew Road/Haskell Road & Evan Hewes Road

Near Term
Timing Plan: AM Peak Hour

Intersection	
Intersection Delay, s/veh	19.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔	↔		↔	↔
Traffic Vol, veh/h	134	36	25	28	41	9	270	118	18	7	52	76
Future Vol, veh/h	134	36	25	28	41	9	270	118	18	7	52	76
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	161	43	30	34	49	11	325	142	22	8	63	92
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	12.9	10.6	28.5	9.7
HCM LOS	B	B	D	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	70%	0%	88%	0%	58%	0%	12%	0%
Vol Thru, %	30%	0%	12%	42%	42%	69%	88%	0%
Vol Right, %	0%	100%	0%	58%	0%	31%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	388	18	152	43	49	30	59	76
LT Vol	270	0	134	0	28	0	7	0
Through Vol	118	0	18	18	21	21	52	0
RT Vol	0	18	0	25	0	9	0	76
Lane Flow Rate	467	22	183	52	58	36	71	92
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.803	0.031	0.359	0.089	0.117	0.066	0.127	0.144
Departure Headway (Hd)	6.186	5.127	7.066	6.204	7.234	6.721	6.422	5.649
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	584	697	507	575	493	530	557	632
Service Time	3.93	2.871	4.829	3.966	5.01	4.497	4.183	3.41
HCM Lane V/C Ratio	0.8	0.032	0.361	0.09	0.118	0.068	0.127	0.146
HCM Control Delay, s/veh	29.5	8	13.8	9.6	11	10	10.1	9.4
HCM Lane LOS	D	A	B	A	B	A	B	A
HCM 95th-tile Q	7.9	0.1	1.6	0.3	0.4	0.2	0.4	0.5

HCM 7th TWSC
2: Drew Road & I-8 WB Ramps

Near Term
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰	↱		↰			↱	
Traffic Vol, veh/h	0	0	0	34	0	341	0	63	0	0	112	11
Future Vol, veh/h	0	0	0	34	0	341	0	63	0	0	112	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	39	0	392	0	72	0	0	129	13

Major/Minor	Minor1	Major1	Major2									
Conflicting Flow All	201	214	72	141	0	-	-	-	-	0		
Stage 1	72	72	-	-	-	-	-	-	-	-		
Stage 2	129	141	-	-	-	-	-	-	-	-		
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-	-	-		
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-	-		
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	-		
Pot Cap-1 Maneuver	792	687	995	1454	-	0	0	-	-	-		
Stage 1	956	839	-	-	-	0	0	-	-	-		
Stage 2	902	784	-	-	-	0	0	-	-	-		
Platoon blocked, %					-			-		-		
Mov Cap-1 Maneuver	792	0	995	1454	-	-	-	-	-	-		
Mov Cap-2 Maneuver	792	0	-	-	-	-	-	-	-	-		
Stage 1	956	0	-	-	-	-	-	-	-	-		
Stage 2	902	0	-	-	-	-	-	-	-	-		

Approach	WB	NB	SB
HCM Control Delay, s/v	10.84	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1454	- 792 995	-	-
HCM Lane V/C Ratio	-	- 0.049 0.394	-	-
HCM Control Delay (s/veh)	0	- 9.8 10.9	-	-
HCM Lane LOS	A	- A B	-	-
HCM 95th %tile Q(veh)	0	- 0.2 1.9	-	-

HCM 7th TWSC
3: Drew Road & I-8 EB Ramps

Near Term
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	30	0	3	0	0	0	0	35	35	87	57	0
Future Vol, veh/h	30	0	3	0	0	0	0	35	35	87	57	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	35	0	3	0	0	0	0	41	41	101	66	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	309	350	66	-	0	0	81	0	0
Stage 1	269	269	-	-	-	-	-	-	-
Stage 2	41	81	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	687	577	1003	0	-	-	1529	-	0
Stage 1	781	691	-	0	-	-	-	-	0
Stage 2	987	831	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	640	0	1003	-	-	-	1529	-	-
Mov Cap-2 Maneuver	640	0	-	-	-	-	-	-	-
Stage 1	781	0	-	-	-	-	-	-	-
Stage 2	919	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.74		0	4.54
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	640	1003	1088	-
HCM Lane V/C Ratio	-	-	0.055	0.003	0.066	-
HCM Control Delay (s/veh)	-	-	10.9	8.6	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	0.2	-

HCM 7th TWSC
4: Drew Road & Lakeview/Kramar Road

Near Term
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗		↕			↕	↗
Traffic Vol, veh/h	10	0	0	2	0	19	0	17	0	23	15	5
Future Vol, veh/h	10	0	0	2	0	19	0	17	0	23	15	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	0	3	0	24	0	21	0	29	19	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	98	98	19	98	104	21	25	0	0	21	0	0
Stage 1	76	76	-	21	21	-	-	-	-	-	-	-
Stage 2	21	21	-	76	83	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	889	796	1065	889	790	1062	1603	-	-	1608	-	-
Stage 1	938	835	-	1002	882	-	-	-	-	-	-	-
Stage 2	1002	882	-	938	830	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	854	782	1065	873	776	1062	1603	-	-	1608	-	-
Mov Cap-2 Maneuver	854	782	-	873	776	-	-	-	-	-	-	-
Stage 1	921	820	-	1002	882	-	-	-	-	-	-	-
Stage 2	980	882	-	921	815	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.28	8.53	0	3.89
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1603	-	-	854 873 1062 1089	-	-	-
HCM Lane V/C Ratio	-	-	-	0.015 0.003 0.022 0.018	-	-	-
HCM Control Delay (s/veh)	0	-	-	9.3 9.1 8.5 7.3	0	-	-
HCM Lane LOS	A	-	-	A A A A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0 0.1 0.1	-	-	-

HCM 7th TWSC
5: Drew Road & Diehl Road

Near Term
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	17	4	2	0	14	3	0	0	3	2
Future Vol, veh/h	2	1	17	4	2	0	14	3	0	0	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	2	28	7	3	0	23	5	0	0	5	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	60	58	7	58	60	5	8	0	0	5	0	0
Stage 1	7	7	-	52	52	-	-	-	-	-	-	-
Stage 2	53	52	-	6	8	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	941	837	1082	944	835	1084	1625	-	-	1630	-	-
Stage 1	1020	894	-	966	856	-	-	-	-	-	-	-
Stage 2	964	856	-	1021	893	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	923	825	1082	904	823	1084	1625	-	-	1630	-	-
Mov Cap-2 Maneuver	923	825	-	904	823	-	-	-	-	-	-	-
Stage 1	1020	894	-	952	843	-	-	-	-	-	-	-
Stage 2	947	843	-	993	893	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.55		9.16		5.97		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1482	-	-	1047 875	1630	-	-
HCM Lane V/C Ratio	0.014	-	-	0.032 0.011	-	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.5 9.2	0	-	-
HCM Lane LOS	A	A	-	A A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0	0	-	-

HCM 7th TWSC
6: Drew Road & Wixom Road

Near Term
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	24	18	27	0
Future Vol, veh/h	2	3	24	18	27	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	8	60	45	68	0

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	233	68	68	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	760	1002	1547	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	730	1002	1547	-	-	-
Mov Cap-2 Maneuver	730	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.19	4.24	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1029	-	872	-	-
HCM Lane V/C Ratio	0.039	-	0.014	-	-
HCM Control Delay (s/veh)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	43	0	0	0	0	0	0	5	1	25	2	0
Future Vol, veh/h	43	0	0	0	0	0	0	5	1	25	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	20	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	59	0	0	0	0	0	0	7	1	34	3	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	78	79	3	-	0	0	8	0	0
Stage 1	71	71	-	-	-	-	-	-	-
Stage 2	7	8	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	930	815	1087	0	-	-	1625	-	0
Stage 1	957	840	-	0	-	-	-	-	0
Stage 2	1021	893	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	910	0	1087	-	-	-	1625	-	-
Mov Cap-2 Maneuver	910	0	-	-	-	-	-	-	-
Stage 1	957	0	-	-	-	-	-	-	-
Stage 2	1000	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.23	0	6.72
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	910	-	1623	-
HCM Lane V/C Ratio	-	-	0.065	-	0.021	-
HCM Control Delay (s/veh)	-	-	9.2	0	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	-	0.1	-

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↰ ↱		↰			↱	
Traffic Vol, veh/h	0	0	0	0	0	40	1	43	0	0	30	3
Future Vol, veh/h	0	0	0	0	0	40	1	43	0	0	30	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	50	1	54	0	0	38	4
Major/Minor				Minor1		Major1		Major2				
Conflicting Flow All				94	98	54	41	0	-	-	-	0
Stage 1				56	56	-	-	-	-	-	-	-
Stage 2				38	41	-	-	-	-	-	-	-
Critical Hdwy				6.4	6.5	6.2	4.1	-	-	-	-	-
Critical Hdwy Stg 1				5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy				3.5	4	3.3	2.2	-	-	-	-	-
Pot Cap-1 Maneuver				911	796	1019	1581	-	0	0	-	-
Stage 1				971	852	-	-	-	0	0	-	-
Stage 2				990	865	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver				910	0	1019	1581	-	-	-	-	-
Mov Cap-2 Maneuver				910	0	-	-	-	-	-	-	-
Stage 1				971	0	-	-	-	-	-	-	-
Stage 2				990	0	-	-	-	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s/v				8.71		0.17		0				
HCM LOS				A								
Minor Lane/Major Mvmt		NBL	NBT	WBLn1	WBLn2	SBT	SBR					
Capacity (veh/h)		41	-	-	1019	-	-					
HCM Lane V/C Ratio		0.001	-	-	0.049	-	-					
HCM Control Delay (s/veh)		7.3	0	0	8.7	-	-					
HCM Lane LOS		A	A	A	A	-	-					
HCM 95th %tile Q(veh)		0	-	-	0.2	-	-					

HCM 7th TWSC
9: Dunaway Road & Evan Hewes Hwy

Near Term
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	29	5	21	26	55
Future Vol, veh/h	24	29	5	21	26	55
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	32	6	23	29	61

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	59
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1558
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1558
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.41	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	927	1033	-	-	346	-
HCM Lane V/C Ratio	0.031	0.059	-	-	0.004	-
HCM Control Delay (s/veh)	9	8.7	-	-	7.3	0
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	55	32	218	6	3
Future Vol, veh/h	26	55	32	218	6	3
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	52	110	64	436	12	6
Number of Lanes	1	1	1	1	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay, s/veh	8.4	9.9	8.8
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	55	32	218	6	3
LT Vol	26	0	0	0	6	0
Through Vol	0	55	32	0	0	0
RT Vol	0	0	0	218	0	3
Lane Flow Rate	52	110	64	436	12	6
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.078	0.149	0.082	0.474	0.021	0.009
Departure Headway (Hd)	5.388	4.886	4.611	3.911	6.359	5.151
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	669	738	769	907	566	698
Service Time	3.088	2.586	2.39	1.689	4.067	2.858
HCM Lane V/C Ratio	0.078	0.149	0.083	0.481	0.021	0.009
HCM Control Delay, s/veh	8.5	8.4	7.8	10.2	9.2	7.9
HCM Lane LOS	A	A	A	B	A	A
HCM 95th-tile Q	0.3	0.5	0.3	2.6	0.1	0

HCM 7th TWSC
11: Jeffery Rd & Evan Hewes Hwy

Near Term
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	60	0	18	249	0	1
Future Vol, veh/h	60	0	18	249	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	380	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	111	0	33	461	0	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	111
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1491
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1491
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.5	8.81
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	948	-	-	1491	-
HCM Lane V/C Ratio	-	0.002	-	-	0.022	-
HCM Control Delay (s/veh)	0	8.8	-	-	7.5	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	0	-	-	0.1	-

HCM 7th TWSC
12: Westside Rd & Evan Hewes Hwy

Near Term
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	38	25	4	256	0	7
Future Vol, veh/h	38	25	4	256	0	7
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	63	42	7	427	0	12

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	105	0	524	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	440	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1499	-	517	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	653	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1499	-	514	981
Mov Cap-2 Maneuver	-	-	-	-	514	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	650	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.11	8.72
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	981	-	-	28	-
HCM Lane V/C Ratio	-	0.012	-	-	0.004	-
HCM Control Delay (s/veh)	0	8.7	-	-	7.4	0
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-

HCM 7th TWSC
13: Evan Hewes Hwy & Huff Rd

Near Term
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	40	174	15	16	88
Future Vol, veh/h	13	40	174	15	16	88
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	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	69	300	26	28	152

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	326	0	0 427 313
Stage 1	-	-	- - 313 -
Stage 2	-	-	- - 114 -
Critical Hdwy	4.1	-	- - 6.4 6.2
Critical Hdwy Stg 1	-	-	- - 5.4 -
Critical Hdwy Stg 2	-	-	- - 5.4 -
Follow-up Hdwy	2.2	-	- - 3.5 3.3
Pot Cap-1 Maneuver	1245	-	- - 589 732
Stage 1	-	-	- - 746 -
Stage 2	-	-	- - 916 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1245	-	- - 577 732
Mov Cap-2 Maneuver	-	-	- - 577 -
Stage 1	-	-	- - 732 -
Stage 2	-	-	- - 916 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.95	0	11.25
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	442	-	-	-	577	732
HCM Lane V/C Ratio	0.018	-	-	-	0.048	0.207
HCM Control Delay (s/veh)	7.9	0	-	-	11.5	11.2
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.8

HCM 7th TWSC
14: Derrick Rd & Evan Hewes Hwy

Near Term
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	72	4	268	210	1	14
Future Vol, veh/h	72	4	268	210	1	14
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	120	7	447	350	2	23

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	127
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1472
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1472
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.77	11.08
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	102	933	-	-	1009	-
HCM Lane V/C Ratio	0.016	0.025	-	-	0.303	-
HCM Control Delay (s/veh)	40.9	9	-	-	8.5	0
HCM Lane LOS	E	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0.1	-	-	1.3	-

HCM 7th AWSC
1: Drew Road/Haskell Road & Evan Hewes Road

Near Term
Timing Plan: PM Peak Hour

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔	↔		↔	↔
Traffic Vol, veh/h	37	43	266	17	16	14	31	50	15	16	114	145
Future Vol, veh/h	37	43	266	17	16	14	31	50	15	16	114	145
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	45	52	320	20	19	17	37	60	18	19	137	175
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	12.4	9.3	10.2	10.3
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	38%	0%	63%	0%	68%	0%	12%	0%
Vol Thru, %	62%	0%	37%	7%	32%	36%	88%	0%
Vol Right, %	0%	100%	0%	93%	0%	64%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	15	59	288	25	22	130	145
LT Vol	31	0	37	0	17	0	16	0
Through Vol	50	0	22	22	8	8	114	0
RT Vol	0	15	0	266	0	14	0	145
Lane Flow Rate	98	18	70	346	30	27	157	175
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.174	0.028	0.12	0.496	0.056	0.043	0.261	0.254
Departure Headway (Hd)	6.419	5.515	6.126	5.153	6.638	5.841	6.002	5.232
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	559	649	586	700	539	613	598	687
Service Time	4.156	3.252	3.854	2.881	4.379	3.581	3.733	2.963
HCM Lane V/C Ratio	0.175	0.028	0.119	0.494	0.056	0.044	0.263	0.255
HCM Control Delay, s/veh	10.5	8.4	9.7	12.9	9.8	8.8	10.9	9.7
HCM Lane LOS	B	A	A	B	A	A	B	A
HCM 95th-tile Q	0.6	0.1	0.4	2.8	0.2	0.1	1	1

HCM 7th TWSC
2: Drew Road & I-8 WB Ramps

Near Term
Timing Plan: PM Peak Hour

Intersection													
Int Delay, s/veh	1.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↩	↩		↩			↩		
Traffic Vol, veh/h	0	0	0	28	0	65	1	43	0	0	381	28	
Future Vol, veh/h	0	0	0	28	0	65	1	43	0	0	381	28	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	50	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87	
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	
Mvmt Flow	0	0	0	32	0	75	1	49	0	0	438	32	

Major/Minor	Minor1		Major1		Major2						
Conflicting Flow All	490	522	49	470	0	-	-	-	-	0	
Stage 1	52	52	-	-	-	-	-	-	-	-	
Stage 2	438	470	-	-	-	-	-	-	-	-	
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-	-	-	
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	-	
Pot Cap-1 Maneuver	541	462	1025	1102	-	0	0	-	-	-	
Stage 1	976	856	-	-	-	0	0	-	-	-	
Stage 2	655	563	-	-	-	0	0	-	-	-	
Platoon blocked, %					-			-		-	
Mov Cap-1 Maneuver	541	0	1025	1102	-	-	-	-	-	-	
Mov Cap-2 Maneuver	541	0	-	-	-	-	-	-	-	-	
Stage 1	975	0	-	-	-	-	-	-	-	-	
Stage 2	655	0	-	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s/v	9.78	0.19	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	41	- 541 1025	-	-
HCM Lane V/C Ratio	0.001	- 0.06 0.073	-	-
HCM Control Delay (s/veh)	8.3	0 12.1 8.8	-	-
HCM Lane LOS	A	A B A	-	-
HCM 95th %tile Q(veh)	0	- 0.2 0.2	-	-

HCM 7th TWSC
3: Drew Road & I-8 EB Ramps

Near Term
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	10	0	5	0	0	0	0	35	56	348	59	0
Future Vol, veh/h	10	0	5	0	0	0	0	35	56	348	59	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	0	6	0	0	0	0	41	65	405	69	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	919	984	69	-	0	0	106	0	0
Stage 1	878	878	-	-	-	-	-	-	-
Stage 2	41	106	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	304	250	1000	0	-	-	1498	-	0
Stage 1	410	369	-	0	-	-	-	-	0
Stage 2	987	812	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	218	0	1000	-	-	-	1498	-	-
Mov Cap-2 Maneuver	218	0	-	-	-	-	-	-	-
Stage 1	410	0	-	-	-	-	-	-	-
Stage 2	710	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v17.81		0	7.09
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	218	1000	1441	-
HCM Lane V/C Ratio	-	-	0.053	0.006	0.27	-
HCM Control Delay (s/veh)	-	-	22.4	8.6	8.3	0
HCM Lane LOS	-	-	C	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	1.1	-

HCM 7th TWSC
4: Drew Road & Lakeview/Kramar Road

Near Term
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗		↕			↕	↗
Traffic Vol, veh/h	7	0	5	0	0	24	6	17	0	24	27	9
Future Vol, veh/h	7	0	5	0	0	24	6	17	0	24	27	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	0	6	0	0	30	8	21	0	30	34	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	130	130	34	130	141	21	45	0	0	21	0	0
Stage 1	94	94	-	36	36	-	-	-	-	-	-	-
Stage 2	36	36	-	94	105	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	847	764	1045	847	754	1062	1576	-	-	1608	-	-
Stage 1	918	821	-	984	869	-	-	-	-	-	-	-
Stage 2	984	869	-	918	812	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	804	746	1045	822	736	1062	1576	-	-	1608	-	-
Mov Cap-2 Maneuver	804	746	-	822	736	-	-	-	-	-	-	-
Stage 1	900	805	-	980	865	-	-	-	-	-	-	-
Stage 2	952	865	-	895	797	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.12		8.49		1.9		2.91	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	470	-	-	889	-	1062	847
HCM Lane V/C Ratio	0.005	-	-	0.017	-	0.028	0.019
HCM Control Delay (s/veh)	7.3	0	-	9.1	0	8.5	7.3
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0.1	0.1

HCM 7th TWSC
5: Drew Road & Diehl Road

Near Term
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	7	0	0	0	9	0	0	0	1	1
Future Vol, veh/h	1	0	7	0	0	0	9	0	0	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	12	0	0	0	15	0	0	0	2	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	33	33	3	32	33	0	3	0	0	0	0	0
Stage 1	3	3	-	30	30	-	-	-	-	-	-	-
Stage 2	30	30	-	2	3	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	980	864	1087	981	863	-	1632	-	-	-	-	-
Stage 1	1025	898	-	992	874	-	-	-	-	-	-	-
Stage 2	992	874	-	1027	897	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	971	856	1087	962	855	-	1632	-	-	-	-	-
Mov Cap-2 Maneuver	971	856	-	962	855	-	-	-	-	-	-	-
Stage 1	1025	898	-	983	866	-	-	-	-	-	-	-
Stage 2	983	866	-	1015	897	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.4	0	7.23	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1632	-	-	1071	-	-	-
HCM Lane V/C Ratio	0.009	-	-	0.012	-	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.4	0	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	-	-

HCM 7th TWSC
6: Drew Road & Wixom Road

Near Term
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	50	2	6	7	1
Future Vol, veh/h	1	50	2	6	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	125	5	15	18	3

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	44	19	20	0	-	0
Stage 1	19	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	972	1065	1609	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	969	1065	1609	-	-	-
Mov Cap-2 Maneuver	969	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.85	1.81	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	450	-	1063	-	-
HCM Lane V/C Ratio	0.003	-	0.12	-	-
HCM Control Delay (s/veh)	7.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	9	1	2	0	0	0	0	3	4	36	3	0
Future Vol, veh/h	9	1	2	0	0	0	0	3	4	36	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	20	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	1	3	0	0	0	0	4	5	49	4	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	107	112	4	-	0	0	10	0	0
Stage 1	103	103	-	-	-	-	-	-	-
Stage 2	4	10	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	896	782	1085	0	-	-	1623	-	0
Stage 1	926	814	-	0	-	-	-	-	0
Stage 2	1024	892	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	868	0	1085	-	-	-	1623	-	-
Mov Cap-2 Maneuver	868	0	-	-	-	-	-	-	-
Stage 1	926	0	-	-	-	-	-	-	-
Stage 2	993	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.06	0	6.73
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	868	1085	1620	-
HCM Lane V/C Ratio	-	-	0.016	0.003	0.03	-
HCM Control Delay (s/veh)	-	-	9.2	8.3	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0.1	-

Intersection													
Int Delay, s/veh	1.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	0	0	0	2	0	10	1	11	0	0	37	37	
Future Vol, veh/h	0	0	0	2	0	10	1	11	0	0	37	37	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80	
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	
Mvmt Flow	0	0	0	3	0	13	1	14	0	0	46	46	

Major/Minor	Minor1		Major1		Major2			
Conflicting Flow All	63	109	14	93	0	-	-	0
Stage 1	16	16	-	-	-	-	-	-
Stage 2	46	93	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-
Pot Cap-1 Maneuver	949	785	1072	1515	-	0	0	-
Stage 1	1012	886	-	-	-	0	0	-
Stage 2	981	822	-	-	-	0	0	-
Platoon blocked, %					-			-
Mov Cap-1 Maneuver	948	0	1072	1515	-	-	-	-
Mov Cap-2 Maneuver	948	0	-	-	-	-	-	-
Stage 1	1011	0	-	-	-	-	-	-
Stage 2	981	0	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.47	0.61	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	150	- 948 1072	-	-
HCM Lane V/C Ratio	0.001	- 0.003 0.012	-	-
HCM Control Delay (s/veh)	7.4	0 8.8 8.4	-	-
HCM Lane LOS	A	A A A	-	-
HCM 95th %tile Q(veh)	0	- 0 0	-	-

HCM 7th TWSC
9: Dunaway Road & Evan Hewes Hwy

Near Term
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	34	41	13	17	3
Future Vol, veh/h	37	34	41	13	17	3
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	41	38	46	14	19	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	79
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1532
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1532
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	5.64	9.43
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	805	1011	-	-	1367	-
HCM Lane V/C Ratio	0.023	0.003	-	-	0.03	-
HCM Control Delay (s/veh)	9.6	8.6	-	-	7.4	0
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-

Intersection

Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	41	47	5	127	7
Future Vol, veh/h	0	41	47	5	127	7
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	82	94	10	254	14
Number of Lanes	1	1	1	1	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay, s/veh	8.9	8.8	11.5
HCM LOS	A	A	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	0%	100%	0%
Vol Thru, %	100%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	41	47	5	127	7
LT Vol	0	0	0	0	127	0
Through Vol	0	41	47	0	0	0
RT Vol	0	0	0	5	0	7
Lane Flow Rate	0	82	94	10	254	14
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0	0.123	0.14	0.013	0.387	0.017
Departure Headway (Hd)	5.38	5.38	5.352	4.647	5.488	4.285
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	666	670	769	655	834
Service Time	3.115	3.115	3.085	2.38	3.222	2.018
HCM Lane V/C Ratio	0	0.123	0.14	0.013	0.388	0.017
HCM Control Delay, s/veh	8.1	8.9	9	7.4	11.7	7.1
HCM Lane LOS	N	A	A	A	B	A
HCM 95th-tile Q	0	0.4	0.5	0	1.8	0.1

HCM 7th TWSC
11: Jeffery Rd & Evan Hewes Hwy

Near Term
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	168	1	4	56	0	6
Future Vol, veh/h	168	1	4	56	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	380	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	311	2	7	104	0	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	313
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1259
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1259
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.53	9.99
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	733	-	-	1259	-
HCM Lane V/C Ratio	-	0.015	-	-	0.006	-
HCM Control Delay (s/veh)	0	10	-	-	7.9	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-

HCM 7th TWSC
12: Westside Rd & Evan Hewes Hwy

Near Term
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	186	1	7	31	27	5
Future Vol, veh/h	186	1	7	31	27	5
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	310	2	12	52	45	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	312
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1260
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1260
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.45	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	615	734	-	-	332	-
HCM Lane V/C Ratio	0.073	0.011	-	-	0.009	-
HCM Control Delay (s/veh)	11.3	10	-	-	7.9	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-

HCM 7th TWSC
13: Evan Hewes Hwy & Huff Rd

Near Term
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	153	22	17	36	17
Future Vol, veh/h	40	153	22	17	36	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	69	264	38	29	62	29

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	67	0	0 454 53
Stage 1	-	-	- - 53 -
Stage 2	-	-	- - 402 -
Critical Hdwy	4.1	-	- - 6.4 6.2
Critical Hdwy Stg 1	-	-	- - 5.4 -
Critical Hdwy Stg 2	-	-	- - 5.4 -
Follow-up Hdwy	2.2	-	- - 3.5 3.3
Pot Cap-1 Maneuver	1547	-	- - 567 1021
Stage 1	-	-	- - 975 -
Stage 2	-	-	- - 680 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1547	-	- - 538 1021
Mov Cap-2 Maneuver	-	-	- - 538 -
Stage 1	-	-	- - 924 -
Stage 2	-	-	- - 680 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.54	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	373	-	-	-	538	1021
HCM Lane V/C Ratio	0.045	-	-	-	0.115	0.029
HCM Control Delay (s/veh)	7.4	0	-	-	12.6	8.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	0.1

HCM 7th TWSC
14: Derrick Rd & Evan Hewes Hwy

Near Term
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 8.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	191	6	13	40	6	258
Future Vol, veh/h	191	6	13	40	6	258
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	318	10	22	67	10	430

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	328
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1243
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1243
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.95	16.91
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	573	722	-	-	442	-
HCM Lane V/C Ratio	0.017	0.595	-	-	0.017	-
HCM Control Delay (s/veh)	11.4	17	-	-	7.9	0
HCM Lane LOS	B	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	4	-	-	0.1	-

Near Term plus Project Conditions

HCM 7th AWSC
1: Drew Road/Haskell Road & Evan Hewes Road

Near Term Plus Project
Timing Plan: AM Peak Hour

Intersection	
Intersection Delay, s/veh	120.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔	↔		↔	↔
Traffic Vol, veh/h	134	36	26	28	41	9	523	118	18	7	52	76
Future Vol, veh/h	134	36	26	28	41	9	523	118	18	7	52	76
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	161	43	31	34	49	11	630	142	22	8	63	92
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	14.6	12	187.3	10.4
HCM LOS	B	B	F	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	82%	0%	88%	0%	58%	0%	12%	0%
Vol Thru, %	18%	0%	12%	41%	42%	69%	88%	0%
Vol Right, %	0%	100%	0%	59%	0%	31%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	641	18	152	44	49	30	59	76
LT Vol	523	0	134	0	28	0	7	0
Through Vol	118	0	18	18	21	21	52	0
RT Vol	0	18	0	26	0	9	0	76
Lane Flow Rate	772	22	183	53	58	36	71	92
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	1.36	0.031	0.372	0.095	0.123	0.07	0.131	0.149
Departure Headway (Hd)	6.34	5.219	8.191	7.314	8.479	7.96	7.089	6.31
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	579	689	441	493	425	453	509	572
Service Time	4.05	2.929	5.891	5.014	6.179	5.66	4.789	4.01
HCM Lane V/C Ratio	1.333	0.032	0.415	0.108	0.136	0.079	0.139	0.161
HCM Control Delay, s/veh	192.3	8.1	15.7	10.8	12.4	11.3	10.9	10.1
HCM Lane LOS	F	A	C	B	B	B	B	B
HCM 95th-tile Q	34	0.1	1.7	0.3	0.4	0.2	0.4	0.5

HCM 7th TWSC
2: Drew Road & I-8 WB Ramps

Near Term Plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	12.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↩	↩		↩			↩	
Traffic Vol, veh/h	0	0	0	34	0	594	0	63	0	0	113	11
Future Vol, veh/h	0	0	0	34	0	594	0	63	0	0	113	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	39	0	683	0	72	0	0	130	13

Major/Minor	Minor1	Major1	Major2									
Conflicting Flow All	202	215	72	143	0	-	-	-	-	0		
Stage 1	72	72	-	-	-	-	-	-	-	-		
Stage 2	130	143	-	-	-	-	-	-	-	-		
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-	-	-		
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-	-		
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	-		
Pot Cap-1 Maneuver	791	686	995	1453	-	0	0	-	-	-		
Stage 1	956	839	-	-	-	0	0	-	-	-		
Stage 2	901	783	-	-	-	0	0	-	-	-		
Platoon blocked, %					-					-		
Mov Cap-1 Maneuver	791	0	995	1453	-	-	-	-	-	-		
Mov Cap-2 Maneuver	791	0	-	-	-	-	-	-	-	-		
Stage 1	956	0	-	-	-	-	-	-	-	-		
Stage 2	901	0	-	-	-	-	-	-	-	-		

Approach	WB	NB	SB
HCM Control Delay, s/v	15.78	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1453	- 791 995	-	-
HCM Lane V/C Ratio	-	- 0.049 0.686	-	-
HCM Control Delay (s/veh)	0	- 9.8 16.1	-	-
HCM Lane LOS	A	- A C	-	-
HCM 95th %tile Q(veh)	0	- 0.2 5.7	-	-

HCM 7th TWSC
3: Drew Road & I-8 EB Ramps

Near Term Plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	30	0	3	0	0	0	0	35	35	88	57	0
Future Vol, veh/h	30	0	3	0	0	0	0	35	35	88	57	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	35	0	3	0	0	0	0	41	41	102	66	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	312	352	66	-	0	0	81	0	0
Stage 1	271	271	-	-	-	-	-	-	-
Stage 2	41	81	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	685	576	1003	0	-	-	1529	-	0
Stage 1	779	689	-	0	-	-	-	-	0
Stage 2	987	831	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	638	0	1003	-	-	-	1529	-	-
Mov Cap-2 Maneuver	638	0	-	-	-	-	-	-	-
Stage 1	779	0	-	-	-	-	-	-	-
Stage 2	918	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.76		0	4.57
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	638	1003	1092	-
HCM Lane V/C Ratio	-	-	0.055	0.003	0.067	-
HCM Control Delay (s/veh)	-	-	11	8.6	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	0.2	-

HCM 7th TWSC
4: Drew Road & Lakeview/Kramar Road

Near Term Plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	↕
Traffic Vol, veh/h	10	0	0	2	0	19	0	17	0	23	15	5
Future Vol, veh/h	10	0	0	2	0	19	0	17	0	23	15	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	0	3	0	24	0	21	0	29	19	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	98	98	19	98	104	21	25	0	0	21	0	0
Stage 1	76	76	-	21	21	-	-	-	-	-	-	-
Stage 2	21	21	-	76	83	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	889	796	1065	889	790	1062	1603	-	-	1608	-	-
Stage 1	938	835	-	1002	882	-	-	-	-	-	-	-
Stage 2	1002	882	-	938	830	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	854	782	1065	873	776	1062	1603	-	-	1608	-	-
Mov Cap-2 Maneuver	854	782	-	873	776	-	-	-	-	-	-	-
Stage 1	921	820	-	1002	882	-	-	-	-	-	-	-
Stage 2	980	882	-	921	815	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.28	8.53	0	3.89
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1603	-	-	854 873 1062 1089	-	-	-
HCM Lane V/C Ratio	-	-	-	0.015 0.003 0.022 0.018	-	-	-
HCM Control Delay (s/veh)	0	-	-	9.3 9.1 8.5 7.3	0	-	-
HCM Lane LOS	A	-	-	A A A A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0 0.1 0.1	-	-	-

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	17	4	2	0	28	3	0	0	3	2
Future Vol, veh/h	2	1	17	4	2	0	28	3	0	0	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	2	28	7	3	0	47	5	0	0	5	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	107	105	7	104	107	5	8	0	0	5	0	0
Stage 1	7	7	-	98	98	-	-	-	-	-	-	-
Stage 2	100	98	-	6	8	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	877	789	1082	881	787	1084	1625	-	-	1630	-	-
Stage 1	1020	894	-	913	818	-	-	-	-	-	-	-
Stage 2	911	818	-	1021	893	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	849	766	1082	831	765	1084	1625	-	-	1630	-	-
Mov Cap-2 Maneuver	849	766	-	831	765	-	-	-	-	-	-	-
Stage 1	1020	894	-	887	794	-	-	-	-	-	-	-
Stage 2	881	794	-	993	893	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.6	9.51	6.58	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1621	-	-	1032 808	1630	-	-
HCM Lane V/C Ratio	0.029	-	-	0.032 0.012	-	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.6 9.5	0	-	-
HCM Lane LOS	A	A	-	A A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1 0	0	-	-

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	29	32	27	0
Future Vol, veh/h	2	3	29	32	27	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	8	73	80	68	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	293	68	68	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	225	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	703	1002	1547	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	668	1002	1547	-	-	-
Mov Cap-2 Maneuver	668	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	9.38	3.54		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	856	-	835	-	-	
HCM Lane V/C Ratio	0.047	-	0.015	-	-	
HCM Control Delay (s/veh)	7.4	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0	-	-	

Intersection												
Int Delay, s/veh	9.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↖			↕	
Traffic Vol, veh/h	134	0	0	0	0	0	0	5	1	25	2	0
Future Vol, veh/h	134	0	0	0	0	0	0	5	1	25	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	20	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	184	0	0	0	0	0	0	7	1	34	3	0
Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	78	79	3				-	0	0	8	0	0
Stage 1	71	71	-				-	-	-	-	-	-
Stage 2	7	8	-				-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2				-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-				-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3				-	-	-	2.2	-	-
Pot Cap-1 Maneuver	930	815	1087				0	-	-	1625	-	0
Stage 1	957	840	-				0	-	-	-	-	0
Stage 2	1021	893	-				0	-	-	-	-	0
Platoon blocked, %								-	-	-		
Mov Cap-1 Maneuver	910	0	1087				-	-	-	1625	-	-
Mov Cap-2 Maneuver	910	0	-				-	-	-	-	-	-
Stage 1	957	0	-				-	-	-	-	-	-
Stage 2	1000	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s/v	9.95						0			6.72		
HCM LOS	A											
Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT						
Capacity (veh/h)	-	-	910	-	1623	-						
HCM Lane V/C Ratio	-	-	0.202	-	0.021	-						
HCM Control Delay (s/veh)	-	-	10	0	7.3	0						
HCM Lane LOS	-	-	A	A	A	A						
HCM 95th %tile Q(veh)	-	-	0.8	-	0.1	-						

Intersection													
Int Delay, s/veh	1.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	0	0	0	0	0	40	1	134	0	0	30	4	
Future Vol, veh/h	0	0	0	0	0	40	1	134	0	0	30	4	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80	
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	
Mvmt Flow	0	0	0	0	0	50	1	168	0	0	38	5	

Major/Minor	Minor1	Major1	Major2										
Conflicting Flow All	208	213	168	43	0	-	-	-	-	0			
Stage 1	170	170	-	-	-	-	-	-	-	-			
Stage 2	38	43	-	-	-	-	-	-	-	-			
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-	-	-			
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-	-			
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-	-			
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	-			
Pot Cap-1 Maneuver	785	688	882	1579	-	0	0	-	-	-			
Stage 1	865	762	-	-	-	0	0	-	-	-			
Stage 2	990	863	-	-	-	0	0	-	-	-			
Platoon blocked, %					-			-		-			
Mov Cap-1 Maneuver	785	0	882	1579	-	-	-	-	-	-			
Mov Cap-2 Maneuver	785	0	-	-	-	-	-	-	-	-			
Stage 1	864	0	-	-	-	-	-	-	-	-			
Stage 2	990	0	-	-	-	-	-	-	-	-			

Approach	WB	NB	SB
HCM Control Delay, s/v	9.33	0.05	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	13	-	-	882
HCM Lane V/C Ratio	0.001	-	-	0.057
HCM Control Delay (s/veh)	7.3	0	0	9.3
HCM Lane LOS	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2

HCM 7th TWSC
9: Dunaway Road & Evan Hewes Hwy

Near Term Plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	6.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	29	6	21	26	146
Future Vol, veh/h	24	29	6	21	26	146
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	32	7	23	29	162
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	59	0	79	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1558	-	928	1033
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1558	-	924	1033
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	987	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		1.63		9.11	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	924	1033	-	-	400	-
HCM Lane V/C Ratio	0.031	0.157	-	-	0.004	-
HCM Control Delay (s/veh)	9	9.1	-	-	7.3	0
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0.6	-	-	0	-

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	146	33	218	6	3
Future Vol, veh/h	26	146	33	218	6	3
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	52	292	66	436	12	6
Number of Lanes	1	1	1	1	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay, s/veh	10.5	10.5	9.2
HCM LOS	B	B	A

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	146	33	218	6	3
LT Vol	26	0	0	0	6	0
Through Vol	0	146	33	0	0	0
RT Vol	0	0	0	218	0	3
Lane Flow Rate	52	292	66	436	12	6
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.078	0.397	0.089	0.5	0.022	0.009
Departure Headway (Hd)	5.398	4.896	4.83	4.128	6.747	5.534
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	666	739	745	876	530	646
Service Time	3.112	2.61	2.539	1.837	4.489	3.276
HCM Lane V/C Ratio	0.078	0.395	0.089	0.498	0.023	0.009
HCM Control Delay, s/veh	8.6	10.8	8	10.9	9.6	8.3
HCM Lane LOS	A	B	A	B	A	A
HCM 95th-tile Q	0.3	1.9	0.3	2.9	0.1	0

HCM 7th TWSC
11: Jeffery Rd & Evan Hewes Hwy

Near Term Plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	151	0	18	250	0	1
Future Vol, veh/h	151	0	18	250	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	380	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	280	0	33	463	0	2
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	280	0	809	280
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	530	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1295	-	352	764
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1295	-	343	764
Mov Cap-2 Maneuver	-	-	-	-	343	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	579	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0.53	9.72			
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	764	-	-	1295	-
HCM Lane V/C Ratio	-	0.002	-	-	0.026	-
HCM Control Delay (s/veh)	0	9.7	-	-	7.9	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	0	-	-	0.1	-

HCM 7th TWSC
12: Westside Rd & Evan Hewes Hwy

Near Term Plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	38	116	4	256	1	7
Future Vol, veh/h	38	116	4	256	1	7
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	63	193	7	427	2	12
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	257	0	600	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	440	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1320	-	467	890
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	653	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1320	-	464	890
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	649	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	0.12		9.56		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	464	890	-	-	28	-
HCM Lane V/C Ratio	0.004	0.013	-	-	0.005	-
HCM Control Delay (s/veh)	12.8	9.1	-	-	7.7	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	40	174	15	16	88
Future Vol, veh/h	13	40	174	15	16	88
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	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	69	300	26	28	152
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	326	0	-	0	427	313
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1245	-	-	-	589	732
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1245	-	-	-	577	732
Mov Cap-2 Maneuver	-	-	-	-	577	-
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	916	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	1.95	0		11.25		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	442	-	-	-	577	732
HCM Lane V/C Ratio	0.018	-	-	-	0.048	0.207
HCM Control Delay (s/veh)	7.9	0	-	-	11.5	11.2
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.8

HCM 7th TWSC
14: Derrick Rd & Evan Hewes Hwy

Near Term Plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	7.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	72	4	521	210	1	15
Future Vol, veh/h	72	4	521	210	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	120	7	868	350	2	25
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	127	0	2210	123
Stage 1	-	-	-	-	123	-
Stage 2	-	-	-	-	2087	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1472	-	49	933
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	105	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1472	-	13	933
Mov Cap-2 Maneuver	-	-	-	-	13	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	28	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	7.77		28.06		
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	13	933	-	-	1186	-
HCM Lane V/C Ratio	0.127	0.027	-	-	0.59	-
HCM Control Delay (s/veh)	\$ 314.5	9	-	-	10.9	0
HCM Lane LOS	F	A	-	-	B	A
HCM 95th %tile Q(veh)	0.3	0.1	-	-	4.1	-

HCM 7th AWSC
1: Drew Road/Haskell Road & Evan Hewes Road

Near Term Plus Project
Timing Plan: PM Peak Hour

Intersection	
Intersection Delay, s/veh	30.4
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔	↔		↔	↔
Traffic Vol, veh/h	37	43	519	17	16	14	32	50	15	16	114	145
Future Vol, veh/h	37	43	519	17	16	14	32	50	15	16	114	145
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	45	52	625	20	19	17	39	60	18	19	137	175
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	43.5	10.1	11.6	12
HCM LOS	E	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	39%	0%	63%	0%	68%	0%	12%	0%
Vol Thru, %	61%	0%	37%	4%	32%	36%	88%	0%
Vol Right, %	0%	100%	0%	96%	0%	64%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	15	59	541	25	22	130	145
LT Vol	32	0	37	0	17	0	16	0
Through Vol	50	0	22	22	8	8	114	0
RT Vol	0	15	0	519	0	14	0	145
Lane Flow Rate	99	18	70	651	30	27	157	175
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.202	0.032	0.123	0.956	0.061	0.048	0.299	0.296
Departure Headway (Hd)	7.378	6.462	6.285	5.286	7.257	6.454	6.87	6.095
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	484	550	569	684	491	551	522	587
Service Time	5.166	4.25	4.038	3.039	5.046	4.242	4.641	3.866
HCM Lane V/C Ratio	0.205	0.033	0.123	0.952	0.061	0.049	0.301	0.298
HCM Control Delay, s/veh	12	9.5	9.9	47.1	10.5	9.6	12.6	11.4
HCM Lane LOS	B	A	A	E	B	A	B	B
HCM 95th-tile Q	0.7	0.1	0.4	13.8	0.2	0.2	1.2	1.2

HCM 7th TWSC
2: Drew Road & I-8 WB Ramps

Near Term Plus Project
Timing Plan: PM Peak Hour

Intersection													
Int Delay, s/veh	1.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	0	0	0	28	0	66	1	43	0	0	634	28	
Future Vol, veh/h	0	0	0	28	0	66	1	43	0	0	634	28	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	50	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87	
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	
Mvmt Flow	0	0	0	32	0	76	1	49	0	0	729	32	

Major/Minor	Minor1		Major1		Major2					
Conflicting Flow All	780	813	49	761	0	-	-	-	-	0
Stage 1	52	52	-	-	-	-	-	-	-	-
Stage 2	729	761	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	-
Pot Cap-1 Maneuver	366	315	1025	860	-	0	0	-	-	-
Stage 1	976	856	-	-	-	0	0	-	-	-
Stage 2	481	417	-	-	-	0	0	-	-	-
Platoon blocked, %					-			-	-	-
Mov Cap-1 Maneuver	366	0	1025	860	-	-	-	-	-	-
Mov Cap-2 Maneuver	366	0	-	-	-	-	-	-	-	-
Stage 1	975	0	-	-	-	-	-	-	-	-
Stage 2	481	0	-	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.88	0.21	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	41	- 366 1025	-	-
HCM Lane V/C Ratio	0.001	- 0.088 0.074	-	-
HCM Control Delay (s/veh)	9.2	0 15.8 8.8	-	-
HCM Lane LOS	A	A C A	-	-
HCM 95th %tile Q(veh)	0	- 0.3 0.2	-	-

HCM 7th TWSC
3: Drew Road & I-8 EB Ramps

Near Term Plus Project
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	10	0	5	0	0	0	0	35	56	601	59	0
Future Vol, veh/h	10	0	5	0	0	0	0	35	56	601	59	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	0	6	0	0	0	0	41	65	699	69	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1507	1572	69	-	0	0	106	0	0
Stage 1	1466	1466	-	-	-	-	-	-	-
Stage 2	41	106	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	134	111	1000	0	-	-	1498	-	0
Stage 1	214	194	-	0	-	-	-	-	0
Stage 2	987	812	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	69	0	1000	-	-	-	1498	-	-
Mov Cap-2 Maneuver	69	0	-	-	-	-	-	-	-
Stage 1	214	0	-	-	-	-	-	-	-
Stage 2	508	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v47.66		0	8.64
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	69	1000	1441	-
HCM Lane V/C Ratio	-	-	0.168	0.006	0.467	-
HCM Control Delay (s/veh)	-	-	67.2	8.6	9.5	0
HCM Lane LOS	-	-	F	A	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	2.6	-

HCM 7th TWSC
4: Drew Road & Lakeview/Kramar Road

Near Term Plus Project
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗		↕			↕	↗
Traffic Vol, veh/h	7	0	5	0	0	24	6	17	0	24	27	9
Future Vol, veh/h	7	0	5	0	0	24	6	17	0	24	27	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	0	6	0	0	30	8	21	0	30	34	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	130	130	34	130	141	21	45	0	0	21	0	0
Stage 1	94	94	-	36	36	-	-	-	-	-	-	-
Stage 2	36	36	-	94	105	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	847	764	1045	847	754	1062	1576	-	-	1608	-	-
Stage 1	918	821	-	984	869	-	-	-	-	-	-	-
Stage 2	984	869	-	918	812	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	804	746	1045	822	736	1062	1576	-	-	1608	-	-
Mov Cap-2 Maneuver	804	746	-	822	736	-	-	-	-	-	-	-
Stage 1	900	805	-	980	865	-	-	-	-	-	-	-
Stage 2	952	865	-	895	797	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.12		8.49		1.9		2.91	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	470	-	-	889	-	1062	847
HCM Lane V/C Ratio	0.005	-	-	0.017	-	0.028	0.019
HCM Control Delay (s/veh)	7.3	0	-	9.1	0	8.5	7.3
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0.1	0.1

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	21	0	0	0	9	0	0	0	1	1
Future Vol, veh/h	1	0	21	0	0	0	9	0	0	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	35	0	0	0	15	0	0	0	2	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	33	33	3	32	33	0	3	0	0	0	0	0
Stage 1	3	3	-	30	30	-	-	-	-	-	-	-
Stage 2	30	30	-	2	3	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	980	864	1087	981	863	-	1632	-	-	-	-	-
Stage 1	1025	898	-	992	874	-	-	-	-	-	-	-
Stage 2	992	874	-	1027	897	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	971	856	1087	941	855	-	1632	-	-	-	-	-
Mov Cap-2 Maneuver	971	856	-	941	855	-	-	-	-	-	-	-
Stage 1	1025	898	-	983	866	-	-	-	-	-	-	-
Stage 2	983	866	-	993	897	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.45	0	7.23	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1632	-	-	1082	-	-	-
HCM Lane V/C Ratio	0.009	-	-	0.034	-	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.4	0	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	-

Intersection						
Int Delay, s/veh	6.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	55	2	6	21	1
Future Vol, veh/h	1	55	2	6	21	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	138	5	15	53	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	79	54	55	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	929	1019	1563	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	926	1019	1563	-	-	-
Mov Cap-2 Maneuver	926	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	9.1	1.83		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	450	-	1017	-	-	
HCM Lane V/C Ratio	0.003	-	0.138	-	-	
HCM Control Delay (s/veh)	7.3	0	9.1	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.5	-	-	

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	10	1	2	0	0	0	0	3	4	36	3	0
Future Vol, veh/h	10	1	2	0	0	0	0	3	4	36	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	20	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	1	3	0	0	0	0	4	5	49	4	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	107	112	4	-	0	0	10	0	0
Stage 1	103	103	-	-	-	-	-	-	-
Stage 2	4	10	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	896	782	1085	0	-	-	1623	-	0
Stage 1	926	814	-	0	-	-	-	-	0
Stage 2	1024	892	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	868	0	1085	-	-	-	1623	-	-
Mov Cap-2 Maneuver	868	0	-	-	-	-	-	-	-
Stage 1	926	0	-	-	-	-	-	-	-
Stage 2	993	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.08	0	6.73
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	868	1085	1620	-
HCM Lane V/C Ratio	-	-	0.017	0.003	0.03	-
HCM Control Delay (s/veh)	-	-	9.2	8.3	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0.1	-

Intersection													
Int Delay, s/veh	0.6												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	0	0	0	2	0	10	1	12	0	0	37	128	
Future Vol, veh/h	0	0	0	2	0	10	1	12	0	0	37	128	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80	
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	
Mvmt Flow	0	0	0	3	0	13	1	15	0	0	46	160	
Major/Minor													
Minor1				Major1				Major2					
Conflicting Flow All	64	224	15	206	0	-	-	-	-	-	-	0	
Stage 1	18	18	-	-	-	-	-	-	-	-	-	-	
Stage 2	46	206	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	-	-	-	
Pot Cap-1 Maneuver	947	679	1070	1377	-	0	0	-	-	-	-	-	
Stage 1	1010	885	-	-	-	0	0	-	-	-	-	-	
Stage 2	981	735	-	-	-	0	0	-	-	-	-	-	
Platoon blocked, %													
Mov Cap-1 Maneuver	946	0	1070	1377	-	-	-	-	-	-	-	-	
Mov Cap-2 Maneuver	946	0	-	-	-	-	-	-	-	-	-	-	
Stage 1	1010	0	-	-	-	-	-	-	-	-	-	-	
Stage 2	981	0	-	-	-	-	-	-	-	-	-	-	
Approach													
WB				NB				SB					
HCM Control Delay, s/v	8.47			0.59				0					
HCM LOS	A												
Minor Lane/Major Mvmt													
NBL				NBTWBLn1WBLn2				SBT SBR					
Capacity (veh/h)	138	-	946	1070	-	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	0.001	-	0.003	0.012	-	-	-	-	-	-	-	-	-
HCM Control Delay (s/veh)	7.6	0	8.8	8.4	-	-	-	-	-	-	-	-	-
HCM Lane LOS	A	A	A	A	-	-	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-	-	-	-	-	-	-	-

HCM 7th TWSC
9: Dunaway Road & Evan Hewes Hwy

Near Term Plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	5.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	34	132	13	17	4
Future Vol, veh/h	37	34	132	13	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	41	38	147	14	19	4
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	79	0	368	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	308	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1532	-	636	1011
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	750	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1532	-	575	1011
Mov Cap-2 Maneuver	-	-	-	-	575	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	678	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	6.92		10.92		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	575	1011	-	-	1520	-
HCM Lane V/C Ratio	0.033	0.004	-	-	0.096	-
HCM Control Delay (s/veh)	11.5	8.6	-	-	7.6	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.3	-

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	42	138	5	127	7
Future Vol, veh/h	0	42	138	5	127	7
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	84	276	10	254	14
Number of Lanes	1	1	1	1	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay, s/veh	9.3	11.8	12.8
HCM LOS	A	B	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	0%	100%	0%
Vol Thru, %	100%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	42	138	5	127	7
LT Vol	0	0	0	0	127	0
Through Vol	0	42	138	0	0	0
RT Vol	0	0	0	5	0	7
Lane Flow Rate	0	84	276	10	254	14
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0	0.132	0.414	0.013	0.421	0.019
Departure Headway (Hd)	5.638	5.638	5.403	4.697	5.968	4.76
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	631	662	757	599	745
Service Time	3.421	3.421	3.164	2.459	3.743	2.535
HCM Lane V/C Ratio	0	0.133	0.417	0.013	0.424	0.019
HCM Control Delay, s/veh	8.4	9.3	12	7.5	13.1	7.6
HCM Lane LOS	N	A	B	A	B	A
HCM 95th-tile Q	0	0.5	2	0	2.1	0.1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	169	1	4	147	0	6
Future Vol, veh/h	169	1	4	147	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	380	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	313	2	7	272	0	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	315	0	601	314
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	287	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1257	-	467	731
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1257	-	464	731
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	762	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.21	10
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	731	-	-	1257	-
HCM Lane V/C Ratio	-	0.015	-	-	0.006	-
HCM Control Delay (s/veh)	0	10	-	-	7.9	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-

HCM 7th TWSC
12: Westside Rd & Evan Hewes Hwy

Near Term Plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	4.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	186	2	7	31	118	5
Future Vol, veh/h	186	2	7	31	118	5
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	310	3	12	52	197	8
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	313	0	387	312
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1258	-	621	733
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1258	-	615	733
Mov Cap-2 Maneuver	-	-	-	-	615	-
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	944	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	1.45		13.44		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	615	733	-	-	332	-
HCM Lane V/C Ratio	0.32	0.011	-	-	0.009	-
HCM Control Delay (s/veh)	13.6	10	-	-	7.9	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	1.4	0	-	-	0	-

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	153	22	17	36	17
Future Vol, veh/h	40	153	22	17	36	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	69	264	38	29	62	29
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	67	0	-	0	454	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	402	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1547	-	-	-	567	1021
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1547	-	-	-	538	1021
Mov Cap-2 Maneuver	-	-	-	-	538	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	680	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	1.54	0		11.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	373	-	-	-	538	1021
HCM Lane V/C Ratio	0.045	-	-	-	0.115	0.029
HCM Control Delay (s/veh)	7.4	0	-	-	12.6	8.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	0.1

HCM 7th TWSC
14: Derrick Rd & Evan Hewes Hwy

Near Term Plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	77.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	191	6	14	40	6	511
Future Vol, veh/h	191	6	14	40	6	511
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	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	318	10	23	67	10	852
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	328	0	437	323
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1243	-	581	~ 722
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1243	-	569	~ 722
Mov Cap-2 Maneuver	-	-	-	-	569	-
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	899	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	2.06		114.4		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	569	722	-	-	467	-
HCM Lane V/C Ratio	0.018	1.179	-	-	0.019	-
HCM Control Delay (s/veh)	11.4	115.6	-	-	8	0
HCM Lane LOS	B	F	-	-	A	A
HCM 95th %tile Q(veh)	0.1	27.7	-	-	0.1	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon