Transportation Impact Study

Otay Ranch Village 14 and Planning Areas 16 & 19

Draft Report - Appendices

Prepared for:

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February 9, 2018

Appendix A

Traffic Counts

Prepared by NDS/ATD

VOLUME

San Miguel Ranch Rd Bet. Proctor Valley Rd & SR-125 SB Off-Ramps

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_012

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,509	3,820	8,329

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			10		8		18		12:00			46		30		76	
00:15			9		4		13		12:15			59		38		97	
00:30			7		2		9		12:30			49		47		96	
00:45			8	34	1	15	9	49	12:45			58	212	51	166	109	378
01:00			6		2		8		13:00			45		58		103	
01:15			6		5		11		13:15			56		36		92	
01:30			5		0		5		13:30			51		52		103	
01:45			5	22	6	13	11	35	13:45			48	200	51	197	99	397
02:00			6		0		6		14:00			64		49		113	
02:15			3		1		4		14:15			66		45		111	
02:30			5		1		6		14:30			69		57		126	
02:45			2	16	1	3	3	19	14:45			72	271	64	215	136	486
03:00			4		2		6		15:00			89		50		139	
03:15			5		2		7		15:15			91		67		158	
03:30			4		5		9		15:30			82		79		161	
03:45			2	15	2	11	4	26	15:45			100	362	67	263	167	625
04:00			6		8		14		16:00			101		84		185	
04:15			11		4		15		16:15			106		64		170	
04:30			6		7		13		16:30			117		67		184	
04:45			6	29	15	34	21	63	16:45			117	441	77	292	194	733
05:00			7		23		30		17:00			116		70		186	
05:15			15		31		46		17:15			124		83		207	
05:30			14		35		49		17:30			134		73		207	
05:45			33	69	41	130	74	199	17:45			102	476	69	295	171	771
06:00			24		61		85		18:00			84		84		168	
06:15			34		67		101		18:15			101		73		174	
06:30			47		67		114		18:30			99		65		164	
06:45			48	153	54	249	102	402	18:45			133	417	47	269	180	686
07:00			52		79		131		19:00			112		46		158	
07:15			64		55		119		19:15			66		60		126	
07:30			113		66		179		19:30			71		45		116	
07:45			78	307	79	279	157	586	19:45			64	313	53	204	117	517
08:00			52		62		114		20:00			52		36		88	
08:15			79		59		138		20:15			64		44		108	
08:30			53		75		128		20:30			50		45		95	
08:45			53	237	74	270	127	507	20:45			40	206	41	166	81	372
09:00			32		47		79		21:00			29		30		59	
09:15			39		39		78		21:15			30		42		72	
09:30			32		44		76		21:30			39		35		74	
09:45			42	145	37	167	79	312	21:45			28	126	35	142	63	268
10:00			33		50		83		22:00			32		30		62	
10:15			28		44		72		22:15			24		12		36	
10:30			38		42		80		22:30			21		12		33	
10:45			36	135	52	188	88	323	22:45			22	99	8	62	30	161
11:00			43		27		70		23:00			16		15		31	
11:15			45		33		78		23:15			20		11		31	
11:30			37		49		86		23:30			14		12		26	
11:45			37	162	40	149	77	311	23:45			12	62	3	41	15	103
TOTALS				1324		1508		2832	TOTALS				3185		2312		5497
SPLIT %				46.8%		53.2%		34.0%	SPLIT %				57.9%		42.1%		66.0%

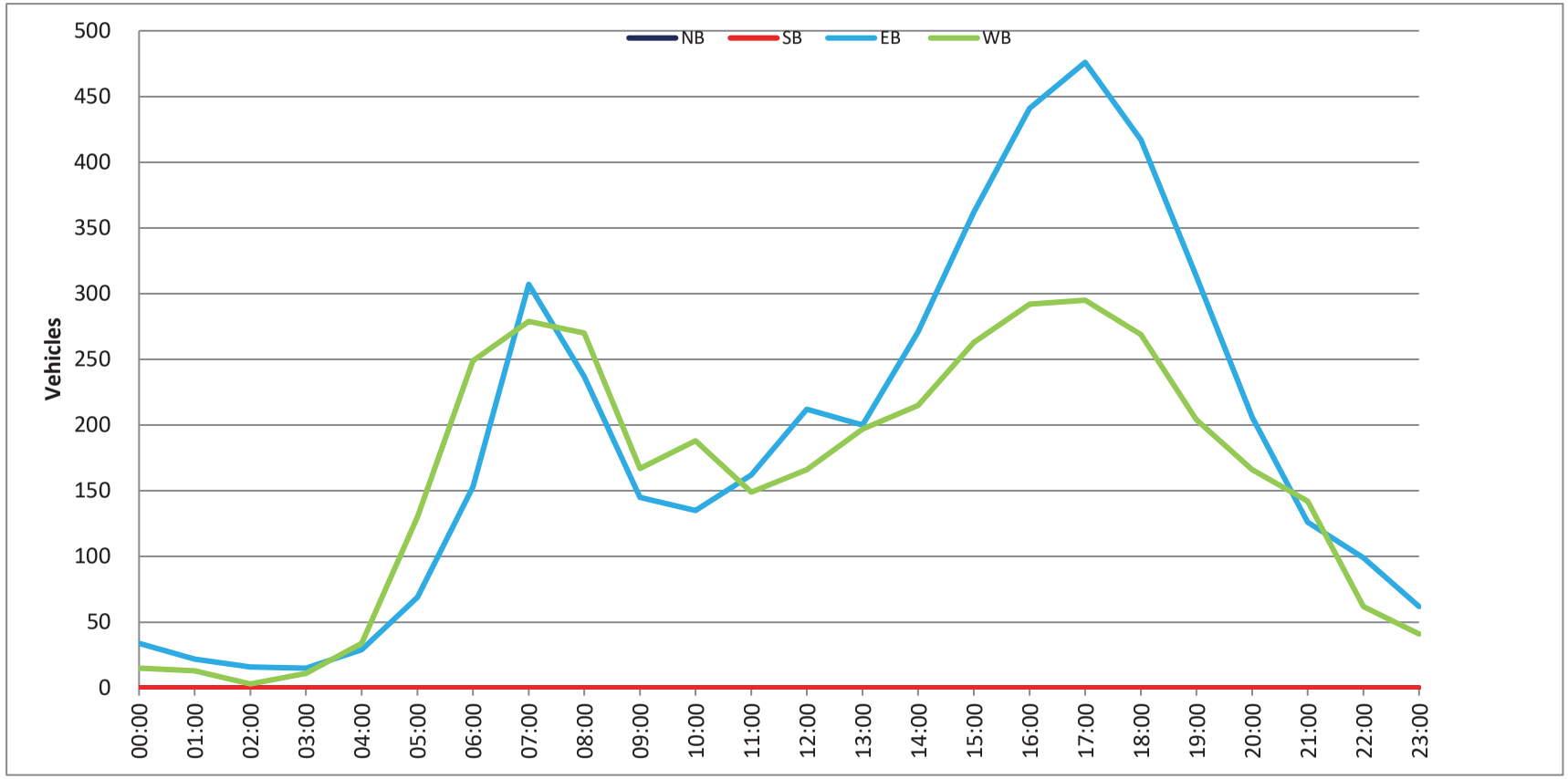
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,509	3,820	8,329

AM Peak Hour			07:30	07:00	07:30	PM Peak Hour			16:45	17:15	16:45
AM Pk Volume			322	279	588	PM Pk Volume			491	309	794
Pk Hr Factor			0.712	0.883	0.821	Pk Hr Factor			0.916	0.920	0.959
7 - 9 Volume	0	0	544	549	1093	4 - 6 Volume	0	0	917	587	1504
7 - 9 Peak Hour			07:30	07:00	07:30	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	322	279	588	4 - 6 Pk Volume	0	0	491	303	794
Pk Hr Factor	0.000	0.000	0.712	0.883	0.821	Pk Hr Factor	0.000	0.000	0.916	0.913	0.959

Prepared by NDS/ATD

Project #: CA15_4080_012 **City:** Chula Vista

Location: San Miguel Ranch Rd Bet. Proctor Valley Rd **Date:** 3/12/2015



Prepared by NDS/ATD

VOLUME

San Miguel Ranch Rd Bet. SR-125 SB Off-Ramps & SR-125 NB On-Ramps

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_013

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,916	3,548	9,464

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			17		6		23		12:00			55		28		83	
00:15			13		3		16		12:15			76		36		112	
00:30			9		2		11		12:30			69		41		110	
00:45			11	50	1	12	12	62	12:45			73	273	50	155	123	428
01:00			8		3		11		13:00			59		56		115	
01:15			8		4		12		13:15			72		32		104	
01:30			5		0		5		13:30			68		52		120	
01:45			7	28	4	11	11	39	13:45			64	263	45	185	109	448
02:00			8		0		8		14:00			79		47		126	
02:15			3		2		5		14:15			99		36		135	
02:30			6		0		6		14:30			89		47		136	
02:45			3	20	1	3	4	23	14:45			98	365	58	188	156	553
03:00			5		2		7		15:00			105		48		153	
03:15			4		0		4		15:15			124		62		186	
03:30			7		6		13		15:30			115		71		186	
03:45			4	20	0	8	4	28	15:45			135	479	64	245	199	724
04:00			9		10		19		16:00			137		66		203	
04:15			12		4		16		16:15			142		58		200	
04:30			7		7		14		16:30			181		64		245	
04:45			7	35	15	36	22	71	16:45			177	637	70	258	247	895
05:00			7		21		28		17:00			152		67		219	
05:15			13		33		46		17:15			158		79		237	
05:30			11		34		45		17:30			161		70		231	
05:45			30	61	42	130	72	191	17:45			145	616	58	274	203	890
06:00			28		63		91		18:00			121		73		194	
06:15			35		59		94		18:15			145		72		217	
06:30			44		67		111		18:30			142		54		196	
06:45			52	159	53	242	105	401	18:45			163	571	39	238	202	809
07:00			55		78		133		19:00			139		43		182	
07:15			88		50		138		19:15			97		54		151	
07:30			123		64		187		19:30			99		44		143	
07:45			88	354	83	275	171	629	19:45			84	419	45	186	129	605
08:00			82		56		138		20:00			84		36		120	
08:15			85		59		144		20:15			88		40		128	
08:30			63		74		137		20:30			70		41		111	
08:45			59	289	68	257	127	546	20:45			57	299	41	158	98	457
09:00			43		40		83		21:00			46		27		73	
09:15			54		38		92		21:15			44		38		82	
09:30			30		45		75		21:30			53		30		83	
09:45			52	179	32	155	84	334	21:45			42	185	33	128	75	313
10:00			37		45		82		22:00			46		29		75	
10:15			38		42		80		22:15			38		9		47	
10:30			44		39		83		22:30			28		11		39	
10:45			51	170	40	166	91	336	22:45			28	140	9	58	37	198
11:00			48		26		74		23:00			25		14		39	
11:15			67		34		101		23:15			27		11		38	
11:30			49		45		94		23:30			14		10		24	
11:45			54	218	37	142	91	360	23:45			20	86	3	38	23	124
TOTALS				1583		1437		3020	TOTALS				4333		2111		6444
SPLIT %				52.4%		47.6%		31.9%	SPLIT %				67.2%		32.8%		68.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,916	3,548	9,464

AM Peak Hour			07:15	07:00	07:30	PM Peak Hour			16:30	16:45	16:30
AM Pk Volume			381	275	640	PM Pk Volume			668	286	948
Pk Hr Factor			0.774	0.828	0.856	Pk Hr Factor			0.923	0.905	0.960
7 - 9 Volume	0	0	643	532	1175	4 - 6 Volume	0	0	1253	532	1785
7 - 9 Peak Hour			07:15	07:00	07:30	4 - 6 Peak Hour			16:30	16:45	16:30
7 - 9 Pk Volume	0	0	381	275	640	4 - 6 Pk Volume	0	0	668	286	948
Pk Hr Factor	0.000	0.000	0.774	0.828	0.856	Pk Hr Factor	0.000	0.000	0.923	0.905	0.960

Prepared by NDS/ATD

Project #: CA15_4080_013 **City:** Chula Vista

Location: San Miguel Ranch Rd Bet. SR-125 SB Off- **Date:** 3/12/2015

Prepared by NDS/ATD

VOLUME

San Miguel Ranch/Mountain Miguel Road Bet. SR-125 NB On-Ramps & E. H Street

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_014

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,214	4,904	10,118

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			14		7		21		12:00			49		38		87	
00:15			10		5		15		12:15			68		46		114	
00:30			7		3		10		12:30			58		53		111	
00:45			10	41	4	19	14	60	12:45			61	236	59	196	120	432
01:00			6		3		9		13:00			58		70		128	
01:15			6		3		9		13:15			74		53		127	
01:30			2		1		3		13:30			62		70		132	
01:45			6	20	5	12	11	32	13:45			63	257	59	252	122	509
02:00			7		1		8		14:00			71		62		133	
02:15			3		2		5		14:15			79		48		127	
02:30			6		1		7		14:30			87		57		144	
02:45			4	20	2	6	6	26	14:45			93	330	76	243	169	573
03:00			6		4		10		15:00			94		61		155	
03:15			2		0		2		15:15			116		81		197	
03:30			5		9		14		15:30			108		106		214	
03:45			3	16	2	15	5	31	15:45			124	442	85	333	209	775
04:00			10		8		18		16:00			123		87		210	
04:15			14		6		20		16:15			130		75		205	
04:30			6		10		16		16:30			147		85		232	
04:45			7	37	12	36	19	73	16:45			145	545	76	323	221	868
05:00			5		34		39		17:00			134		96		230	
05:15			11		37		48		17:15			130		99		229	
05:30			10		57		67		17:30			142		80		222	
05:45			24	50	66	194	90	244	17:45			129	535	90	365	219	900
06:00			25		88		113		18:00			115		88		203	
06:15			31		94		125		18:15			135		98		233	
06:30			42		99		141		18:30			117		78		195	
06:45			59	157	99	380	158	537	18:45			136	503	51	315	187	818
07:00			52		139		191		19:00			115		66		181	
07:15			74		91		165		19:15			80		63		143	
07:30			107		105		212		19:30			86		62		148	
07:45			87	320	128	463	215	783	19:45			74	355	63	254	137	609
08:00			55		69		124		20:00			78		54		132	
08:15			75		94		169		20:15			73		57		130	
08:30			71		110		181		20:30			69		62		131	
08:45			52	253	93	366	145	619	20:45			57	277	58	231	115	508
09:00			43		54		97		21:00			39		29		68	
09:15			42		64		106		21:15			33		51		84	
09:30			32		54		86		21:30			42		50		92	
09:45			38	155	46	218	84	373	21:45			40	154	43	173	83	327
10:00			27		52		79		22:00			33		39		72	
10:15			37		45		82		22:15			28		20		48	
10:30			41		49		90		22:30			26		21		47	
10:45			37	142	48	194	85	336	22:45			26	113	12	92	38	205
11:00			45		42		87		23:00			18		17		35	
11:15			63		52		115		23:15			23		10		33	
11:30			41		48		89		23:30			14		8		22	
11:45			39	188	41	183	80	371	23:45			13	68	6	41	19	109
TOTALS				1399		2086		3485	TOTALS				3815		2818		6633
SPLIT %				40.1%		59.9%		34.4%	SPLIT %				57.5%		42.5%		65.6%

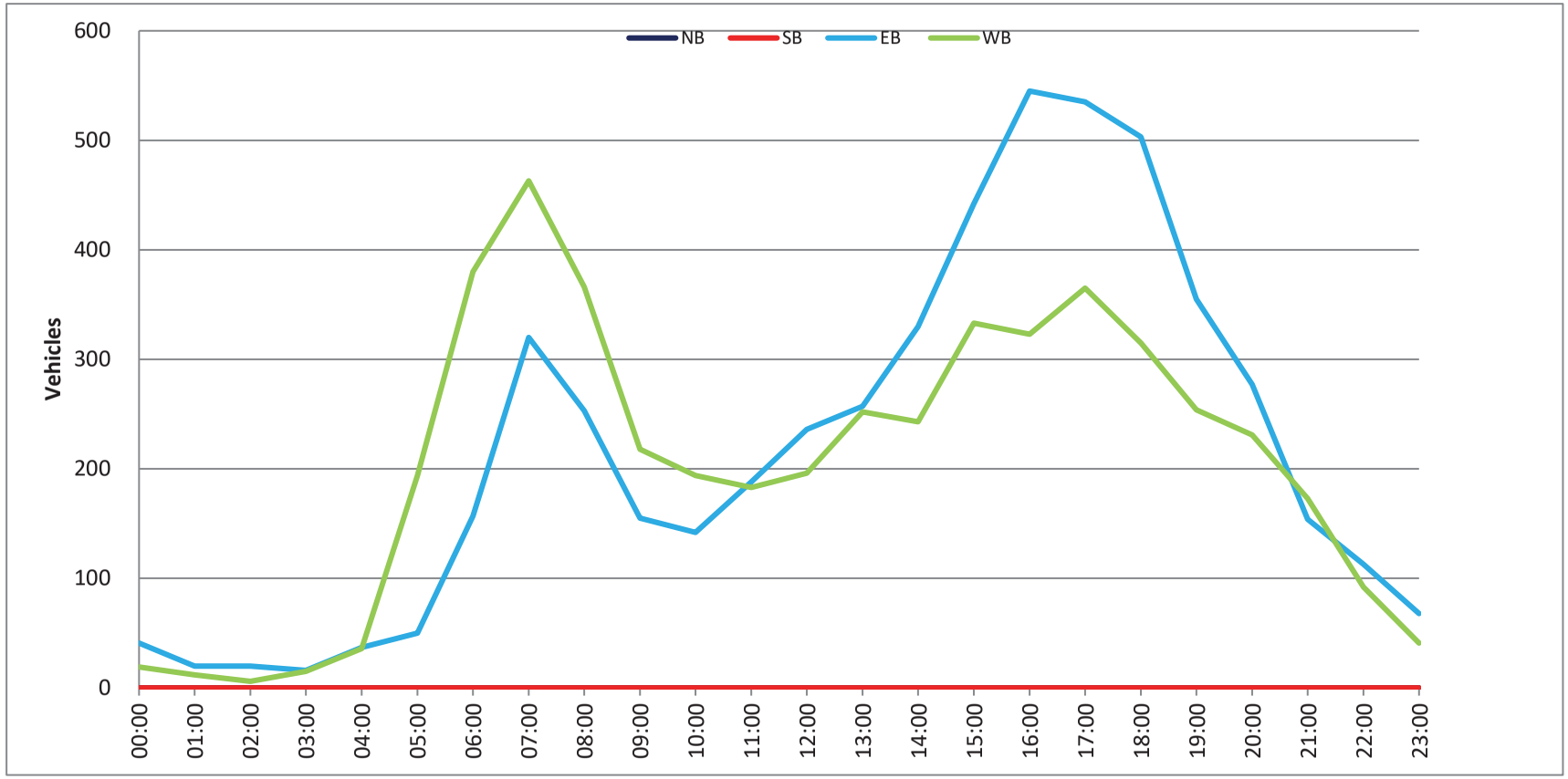
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,214	4,904	10,118

AM Peak Hour			07:30	07:00	07:00	PM Peak Hour			16:15	17:00	16:30
AM Pk Volume			324	463	783	PM Pk Volume			556	365	912
Pk Hr Factor			0.757	0.833	0.910	Pk Hr Factor			0.946	0.922	0.983
7 - 9 Volume	0	0	573	829	1402	4 - 6 Volume	0	0	1080	688	1768
7 - 9 Peak Hour			07:30	07:00	07:00	4 - 6 Peak Hour			16:15	17:00	16:30
7 - 9 Pk Volume	0	0	324	463	783	4 - 6 Pk Volume	0	0	556	365	912
Pk Hr Factor	0.000	0.000	0.757	0.833	0.910	Pk Hr Factor	0.000	0.000	0.946	0.922	0.983

Prepared by NDS/ATD

Project #: CA15_4080_014 **City:** Chula Vista

Location: San Miguel Ranch/Mountain Miguel Road **Date:** 3/12/2015



Prepared by NDS/ATD

VOLUME

Mountain Miguel Road Bet. E. H Street & Rocking Horse Drive

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_015

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,626	2,427	5,053

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			5		4		9		12:00			27		24		51	
00:15			2		1		3		12:15			28		30		58	
00:30			0		7		7		12:30			24		30		54	
00:45			5	12	1	13	6	25	12:45			34	113	20	104	54	217
01:00			4		1		5		13:00			46		31		77	
01:15			3		0		3		13:15			42		30		72	
01:30			2		2		4		13:30			56		46		102	
01:45			1	10	2	5	3	15	13:45			41	185	82	189	123	374
02:00			2		2		4		14:00			46		58		104	
02:15			0		1		1		14:15			54		31		85	
02:30			1		1		2		14:30			50		53		103	
02:45			2	5	0	4	2	9	14:45			42	192	47	189	89	381
03:00			1		0		1		15:00			48		32		80	
03:15			1		2		3		15:15			45		44		89	
03:30			2		0		2		15:30			51		43		94	
03:45			3	7	2	4	5	11	15:45			57	201	43	162	100	363
04:00			3		3		6		16:00			43		40		83	
04:15			4		0		4		16:15			56		40		96	
04:30			1		3		4		16:30			52		41		93	
04:45			4	12	4	10	8	22	16:45			65	216	53	174	118	390
05:00			3		3		6		17:00			47		54		101	
05:15			3		5		8		17:15			46		51		97	
05:30			3		10		13		17:30			63		50		113	
05:45			8	17	3	21	11	38	17:45			56	212	49	204	105	416
06:00			8		15		23		18:00			44		46		90	
06:15			14		9		23		18:15			56		59		115	
06:30			39		20		59		18:30			46		35		81	
06:45			88	149	33	77	121	226	18:45			54	200	36	176	90	376
07:00			46		40		86		19:00			58		55		113	
07:15			32		48		80		19:15			49		36		85	
07:30			50		34		84		19:30			21		31		52	
07:45			66	194	25	147	91	341	19:45			27	155	36	158	63	313
08:00			54		39		93		20:00			39		39		78	
08:15			49		57		106		20:15			29		35		64	
08:30			57		112		169		20:30			32		21		53	
08:45			30	190	61	269	91	459	20:45			25	125	29	124	54	249
09:00			32		28		60		21:00			9		34		43	
09:15			24		26		50		21:15			16		25		41	
09:30			34		21		55		21:30			11		11		22	
09:45			18	108	15	90	33	198	21:45			11	47	15	85	26	132
10:00			28		26		54		22:00			13		16		29	
10:15			36		14		50		22:15			9		10		19	
10:30			28		17		45		22:30			9		15		24	
10:45			29	121	21	78	50	199	22:45			11	42	7	48	18	90
11:00			27		23		50		23:00			4		6		10	
11:15			20		16		36		23:15			4		4		8	
11:30			25		18		43		23:30			5		6		11	
11:45			25	97	20	77	45	174	23:45			3	16	3	19	6	35
TOTALS				922		795		1717	TOTALS				1704		1632		3336
SPLIT %				53.7%		46.3%		34.0%	SPLIT %				51.1%		48.9%		66.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,626	2,427	5,053

AM Peak Hour			07:45	08:00	07:45	PM Peak Hour			16:45	13:45	16:45
AM Pk Volume			226	269	459	PM Pk Volume			221	224	429
Pk Hr Factor			0.856	0.600	0.679	Pk Hr Factor			0.850	0.683	0.909
7 - 9 Volume	0	0	384	416	800	4 - 6 Volume	0	0	428	378	806
7 - 9 Peak Hour			07:45	08:00	07:45	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	226	269	459	4 - 6 Pk Volume	0	0	221	208	429
Pk Hr Factor	0.000	0.000	0.856	0.600	0.679	Pk Hr Factor	0.000	0.000	0.850	0.963	0.909

Prepared by NDS/ATD

Project #: CA15_4080_015 **City:** Chula Vista

Location: Mountain Miguel Road Bet. E. H Street & **Date:** 3/12/2015

Prepared by NDS/ATD

VOLUME

Mountain Miguel Road Bet. E. H Street & Rocking Horse Drive

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_015

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,626	2,427	5,053

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			5		4		9		12:00			27		24		51	
00:15			2		1		3		12:15			28		30		58	
00:30			0		7		7		12:30			24		30		54	
00:45			5	12	1	13	6	25	12:45			34	113	20	104	54	217
01:00			4		1		5		13:00			46		31		77	
01:15			3		0		3		13:15			42		30		72	
01:30			2		2		4		13:30			56		46		102	
01:45			1	10	2	5	3	15	13:45			41	185	82	189	123	374
02:00			2		2		4		14:00			46		58		104	
02:15			0		1		1		14:15			54		31		85	
02:30			1		1		2		14:30			50		53		103	
02:45			2	5	0	4	2	9	14:45			42	192	47	189	89	381
03:00			1		0		1		15:00			48		32		80	
03:15			1		2		3		15:15			45		44		89	
03:30			2		0		2		15:30			51		43		94	
03:45			3	7	2	4	5	11	15:45			57	201	43	162	100	363
04:00			3		3		6		16:00			43		40		83	
04:15			4		0		4		16:15			56		40		96	
04:30			1		3		4		16:30			52		41		93	
04:45			4	12	4	10	8	22	16:45			65	216	53	174	118	390
05:00			3		3		6		17:00			47		54		101	
05:15			3		5		8		17:15			46		51		97	
05:30			3		10		13		17:30			63		50		113	
05:45			8	17	3	21	11	38	17:45			56	212	49	204	105	416
06:00			8		15		23		18:00			44		46		90	
06:15			14		9		23		18:15			56		59		115	
06:30			39		20		59		18:30			46		35		81	
06:45			88	149	33	77	121	226	18:45			54	200	36	176	90	376
07:00			46		40		86		19:00			58		55		113	
07:15			32		48		80		19:15			49		36		85	
07:30			50		34		84		19:30			21		31		52	
07:45			66	194	25	147	91	341	19:45			27	155	36	158	63	313
08:00			54		39		93		20:00			39		39		78	
08:15			49		57		106		20:15			29		35		64	
08:30			57		112		169		20:30			32		21		53	
08:45			30	190	61	269	91	459	20:45			25	125	29	124	54	249
09:00			32		28		60		21:00			9		34		43	
09:15			24		26		50		21:15			16		25		41	
09:30			34		21		55		21:30			11		11		22	
09:45			18	108	15	90	33	198	21:45			11	47	15	85	26	132
10:00			28		26		54		22:00			13		16		29	
10:15			36		14		50		22:15			9		10		19	
10:30			28		17		45		22:30			9		15		24	
10:45			29	121	21	78	50	199	22:45			11	42	7	48	18	90
11:00			27		23		50		23:00			4		6		10	
11:15			20		16		36		23:15			4		4		8	
11:30			25		18		43		23:30			5		6		11	
11:45			25	97	20	77	45	174	23:45			3	16	3	19	6	35
TOTALS				922		795		1717	TOTALS				1704		1632		3336
SPLIT %				53.7%		46.3%		34.0%	SPLIT %				51.1%		48.9%		66.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,626	2,427	5,053

AM Peak Hour			07:45	08:00	07:45	PM Peak Hour			16:45	13:45	16:45
AM Pk Volume			226	269	459	PM Pk Volume			221	224	429
Pk Hr Factor			0.856	0.600	0.679	Pk Hr Factor			0.850	0.683	0.909
7 - 9 Volume	0	0	384	416	800	4 - 6 Volume	0	0	428	378	806
7 - 9 Peak Hour			07:45	08:00	07:45	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	226	269	459	4 - 6 Pk Volume	0	0	221	208	429
Pk Hr Factor	0.000	0.000	0.856	0.600	0.679	Pk Hr Factor	0.000	0.000	0.850	0.963	0.909

Prepared by NDS/ATD

Project #: CA15_4080_015 **City:** Chula Vista

Location: Mountain Miguel Road Bet. E. H Street & **Date:** 3/12/2015

Prepared by NDS/ATD

VOLUME

E. H Street Bet. Hilltop Drive & 805 SB On-Off Ramp

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_016

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,968	21,135	40,103

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			40		41		81		12:00			346		305		651	
00:15			35		35		70		12:15			304		314		618	
00:30			31		26		57		12:30			300		337		637	
00:45			27	133	21	123	48	256	12:45			266	1216	343	1299	609	2515
01:00			23		22		45		13:00			282		351		633	
01:15			18		10		28		13:15			316		345		661	
01:30			31		17		48		13:30			337		360		697	
01:45			20	92	13	62	33	154	13:45			324	1259	343	1399	667	2658
02:00			8		21		29		14:00			289		358		647	
02:15			13		12		25		14:15			287		368		655	
02:30			16		6		22		14:30			339		438		777	
02:45			8	45	14	53	22	98	14:45			361	1276	437	1601	798	2877
03:00			8		12		20		15:00			356		406		762	
03:15			14		12		26		15:15			378		396		774	
03:30			17		11		28		15:30			373		380		753	
03:45			18	57	20	55	38	112	15:45			373	1480	437	1619	810	3099
04:00			20		14		34		16:00			365		368		733	
04:15			24		13		37		16:15			365		365		730	
04:30			33		22		55		16:30			396		395		791	
04:45			39	116	36	85	75	201	16:45			390	1516	351	1479	741	2995
05:00			42		39		81		17:00			419		359		778	
05:15			74		37		111		17:15			359		374		733	
05:30			85		77		162		17:30			377		365		742	
05:45			95	296	116	269	211	565	17:45			341	1496	375	1473	716	2969
06:00			136		146		282		18:00			322		370		692	
06:15			157		168		325		18:15			304		335		639	
06:30			191		189		380		18:30			280		270		550	
06:45			199	683	260	763	459	1446	18:45			295	1201	344	1319	639	2520
07:00			210		326		536		19:00			281		269		550	
07:15			291		446		737		19:15			251		283		534	
07:30			331		424		755		19:30			228		258		486	
07:45			290	1122	446	1642	736	2764	19:45			251	1011	255	1065	506	2076
08:00			304		413		717		20:00			243		217		460	
08:15			302		355		657		20:15			201		173		374	
08:30			235		311		546		20:30			200		171		371	
08:45			227	1068	368	1447	595	2515	20:45			193	837	166	727	359	1564
09:00			219		287		506		21:00			180		163		343	
09:15			224		273		497		21:15			170		159		329	
09:30			219		258		477		21:30			134		139		273	
09:45			257	919	289	1107	546	2026	21:45			121	605	126	587	247	1192
10:00			233		268		501		22:00			105		127		232	
10:15			217		273		490		22:15			96		99		195	
10:30			268		295		563		22:30			81		72		153	
10:45			217	935	297	1133	514	2068	22:45			59	341	90	388	149	729
11:00			209		305		514		23:00			64		74		138	
11:15			296		289		585		23:15			41		60		101	
11:30			288		296		584		23:30			44		49		93	
11:45			291	1084	317	1207	608	2291	23:45			31	180	50	233	81	413
TOTALS				6550		7946		14496	TOTALS				12418		13189		25607
SPLIT %				45.2%		54.8%		36.1%	SPLIT %				48.5%		51.5%		63.9%

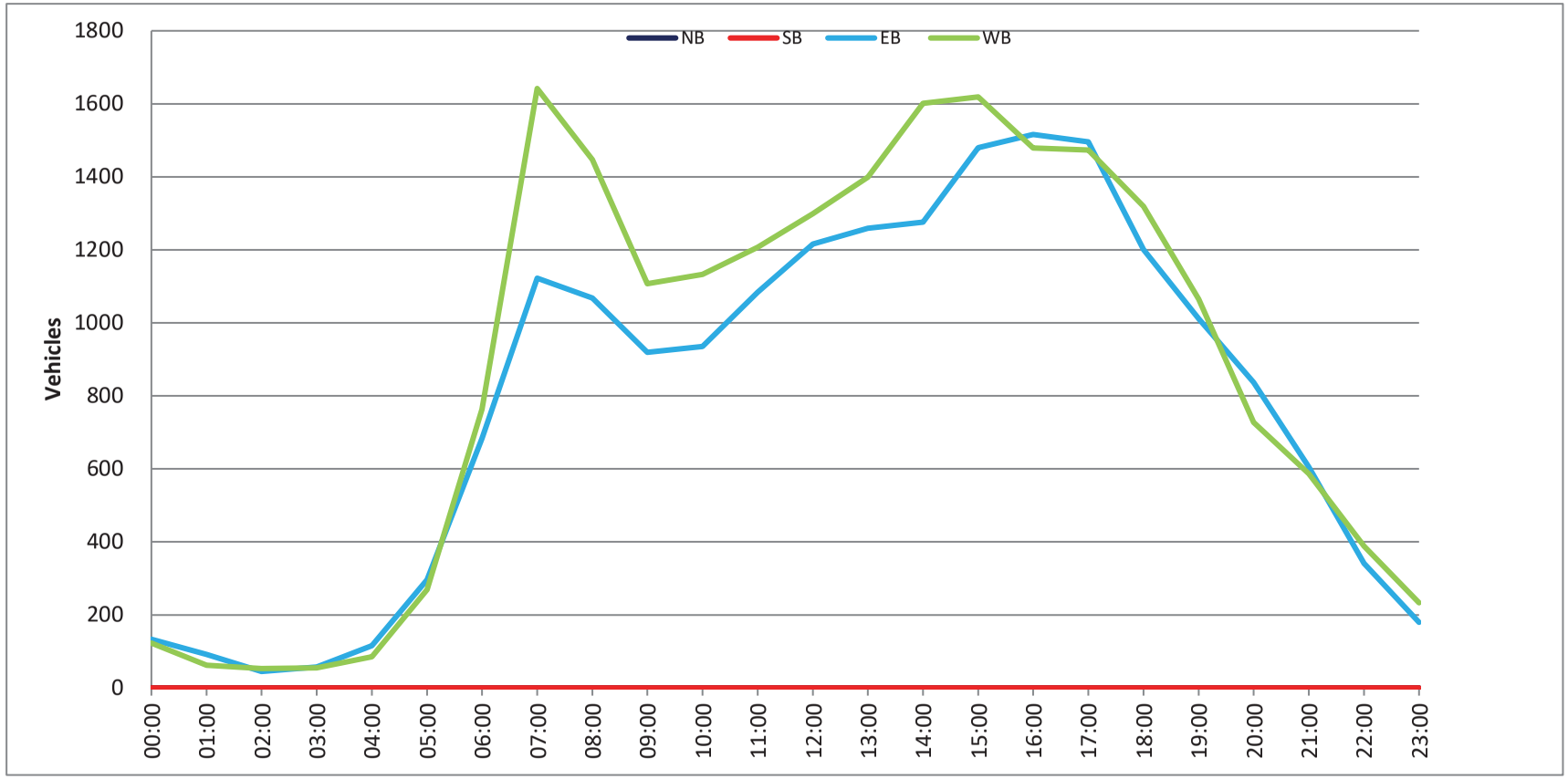
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,968	21,135	40,103

AM Peak Hour			11:45	07:15	07:15	PM Peak Hour			16:15	14:30	14:30
AM Pk Volume			1241	1729	2945	PM Pk Volume			1570	1677	3111
Pk Hr Factor			0.897	0.969	0.975	Pk Hr Factor			0.937	0.957	0.975
7 - 9 Volume	0	0	2190	3089	5279	4 - 6 Volume	0	0	3012	2952	5964
7 - 9 Peak Hour			07:30	07:15	07:15	4 - 6 Peak Hour			16:15	16:00	16:30
7 - 9 Pk Volume	0	0	1227	1729	2945	4 - 6 Pk Volume	0	0	1570	1479	3043
Pk Hr Factor	0.000	0.000	0.927	0.969	0.975	Pk Hr Factor	0.000	0.000	0.937	0.936	0.962

Prepared by NDS/ATD

Project #: CA15_4080_016 **City:** Chula Vista

Location: E. H Street Bet. Hilltop Drive & 805 SB On- **Date:** 3/12/2015



Prepared by NDS/ATD

VOLUME

E. H Street Bet. 805 SB On-Off Ramp & 805 NB On-Off Ramp

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_017

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	33,536	18,654	52,190

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			76		38		114		12:00			511		261		772	
00:15			87		42		129		12:15			506		287		793	
00:30			71		24		95		12:30			499		327		826	
00:45			61	295	14	118	75	413	12:45			466	1982	291	1166	757	3148
01:00			48		13		61		13:00			486		309		795	
01:15			50		13		63		13:15			516		304		820	
01:30			47		17		64		13:30			537		330		867	
01:45			41	186	21	64	62	250	13:45			550	2089	289	1232	839	3321
02:00			34		12		46		14:00			522		315		837	
02:15			35		7		42		14:15			552		342		894	
02:30			38		7		45		14:30			555		356		911	
02:45			26	133	9	35	35	168	14:45			619	2248	385	1398	1004	3646
03:00			19		15		34		15:00			626		317		943	
03:15			23		6		29		15:15			670		327		997	
03:30			28		4		32		15:30			673		339		1012	
03:45			31	101	13	38	44	139	15:45			706	2675	351	1334	1057	4009
04:00			27		7		34		16:00			723		339		1062	
04:15			41		16		57		16:15			747		331		1078	
04:30			41		18		59		16:30			727		319		1046	
04:45			51	160	35	76	86	236	16:45			758	2955	316	1305	1074	4260
05:00			48		26		74		17:00			718		351		1069	
05:15			79		58		137		17:15			773		304		1077	
05:30			102		70		172		17:30			741		298		1039	
05:45			149	378	99	253	248	631	17:45			764	2996	304	1257	1068	4253
06:00			156		125		281		18:00			630		292		922	
06:15			198		147		345		18:15			632		255		887	
06:30			238		163		401		18:30			586		241		827	
06:45			279	871	218	653	497	1524	18:45			598	2446	277	1065	875	3511
07:00			323		260		583		19:00			551		272		823	
07:15			405		362		767		19:15			518		242		760	
07:30			523		466		989		19:30			460		249		709	
07:45			463	1714	351	1439	814	3153	19:45			401	1930	223	986	624	2916
08:00			425		351		776		20:00			394		222		616	
08:15			411		316		727		20:15			369		190		559	
08:30			424		282		706		20:30			340		197		537	
08:45			396	1656	314	1263	710	2919	20:45			370	1473	186	795	556	2268
09:00			387		246		633		21:00			332		152		484	
09:15			404		245		649		21:15			301		163		464	
09:30			363		231		594		21:30			265		145		410	
09:45			426	1580	230	952	656	2532	21:45			237	1135	120	580	357	1715
10:00			387		246		633		22:00			209		107		316	
10:15			361		237		598		22:15			217		101		318	
10:30			377		243		620		22:30			139		66		205	
10:45			416	1541	272	998	688	2539	22:45			144	709	71	345	215	1054
11:00			394		274		668		23:00			140		56		196	
11:15			443		297		740		23:15			99		53		152	
11:30			510		265		775		23:30			96		38		134	
11:45			503	1850	269	1105	772	2955	23:45			98	433	50	197	148	630
TOTALS				10465		6994		17459	TOTALS				23071		11660		34731
SPLIT %				59.9%		40.1%		33.5%	SPLIT %				66.4%		33.6%		66.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	33,536	18,654	52,190

AM Peak Hour			11:30	07:15	07:15	PM Peak Hour			17:00	14:15	16:15
AM Pk Volume			2030	1530	3346	PM Pk Volume			2996	1400	4267
Pk Hr Factor			0.993	0.821	0.846	Pk Hr Factor			0.969	0.909	0.990
7 - 9 Volume	0	0	3370	2702	6072	4 - 6 Volume	0	0	5951	2562	8513
7 - 9 Peak Hour			07:30	07:15	07:15	4 - 6 Peak Hour			17:00	16:15	16:15
7 - 9 Pk Volume	0	0	1822	1530	3346	4 - 6 Pk Volume	0	0	2996	1317	4267
Pk Hr Factor	0.000	0.000	0.871	0.821	0.846	Pk Hr Factor	0.000	0.000	0.969	0.938	0.990

Prepared by NDS/ATD

Project #: CA15_4080_017 **City:** Chula Vista

Location: E. H Street Bet. 805 SB On-Off Ramp & 805 **Date:** 3/12/2015

Prepared by NDS/ATD

VOLUME

E. H Street Bet. 805 On-Off Ramp & Terra Nova Drive

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_018

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	25,574	26,715	52,289

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			67		68		135		12:00			322		340		662	
00:15			65		62		127		12:15			378		375		753	
00:30			49		41		90		12:30			336		408		744	
00:45			50	231	26	197	76	428	12:45			323	1359	377	1500	700	2859
01:00			43		17		60		13:00			376		408		784	
01:15			39		24		63		13:15			382		399		781	
01:30			35		15		50		13:30			368		409		777	
01:45			32	149	28	84	60	233	13:45			357	1483	361	1577	718	3060
02:00			24		17		41		14:00			401		385		786	
02:15			32		20		52		14:15			411		363		774	
02:30			25		19		44		14:30			364		430		794	
02:45			23	104	16	72	39	176	14:45			460	1636	463	1641	923	3277
03:00			14		23		37		15:00			460		401		861	
03:15			21		19		40		15:15			530		430		960	
03:30			20		21		41		15:30			401		455		856	
03:45			32	87	27	90	59	177	15:45			509	1900	406	1692	915	3592
04:00			20		44		64		16:00			583		425		1008	
04:15			24		45		69		16:15			608		409		1017	
04:30			24		74		98		16:30			624		422		1046	
04:45			40	108	111	274	151	382	16:45			670	2485	380	1636	1050	4121
05:00			27		161		188		17:00			586		469		1055	
05:15			45		219		264		17:15			642		400		1042	
05:30			46		265		311		17:30			671		380		1051	
05:45			87	205	275	920	362	1125	17:45			653	2552	365	1614	1018	4166
06:00			78		417		495		18:00			536		377		913	
06:15			108		380		488		18:15			458		372		830	
06:30			149		403		552		18:30			488		345		833	
06:45			203	538	448	1648	651	2186	18:45			432	1914	336	1430	768	3344
07:00			198		473		671		19:00			480		344		824	
07:15			355		516		871		19:15			427		291		718	
07:30			514		559		1073		19:30			332		307		639	
07:45			451	1518	508	2056	959	3574	19:45			324	1563	268	1210	592	2773
08:00			304		563		867		20:00			269		295		564	
08:15			293		486		779		20:15			323		266		589	
08:30			320		463		783		20:30			250		247		497	
08:45			352	1269	457	1969	809	3238	20:45			295	1137	270	1078	565	2215
09:00			280		398		678		21:00			240		227		467	
09:15			300		422		722		21:15			241		221		462	
09:30			243		387		630		21:30			224		209		433	
09:45			300	1123	333	1540	633	2663	21:45			175	880	132	789	307	1669
10:00			262		350		612		22:00			182		129		311	
10:15			242		341		583		22:15			165		117		282	
10:30			284		375		659		22:30			117		105		222	
10:45			267	1055	379	1445	646	2500	22:45			123	587	88	439	211	1026
11:00			279		435		714		23:00			98		73		171	
11:15			349		363		712		23:15			88		70		158	
11:30			360		386		746		23:30			74		62		136	
11:45			358	1346	359	1543	717	2889	23:45			85	345	66	271	151	616
TOTALS				7733		11838		19571	TOTALS				17841		14877		32718
SPLIT %				39.5%		60.5%		37.4%	SPLIT %				54.5%		45.5%		62.6%

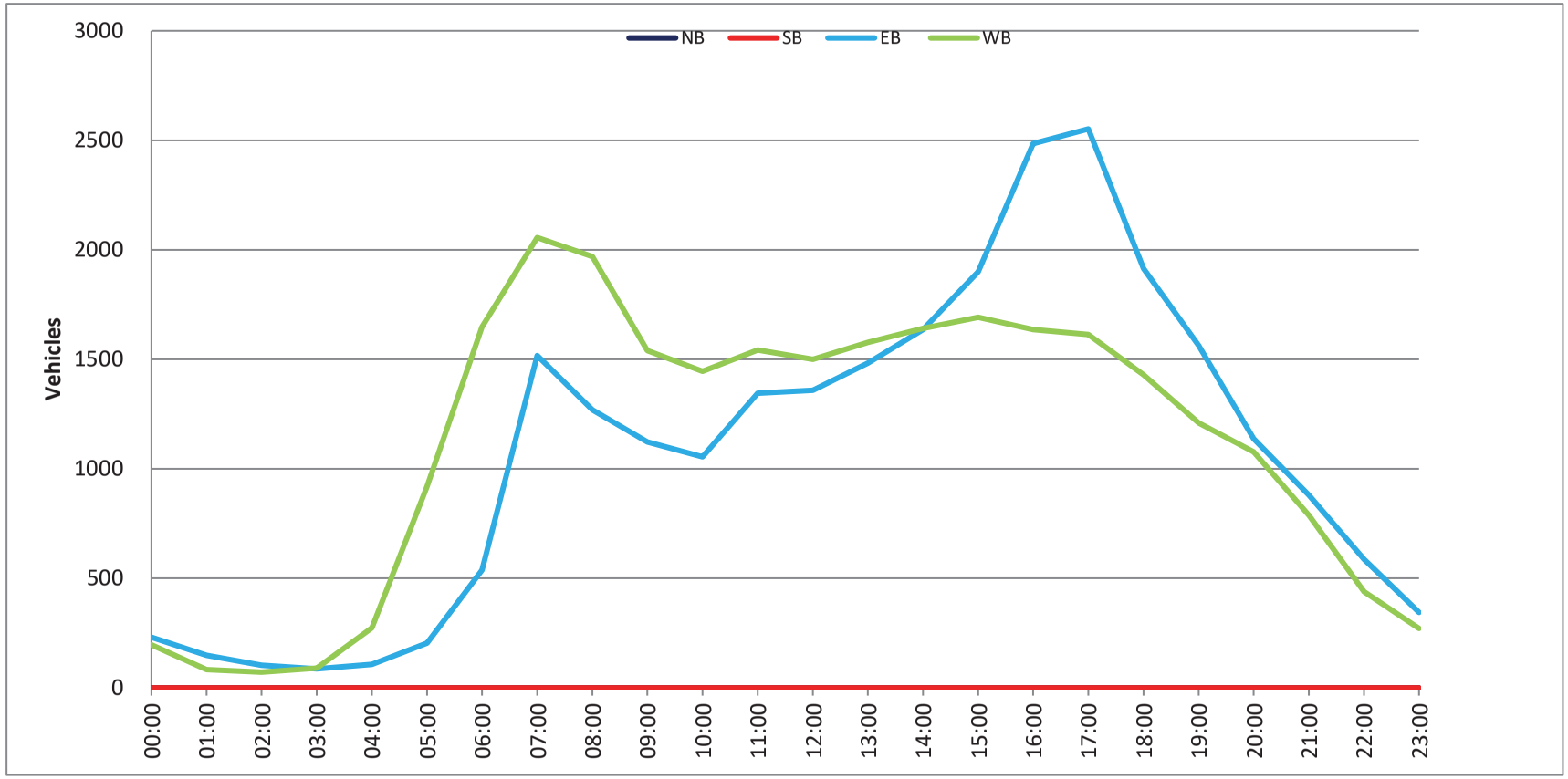
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	25,574	26,715	52,289

AM Peak Hour			07:15	07:15	07:15	PM Peak Hour			16:45	14:45	16:45
AM Pk Volume			1624	2146	3770	PM Pk Volume			2569	1749	4198
Pk Hr Factor			0.790	0.953	0.878	Pk Hr Factor			0.957	0.944	0.995
7 - 9 Volume	0	0	2787	4025	6812	4 - 6 Volume	0	0	5037	3250	8287
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			16:45	16:15	16:45
7 - 9 Pk Volume	0	0	1624	2146	3770	4 - 6 Pk Volume	0	0	2569	1680	4198
Pk Hr Factor	0.000	0.000	0.790	0.953	0.878	Pk Hr Factor	0.000	0.000	0.957	0.896	0.995

Prepared by NDS/ATD

Project #: CA15_4080_018 **City:** Chula Vista

Location: E. H Street Bet. 805 On-Off Ramp & Terra **Date:** 3/12/2015



Prepared by NDS/ATD

VOLUME

E. H Street Bet. Terra Nova Drive & Del Rey Blvd

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_019

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	25,250	24,698	49,948

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			61		61		122		12:00			313		316		629	
00:15			52		57		109		12:15			361		356		717	
00:30			49		34		83		12:30			350		373		723	
00:45			45	207	27	179	72	386	12:45			337	1361	342	1387	679	2748
01:00			42		19		61		13:00			384		387		771	
01:15			31		19		50		13:15			418		363		781	
01:30			30		11		41		13:30			375		395		770	
01:45			29	132	28	77	57	209	13:45			379	1556	375	1520	754	3076
02:00			21		14		35		14:00			374		337		711	
02:15			29		19		48		14:15			449		328		777	
02:30			23		18		41		14:30			419		434		853	
02:45			20	93	14	65	34	158	14:45			451	1693	393	1492	844	3185
03:00			12		18		30		15:00			498		376		874	
03:15			20		14		34		15:15			497		385		882	
03:30			16		17		33		15:30			437		432		869	
03:45			28	76	21	70	49	146	15:45			478	1910	378	1571	856	3481
04:00			19		40		59		16:00			577		364		941	
04:15			23		36		59		16:15			558		390		948	
04:30			23		67		90		16:30			630		414		1044	
04:45			37	102	93	236	130	338	16:45			564	2329	394	1562	958	3891
05:00			23		143		166		17:00			554		464		1018	
05:15			41		192		233		17:15			592		352		944	
05:30			49		220		269		17:30			633		361		994	
05:45			79	192	244	799	323	991	17:45			623	2402	367	1544	990	3946
06:00			79		315		394		18:00			521		312		833	
06:15			102		351		453		18:15			458		361		819	
06:30			151		354		505		18:30			484		323		807	
06:45			228	560	402	1422	630	1982	18:45			420	1883	325	1321	745	3204
07:00			223		438		661		19:00			451		320		771	
07:15			345		476		821		19:15			433		274		707	
07:30			539		501		1040		19:30			354		275		629	
07:45			472	1579	512	1927	984	3506	19:45			326	1564	259	1128	585	2692
08:00			289		538		827		20:00			294		258		552	
08:15			293		465		758		20:15			286		258		544	
08:30			291		439		730		20:30			275		248		523	
08:45			328	1201	442	1884	770	3085	20:45			283	1138	253	1017	536	2155
09:00			264		344		608		21:00			247		190		437	
09:15			287		359		646		21:15			251		218		469	
09:30			256		348		604		21:30			213		166		379	
09:45			269	1076	306	1357	575	2433	21:45			193	904	121	695	314	1599
10:00			276		314		590		22:00			166		126		292	
10:15			248		316		564		22:15			162		105		267	
10:30			290		346		636		22:30			113		95		208	
10:45			272	1086	367	1343	639	2429	22:45			118	559	86	412	204	971
11:00			248		402		650		23:00			92		65		157	
11:15			369		381		750		23:15			86		61		147	
11:30			329		321		650		23:30			65		66		131	
11:45			381	1327	333	1437	714	2764	23:45			77	320	61	253	138	573
TOTALS				7631		10796		18427	TOTALS				17619		13902		31521
SPLIT %				41.4%		58.6%		36.9%	SPLIT %				55.9%		44.1%		63.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	25,250	24,698	49,948

AM Peak Hour			07:15	07:15	07:15	PM Peak Hour			17:00	16:15	16:15
AM Pk Volume			1645	2027	3672	PM Pk Volume			2402	1662	3968
Pk Hr Factor			0.763	0.942	0.883	Pk Hr Factor			0.949	0.895	0.950
7 - 9 Volume	0	0	2780	3811	6591	4 - 6 Volume	0	0	4731	3106	7837
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			17:00	16:15	16:15
7 - 9 Pk Volume	0	0	1645	2027	3672	4 - 6 Pk Volume	0	0	2402	1662	3968
Pk Hr Factor	0.000	0.000	0.763	0.942	0.883	Pk Hr Factor	0.000	0.000	0.949	0.895	0.950

Prepared by NDS/ATD

Project #: CA15_4080_019 **City:** Chula Vista

Location: E. H Street Bet. Terra Nova Drive & Del Rey **Date:** 3/12/2015

Prepared by NDS/ATD

VOLUME

E. H Street Bet. Del Rey Blvd & Paseo Del Rey

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_020

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	23,781	23,543	47,324

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			49		62		111		12:00			314		299		613	
00:15			54		55		109		12:15			323		335		658	
00:30			45		34		79		12:30			327		340		667	
00:45			34	182	25	176	59	358	12:45			319	1283	329	1303	648	2586
01:00			35		20		55		13:00			374		351		725	
01:15			26		17		43		13:15			366		384		750	
01:30			23		9		32		13:30			355		385		740	
01:45			26	110	27	73	53	183	13:45			371	1466	338	1458	709	2924
02:00			15		13		28		14:00			368		334		702	
02:15			25		16		41		14:15			388		348		736	
02:30			18		16		34		14:30			403		409		812	
02:45			22	80	14	59	36	139	14:45			438	1597	402	1493	840	3090
03:00			13		10		23		15:00			443		352		795	
03:15			17		12		29		15:15			486		373		859	
03:30			16		17		33		15:30			433		416		849	
03:45			23	69	26	65	49	134	15:45			475	1837	356	1497	831	3334
04:00			19		43		62		16:00			518		370		888	
04:15			23		33		56		16:15			530		367		897	
04:30			19		61		80		16:30			571		369		940	
04:45			34	95	85	222	119	317	16:45			543	2162	373	1479	916	3641
05:00			20		129		149		17:00			569		470		1039	
05:15			41		183		224		17:15			551		353		904	
05:30			43		211		254		17:30			594		354		948	
05:45			83	187	227	750	310	937	17:45			594	2308	358	1535	952	3843
06:00			79		302		381		18:00			470		324		794	
06:15			95		294		389		18:15			456		345		801	
06:30			134		317		451		18:30			426		334		760	
06:45			211	519	330	1243	541	1762	18:45			404	1756	324	1327	728	3083
07:00			242		397		639		19:00			431		297		728	
07:15			338		429		767		19:15			385		301		686	
07:30			506		444		950		19:30			345		260		605	
07:45			423	1509	413	1683	836	3192	19:45			322	1483	257	1115	579	2598
08:00			265		476		741		20:00			277		270		547	
08:15			291		412		703		20:15			271		239		510	
08:30			292		362		654		20:30			260		252		512	
08:45			288	1136	452	1702	740	2838	20:45			250	1058	244	1005	494	2063
09:00			247		335		582		21:00			217		203		420	
09:15			305		343		648		21:15			221		210		431	
09:30			248		342		590		21:30			185		164		349	
09:45			271	1071	304	1324	575	2395	21:45			158	781	117	694	275	1475
10:00			257		319		576		22:00			143		131		274	
10:15			261		275		536		22:15			140		99		239	
10:30			250		324		574		22:30			105		101		206	
10:45			271	1039	360	1278	631	2317	22:45			100	488	81	412	181	900
11:00			268		400		668		23:00			80		60		140	
11:15			330		353		683		23:15			79		56		135	
11:30			331		334		665		23:30			59		60		119	
11:45			354	1283	329	1416	683	2699	23:45			64	282	58	234	122	516
TOTALS				7280		9991		17271	TOTALS				16501		13552		30053
SPLIT %				42.2%		57.8%		36.5%	SPLIT %				54.9%		45.1%		63.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	23,781	23,543	47,324

AM Peak Hour			07:15	07:15	07:15	PM Peak Hour			17:00	16:15	17:00
AM Pk Volume			1532	1762	3294	PM Pk Volume			2308	1579	3843
Pk Hr Factor			0.757	0.925	0.867	Pk Hr Factor			0.971	0.840	0.925
7 - 9 Volume	0	0	2645	3385	6030	4 - 6 Volume	0	0	4470	3014	7484
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			17:00	16:15	17:00
7 - 9 Pk Volume	0	0	1532	1762	3294	4 - 6 Pk Volume	0	0	2308	1579	3843
Pk Hr Factor	0.000	0.000	0.757	0.925	0.867	Pk Hr Factor	0.000	0.000	0.971	0.840	0.925

Prepared by NDS/ATD

Project #: CA15_4080_020 **City:** Chula Vista

Location: E. H Street Bet. Del Rey Blvd & Paseo Del **Date:** 3/12/2015

Prepared by NDS/ATD

VOLUME

E. H Street Bet. Paseo del Rey & Paseo Ranchero

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_021

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	22,670	22,063	44,733

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			44		22		66		12:00			284		332		616	
00:15			54		25		79		12:15			332		316		648	
00:30			44		12		56		12:30			314		306		620	
00:45			30	172	16	75	46	247	12:45			338	1268	335	1289	673	2557
01:00			26		9		35		13:00			336		380		716	
01:15			21		10		31		13:15			370		342		712	
01:30			20		8		28		13:30			348		379		727	
01:45			25	92	15	42	40	134	13:45			341	1395	313	1414	654	2809
02:00			11		16		27		14:00			355		297		652	
02:15			23		12		35		14:15			392		329		721	
02:30			17		10		27		14:30			399		365		764	
02:45			20	71	14	52	34	123	14:45			415	1561	348	1339	763	2900
03:00			12		8		20		15:00			377		356		733	
03:15			15		14		29		15:15			517		349		866	
03:30			17		21		38		15:30			421		386		807	
03:45			24	68	21	64	45	132	15:45			389	1704	333	1424	722	3128
04:00			17		37		54		16:00			453		357		810	
04:15			26		35		61		16:15			466		339		805	
04:30			15		78		93		16:30			516		395		911	
04:45			34	92	92	242	126	334	16:45			469	1904	344	1435	813	3339
05:00			22		112		134		17:00			563		382		945	
05:15			39		185		224		17:15			519		382		901	
05:30			43		186		229		17:30			569		343		912	
05:45			68	172	211	694	279	866	17:45			488	2139	358	1465	846	3604
06:00			87		254		341		18:00			434		326		760	
06:15			94		251		345		18:15			433		328		761	
06:30			141		266		407		18:30			426		318		744	
06:45			229	551	306	1077	535	1628	18:45			389	1682	325	1297	714	2979
07:00			208		386		594		19:00			379		318		697	
07:15			246		392		638		19:15			390		316		706	
07:30			417		446		863		19:30			352		233		585	
07:45			482	1353	488	1712	970	3065	19:45			295	1416	234	1101	529	2517
08:00			291		512		803		20:00			266		242		508	
08:15			272		400		672		20:15			255		200		455	
08:30			285		359		644		20:30			230		187		417	
08:45			323	1171	410	1681	733	2852	20:45			235	986	180	809	415	1795
09:00			274		328		602		21:00			211		163		374	
09:15			326		319		645		21:15			203		160		363	
09:30			244		320		564		21:30			170		106		276	
09:45			269	1113	317	1284	586	2397	21:45			149	733	83	512	232	1245
10:00			253		349		602		22:00			130		97		227	
10:15			244		284		528		22:15			135		86		221	
10:30			265		336		601		22:30			86		60		146	
10:45			260	1022	368	1337	628	2359	22:45			102	453	64	307	166	760
11:00			302		364		666		23:00			72		44		116	
11:15			295		322		617		23:15			66		37		103	
11:30			316		327		643		23:30			55		30		85	
11:45			378	1291	262	1275	640	2566	23:45			68	261	25	136	93	397
TOTALS				7168		9535		16703	TOTALS				15502		12528		28030
SPLIT %				42.9%		57.1%		37.3%	SPLIT %				55.3%		44.7%		62.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	22,670	22,063	44,733

AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			17:00	16:30	17:00
AM Pk Volume			1462	1846	3308	PM Pk Volume			2139	1503	3604
Pk Hr Factor			0.758	0.901	0.853	Pk Hr Factor			0.940	0.951	0.953
7 - 9 Volume	0	0	2524	3393	5917	4 - 6 Volume	0	0	4043	2900	6943
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			17:00	16:30	17:00
7 - 9 Pk Volume	0	0	1462	1846	3308	4 - 6 Pk Volume	0	0	2139	1503	3604
Pk Hr Factor	0.000	0.000	0.758	0.901	0.853	Pk Hr Factor	0.000	0.000	0.940	0.951	0.953

Prepared by NDS/ATD

Project #: CA15_4080_021 **City:** Chula Vista

Location: E. H Street Bet. Paseo del Rey & Paseo **Date:** 3/12/2015

Prepared by NDS/ATD

VOLUME

E. H Street Bet. Paseo Ranchero & Otay Lakes Road

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_022

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,901	18,556	37,457

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			34		16		50		12:00			281		281		562	
00:15			40		29		69		12:15			248		288		536	
00:30			29		20		49		12:30			268		240		508	
00:45			27	130	12	77	39	207	12:45			308	1105	321	1130	629	2235
01:00			17		15		32		13:00			300		293		593	
01:15			17		13		30		13:15			294		330		624	
01:30			16		12		28		13:30			290		353		643	
01:45			22	72	9	49	31	121	13:45			287	1171	268	1244	555	2415
02:00			8		13		21		14:00			260		292		552	
02:15			8		12		20		14:15			325		330		655	
02:30			9		9		18		14:30			329		340		669	
02:45			14	39	12	46	26	85	14:45			362	1276	306	1268	668	2544
03:00			8		12		20		15:00			364		319		683	
03:15			8		10		18		15:15			375		347		722	
03:30			10		17		27		15:30			317		382		699	
03:45			16	42	14	53	30	95	15:45			289	1345	318	1366	607	2711
04:00			9		20		29		16:00			345		321		666	
04:15			15		23		38		16:15			359		303		662	
04:30			8		49		57		16:30			389		324		713	
04:45			18	50	52	144	70	194	16:45			368	1461	261	1209	629	2670
05:00			17		65		82		17:00			402		322		724	
05:15			27		102		129		17:15			451		335		786	
05:30			31		121		152		17:30			445		300		745	
05:45			48	123	113	401	161	524	17:45			382	1680	332	1289	714	2969
06:00			77		137		214		18:00			350		287		637	
06:15			84		142		226		18:15			304		280		584	
06:30			138		164		302		18:30			329		273		602	
06:45			266	565	219	662	485	1227	18:45			303	1286	259	1099	562	2385
07:00			224		315		539		19:00			361		249		610	
07:15			299		297		596		19:15			269		289		558	
07:30			486		331		817		19:30			277		216		493	
07:45			529	1538	357	1300	886	2838	19:45			238	1145	212	966	450	2111
08:00			344		413		757		20:00			200		216		416	
08:15			230		277		507		20:15			216		175		391	
08:30			241		255		496		20:30			194		192		386	
08:45			284	1099	329	1274	613	2373	20:45			206	816	173	756	379	1572
09:00			268		294		562		21:00			170		142		312	
09:15			325		277		602		21:15			154		156		310	
09:30			199		238		437		21:30			129		102		231	
09:45			219	1011	258	1067	477	2078	21:45			112	565	95	495	207	1060
10:00			171		241		412		22:00			90		94		184	
10:15			185		247		432		22:15			84		80		164	
10:30			214		271		485		22:30			76		69		145	
10:45			216	786	337	1096	553	1882	22:45			73	323	63	306	136	629
11:00			244		324		568		23:00			55		43		98	
11:15			238		278		516		23:15			49		38		87	
11:30			284		241		525		23:30			33		35		68	
11:45			322	1088	276	1119	598	2207	23:45			48	185	24	140	72	325
TOTALS				6543		7288		13831	TOTALS				12358		11268		23626
SPLIT %				47.3%		52.7%		36.9%	SPLIT %				52.3%		47.7%		63.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,901	18,556	37,457

AM Peak Hour			07:15	07:15	07:15	PM Peak Hour			17:00	15:15	17:00
AM Pk Volume			1658	1398	3056	PM Pk Volume			1680	1368	2969
Pk Hr Factor			0.784	0.846	0.862	Pk Hr Factor			0.931	0.895	0.944
7 - 9 Volume	0	0	2637	2574	5211	4 - 6 Volume	0	0	3141	2498	5639
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	1658	1398	3056	4 - 6 Pk Volume	0	0	1680	1289	2969
Pk Hr Factor	0.000	0.000	0.784	0.846	0.862	Pk Hr Factor	0.000	0.000	0.931	0.962	0.944

Prepared by NDS/ATD

Project #: CA15_4080_022 **City:** Chula Vista

Location: E. H Street Bet. Paseo Ranchero & Otay **Date:** 3/12/2015

Prepared by NDS/ATD

VOLUME

E. H Street Bet. Otay Lakes Road & SR-125 SB On-Off-Ramps

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_023

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,492	11,932	24,424

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			24		15		39		12:00			192		178		370	
00:15			25		17		42		12:15			191		165		356	
00:30			25		8		33		12:30			178		148		326	
00:45			19	93	9	49	28	142	12:45			230	791	193	684	423	1475
01:00			10		9		19		13:00			193		191		384	
01:15			14		5		19		13:15			217		170		387	
01:30			7		7		14		13:30			232		166		398	
01:45			17	48	6	27	23	75	13:45			197	839	179	706	376	1545
02:00			5		8		13		14:00			190		174		364	
02:15			10		5		15		14:15			210		198		408	
02:30			9		6		15		14:30			223		196		419	
02:45			12	36	6	25	18	61	14:45			226	849	171	739	397	1588
03:00			12		9		21		15:00			249		188		437	
03:15			9		3		12		15:15			224		207		431	
03:30			7		12		19		15:30			252		192		444	
03:45			12	40	9	33	21	73	15:45			242	967	248	835	490	1802
04:00			12		17		29		16:00			195		203		398	
04:15			13		19		32		16:15			246		225		471	
04:30			11		31		42		16:30			221		213		434	
04:45			22	58	38	105	60	163	16:45			229	891	196	837	425	1728
05:00			7		47		54		17:00			219		227		446	
05:15			16		74		90		17:15			270		217		487	
05:30			20		80		100		17:30			233		222		455	
05:45			37	80	94	295	131	375	17:45			283	1005	212	878	495	1883
06:00			49		90		139		18:00			279		192		471	
06:15			54		113		167		18:15			286		206		492	
06:30			96		137		233		18:30			258		193		451	
06:45			84	283	196	536	280	819	18:45			219	1042	182	773	401	1815
07:00			128		187		315		19:00			257		180		437	
07:15			167		224		391		19:15			252		189		441	
07:30			169		238		407		19:30			184		138		322	
07:45			197	661	274	923	471	1584	19:45			156	849	144	651	300	1500
08:00			186		234		420		20:00			160		116		276	
08:15			180		219		399		20:15			190		101		291	
08:30			186		221		407		20:30			159		129		288	
08:45			179	731	215	889	394	1620	20:45			148	657	95	441	243	1098
09:00			156		190		346		21:00			129		83		212	
09:15			145		183		328		21:15			109		89		198	
09:30			152		160		312		21:30			106		72		178	
09:45			123	576	161	694	284	1270	21:45			92	436	55	299	147	735
10:00			116		159		275		22:00			69		88		157	
10:15			116		140		256		22:15			63		47		110	
10:30			130		157		287		22:30			65		44		109	
10:45			162	524	149	605	311	1129	22:45			51	248	37	216	88	464
11:00			156		143		299		23:00			50		32		82	
11:15			163		120		283		23:15			44		20		64	
11:30			156		177		333		23:30			21		25		46	
11:45			168	643	155	595	323	1238	23:45			30	145	20	97	50	242
TOTALS				3773		4776		8549	TOTALS				8719		7156		15875
SPLIT %				44.1%		55.9%		35.0%	SPLIT %				54.9%		45.1%		65.0%

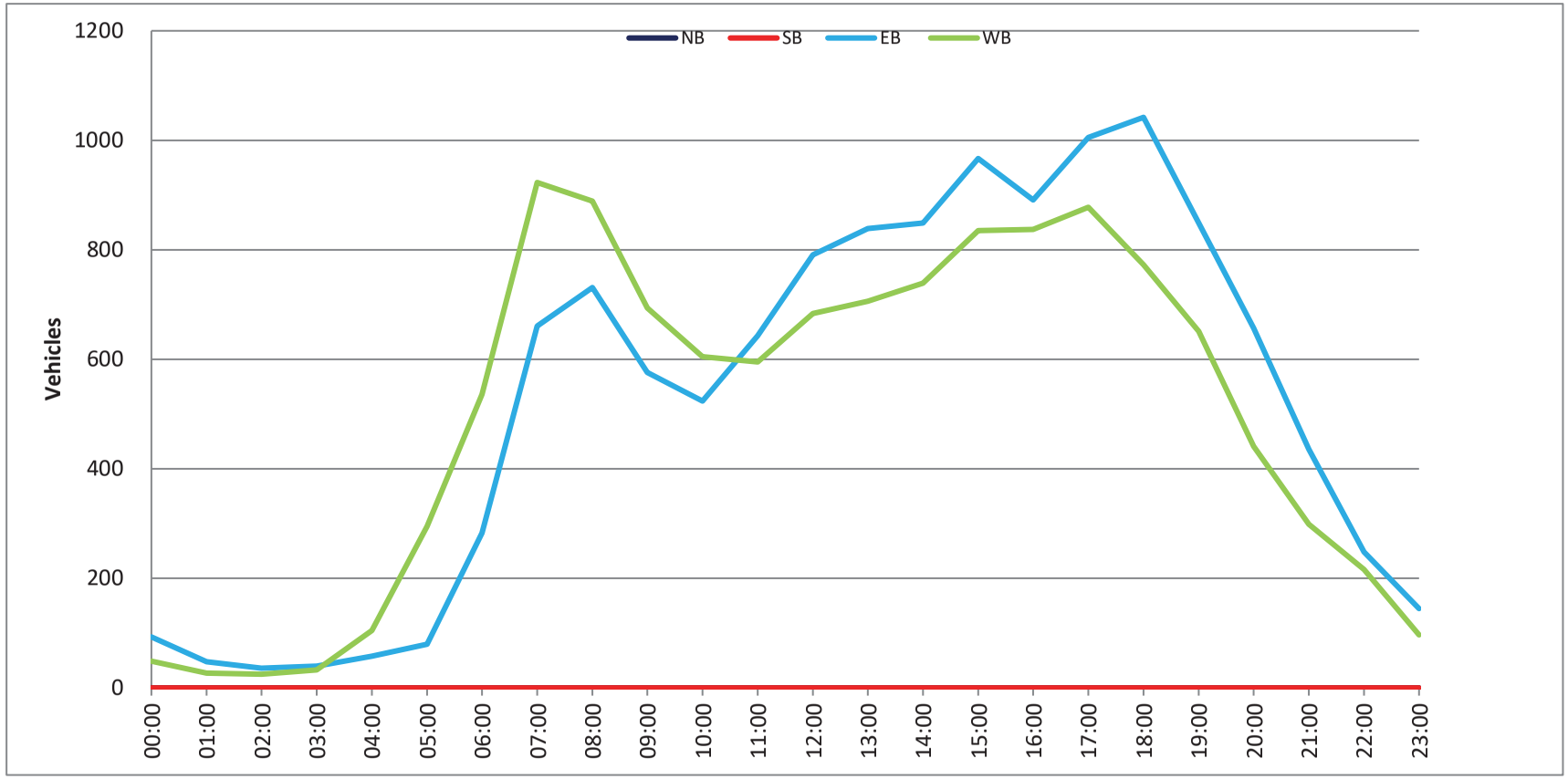
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,492	11,932	24,424

AM Peak Hour			07:45	07:15	07:30	PM Peak Hour			17:45	15:45	17:30
AM Pk Volume			749	970	1697	PM Pk Volume			1106	889	1913
Pk Hr Factor			0.951	0.885	0.901	Pk Hr Factor			0.967	0.896	0.966
7 - 9 Volume	0	0	1392	1812	3204	4 - 6 Volume	0	0	1896	1715	3611
7 - 9 Peak Hour			07:45	07:15	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	749	970	1697	4 - 6 Pk Volume	0	0	1005	878	1883
Pk Hr Factor	0.000	0.000	0.951	0.885	0.901	Pk Hr Factor	0.000	0.000	0.888	0.967	0.951

Prepared by NDS/ATD

Project #: CA15_4080_023 **City:** Chula Vista

Location: E. H Street Bet. Otay Lakes Road & SR-125 **Date:** 3/12/2015



Prepared by NDS/ATD

VOLUME

E. H Street Bet. SR-125 SB On-Off-Ramps & SR-125 NB On-Off-Ramps

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_024

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,461	8,681	20,142

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			26		10		36		12:00			160		108		268	
00:15			23		8		31		12:15			153		119		272	
00:30			24		6		30		12:30			145		94		239	
00:45			16	89	5	29	21	118	12:45			146	604	135	456	281	1060
01:00			14		5		19		13:00			126		140		266	
01:15			13		7		20		13:15			183		123		306	
01:30			11		1		12		13:30			178		126		304	
01:45			18	56	4	17	22	73	13:45			176	663	116	505	292	1168
02:00			8		3		11		14:00			135		120		255	
02:15			10		2		12		14:15			157		115		272	
02:30			8		4		12		14:30			203		144		347	
02:45			8	34	4	13	12	47	14:45			193	688	121	500	314	1188
03:00			7		4		11		15:00			204		112		316	
03:15			3		2		5		15:15			207		148		355	
03:30			8		6		14		15:30			214		171		385	
03:45			11	29	7	19	18	48	15:45			223	848	156	587	379	1435
04:00			8		13		21		16:00			208		158		366	
04:15			5		14		19		16:15			238		159		397	
04:30			11		21		32		16:30			229		183		412	
04:45			16	40	23	71	39	111	16:45			222	897	138	638	360	1535
05:00			20		40		60		17:00			239		178		417	
05:15			23		68		91		17:15			252		181		433	
05:30			35		53		88		17:30			271		143		414	
05:45			53	131	77	238	130	369	17:45			276	1038	174	676	450	1714
06:00			71		62		133		18:00			259		147		406	
06:15			87		96		183		18:15			247		148		395	
06:30			105		112		217		18:30			250		140		390	
06:45			127	390	146	416	273	806	18:45			207	963	130	565	337	1528
07:00			170		153		323		19:00			233		130		363	
07:15			182		156		338		19:15			219		129		348	
07:30			186		239		425		19:30			150		102		252	
07:45			195	733	221	769	416	1502	19:45			162	764	99	460	261	1224
08:00			185		207		392		20:00			137		72		209	
08:15			177		183		360		20:15			176		74		250	
08:30			173		176		349		20:30			151		70		221	
08:45			177	712	159	725	336	1437	20:45			132	596	78	294	210	890
09:00			132		122		254		21:00			117		54		171	
09:15			112		130		242		21:15			109		58		167	
09:30			118		120		238		21:30			94		47		141	
09:45			92	454	105	477	197	931	21:45			96	416	43	202	139	618
10:00			101		105		206		22:00			65		62		127	
10:15			98		92		190		22:15			64		34		98	
10:30			104		101		205		22:30			63		41		104	
10:45			124	427	104	402	228	829	22:45			49	241	25	162	74	403
11:00			110		88		198		23:00			44		22		66	
11:15			132		80		212		23:15			36		17		53	
11:30			122		114		236		23:30			22		18		40	
11:45			150	514	109	391	259	905	23:45			32	134	12	69	44	203
TOTALS				3609		3567		7176	TOTALS				7852		5114		12966
SPLIT %				50.3%		49.7%		35.6%	SPLIT %				60.6%		39.4%		64.4%

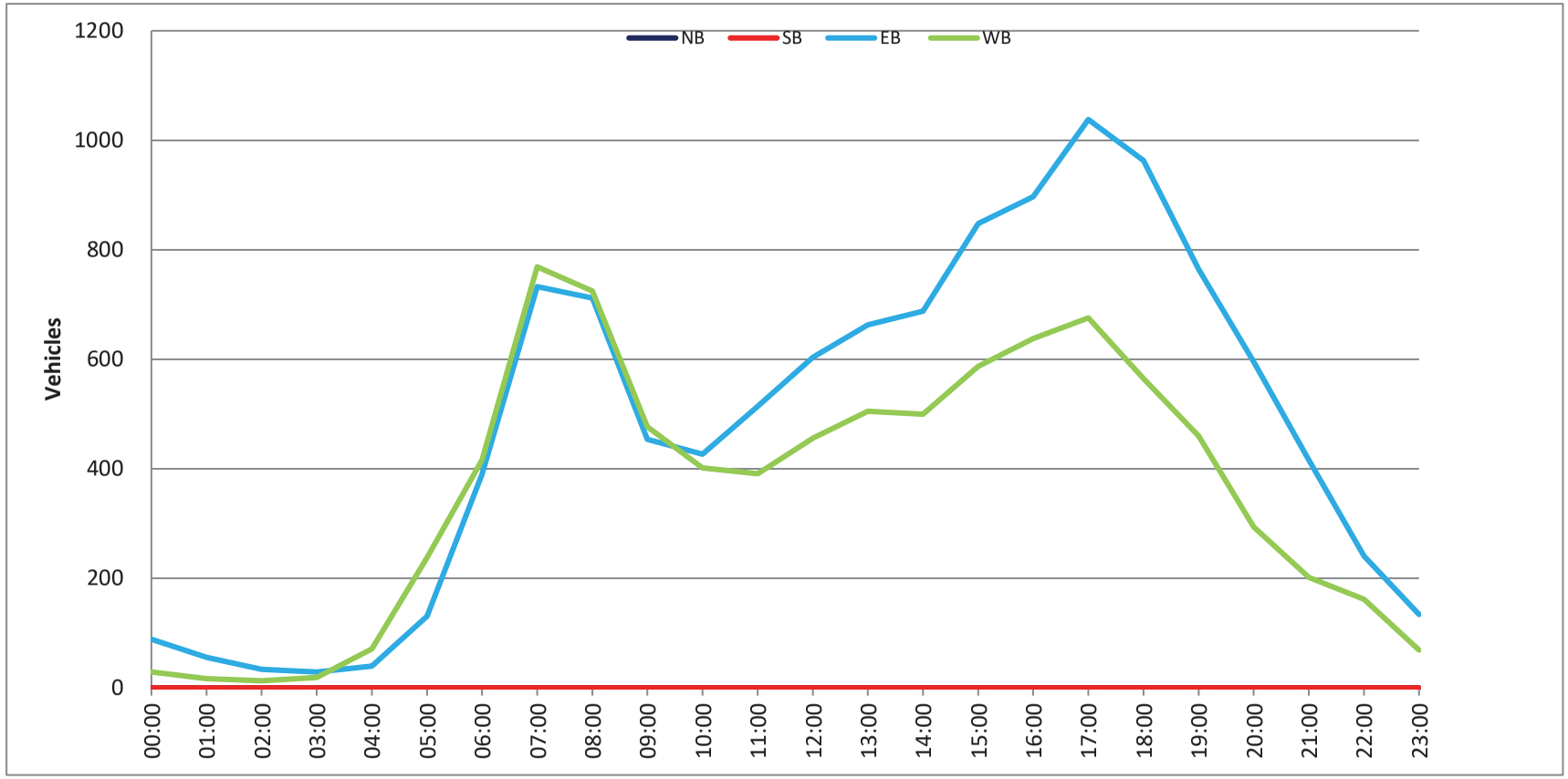
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,461	8,681	20,142

AM Peak Hour			07:15	07:30	07:30	PM Peak Hour			17:15	16:30	17:00
AM Pk Volume			748	850	1593	PM Pk Volume			1058	680	1714
Pk Hr Factor			0.959	0.889	0.937	Pk Hr Factor			0.958	0.929	0.952
7 - 9 Volume	0	0	1445	1494	2939	4 - 6 Volume	0	0	1935	1314	3249
7 - 9 Peak Hour			07:15	07:30	07:30	4 - 6 Peak Hour			17:00	16:30	17:00
7 - 9 Pk Volume	0	0	748	850	1593	4 - 6 Pk Volume	0	0	1038	680	1714
Pk Hr Factor	0.000	0.000	0.959	0.889	0.937	Pk Hr Factor	0.000	0.000	0.940	0.929	0.952

Prepared by NDS/ATD

Project #: CA15_4080_024 **City:** Chula Vista

Location: E. H Street Bet. SR-125 SB On-Off-Ramps & **Date:** 3/12/2015



Prepared by NDS/ATD

VOLUME

E. H Street Bet. SR-125 NB On-Off-Ramps & Mountain Miguel Road

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_025

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,792	10,907	21,699

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			29		10		39		12:00			152		118		270	
00:15			25		9		34		12:15			138		139		277	
00:30			25		8		33		12:30			148		119		267	
00:45			17	96	5	32	22	128	12:45			138	576	154	530	292	1106
01:00			10		5		15		13:00			135		154		289	
01:15			12		12		24		13:15			177		138		315	
01:30			12		3		15		13:30			175		149		324	
01:45			17	51	5	25	22	76	13:45			175	662	140	581	315	1243
02:00			6		4		10		14:00			130		140		270	
02:15			10		2		12		14:15			143		128		271	
02:30			7		4		11		14:30			188		170		358	
02:45			8	31	4	14	12	45	14:45			183	644	146	584	329	1228
03:00			7		5		12		15:00			208		128		336	
03:15			3		4		7		15:15			211		161		372	
03:30			6		9		15		15:30			207		195		402	
03:45			10	26	10	28	20	54	15:45			223	849	171	655	394	1504
04:00			5		19		24		16:00			213		183		396	
04:15			4		16		20		16:15			237		174		411	
04:30			4		34		38		16:30			237		190		427	
04:45			7	20	31	100	38	120	16:45			244	931	161	708	405	1639
05:00			12		56		68		17:00			235		194		429	
05:15			11		96		107		17:15			265		205		470	
05:30			15		92		107		17:30			253		148		401	
05:45			27	65	130	374	157	439	17:45			257	1010	202	749	459	1759
06:00			42		127		169		18:00			255		159		414	
06:15			42		169		211		18:15			238		182		420	
06:30			59		164		223		18:30			243		144		387	
06:45			85	228	239	699	324	927	18:45			199	935	139	624	338	1559
07:00			120		241		361		19:00			230		141		371	
07:15			141		285		426		19:15			230		129		359	
07:30			153		364		517		19:30			164		113		277	
07:45			164	578	339	1229	503	1807	19:45			156	780	106	489	262	1269
08:00			162		302		464		20:00			152		89		241	
08:15			142		234		376		20:15			191		84		275	
08:30			160		231		391		20:30			148		76		224	
08:45			144	608	202	969	346	1577	20:45			140	631	88	337	228	968
09:00			105		199		304		21:00			115		61		176	
09:15			105		219		324		21:15			112		68		180	
09:30			92		152		244		21:30			106		42		148	
09:45			98	400	142	712	240	1112	21:45			96	429	51	222	147	651
10:00			93		128		221		22:00			72		71		143	
10:15			88		125		213		22:15			67		36		103	
10:30			86		127		213		22:30			62		50		112	
10:45			125	392	115	495	240	887	22:45			49	250	26	183	75	433
11:00			100		123		223		23:00			43		22		65	
11:15			122		102		224		23:15			37		19		56	
11:30			105		139		244		23:30			25		22		47	
11:45			137	464	126	490	263	954	23:45			31	136	15	78	46	214
TOTALS				2959		5167		8126	TOTALS				7833		5740		13573
SPLIT %				36.4%		63.6%		37.4%	SPLIT %				57.7%		42.3%		62.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,792	10,907	21,699

AM Peak Hour			07:45	07:15	07:15	PM Peak Hour			17:15	16:30	17:00
AM Pk Volume			628	1290	1910	PM Pk Volume			1030	750	1759
Pk Hr Factor			0.957	0.886	0.924	Pk Hr Factor			0.972	0.915	0.936
7 - 9 Volume	0	0	1186	2198	3384	4 - 6 Volume	0	0	1941	1457	3398
7 - 9 Peak Hour			07:45	07:15	07:15	4 - 6 Peak Hour			17:00	16:30	17:00
7 - 9 Pk Volume	0	0	628	1290	1910	4 - 6 Pk Volume	0	0	1010	750	1759
Pk Hr Factor	0.000	0.000	0.957	0.886	0.924	Pk Hr Factor	0.000	0.000	0.953	0.915	0.936

Prepared by NDS/ATD

Project #: CA15_4080_025 **City:** Chula Vista

Location: E. H Street Bet. SR-125 NB On-Off-Ramps & **Date:** 3/12/2015

Prepared by NDS/ATD

VOLUME

Proctor Valley Road Bet. Mountain Miguel Road & Lane Avenue

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_026

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,935	10,021	19,956

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			36		9		45		12:00			117		131		248	
00:15			18		7		25		12:15			95		134		229	
00:30			22		6		28		12:30			107		131		238	
00:45			12	88	6	28	18	116	12:45			133	452	119	515	252	967
01:00			11		8		19		13:00			151		124		275	
01:15			11		10		21		13:15			151		120		271	
01:30			8		4		12		13:30			151		127		278	
01:45			11	41	4	26	15	67	13:45			176	629	110	481	286	1110
02:00			7		5		12		14:00			149		113		262	
02:15			7		2		9		14:15			142		106		248	
02:30			9		5		14		14:30			195		157		352	
02:45			8	31	4	16	12	47	14:45			170	656	144	520	314	1176
03:00			6		4		10		15:00			192		138		330	
03:15			3		3		6		15:15			203		196		399	
03:30			6		9		15		15:30			201		214		415	
03:45			9	24	8	24	17	48	15:45			197	793	195	743	392	1536
04:00			10		13		23		16:00			219		175		394	
04:15			5		13		18		16:15			198		178		376	
04:30			7		26		33		16:30			214		175		389	
04:45			10	32	35	87	45	119	16:45			221	852	156	684	377	1536
05:00			10		43		53		17:00			187		213		400	
05:15			7		68		75		17:15			222		182		404	
05:30			14		79		93		17:30			252		139		391	
05:45			30	61	96	286	126	347	17:45			212	873	198	732	410	1605
06:00			35		115		150		18:00			202		181		383	
06:15			47		147		194		18:15			209		166		375	
06:30			74		158		232		18:30			211		156		367	
06:45			102	258	189	609	291	867	18:45			200	822	131	634	331	1456
07:00			79		224		303		19:00			210		128		338	
07:15			91		234		325		19:15			178		117		295	
07:30			160		263		423		19:30			158		123		281	
07:45			255	585	237	958	492	1543	19:45			142	688	106	474	248	1162
08:00			176		259		435		20:00			124		104		228	
08:15			151		198		349		20:15			160		78		238	
08:30			158		193		351		20:30			128		82		210	
08:45			167	652	167	817	334	1469	20:45			133	545	86	350	219	895
09:00			105		176		281		21:00			111		68		179	
09:15			99		225		324		21:15			96		79		175	
09:30			92		146		238		21:30			86		66		152	
09:45			82	378	115	662	197	1040	21:45			80	373	63	276	143	649
10:00			85		113		198		22:00			66		41		107	
10:15			73		111		184		22:15			66		38		104	
10:30			74		129		203		22:30			56		42		98	
10:45			94	326	105	458	199	784	22:45			39	227	21	142	60	369
11:00			97		102		199		23:00			39		23		62	
11:15			116		96		212		23:15			30		22		52	
11:30			89		113		202		23:30			21		15		36	
11:45			129	431	120	431	249	862	23:45			28	118	8	68	36	186
TOTALS				2907		4402		7309	TOTALS				7028		5619		12647
SPLIT %				39.8%		60.2%		36.6%	SPLIT %				55.6%		44.4%		63.4%

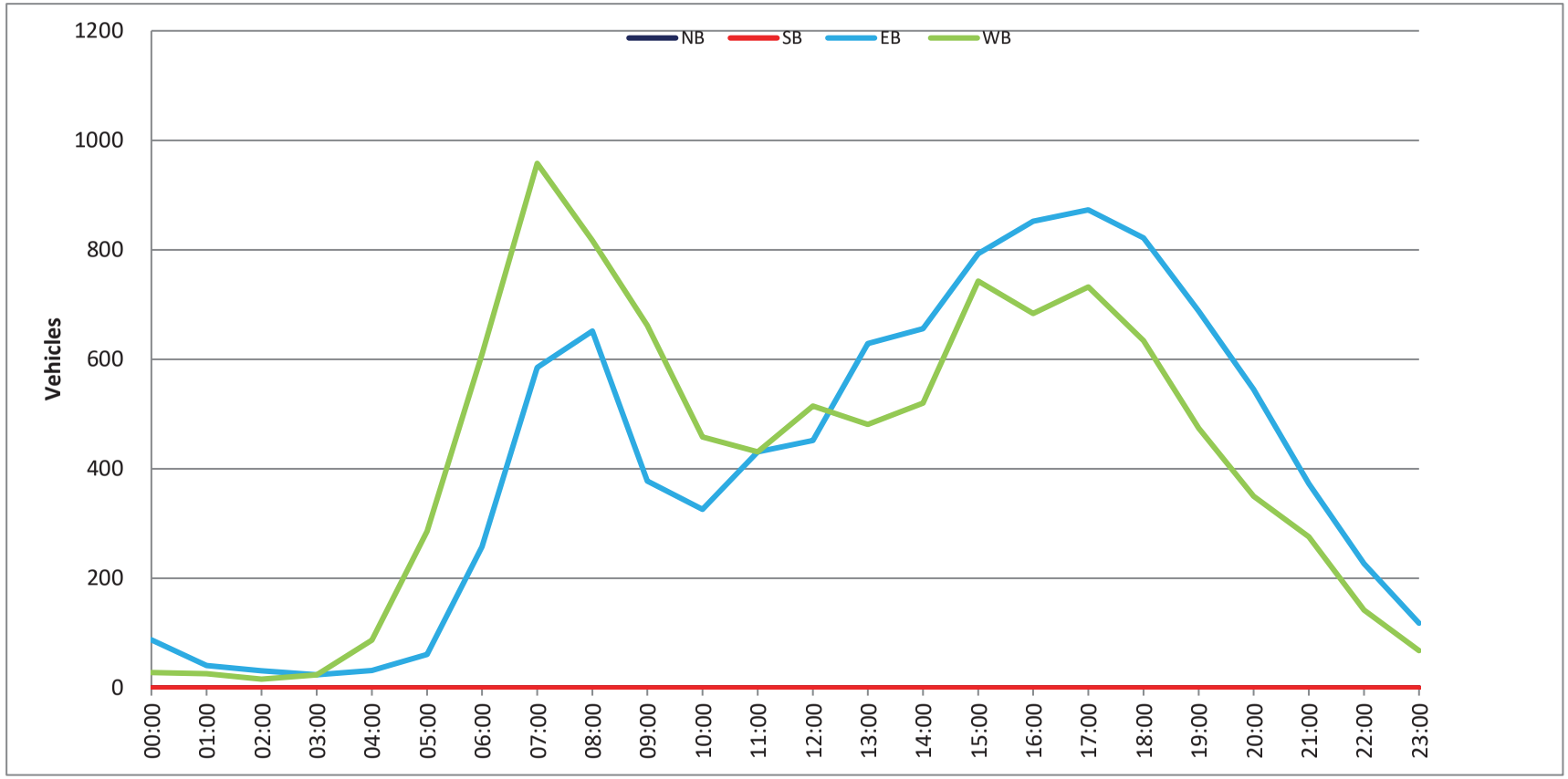
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,935	10,021	19,956

AM Peak Hour			07:30	07:15	07:30	PM Peak Hour			17:15	15:15	17:00
AM Pk Volume			742	993	1699	PM Pk Volume			888	780	1605
Pk Hr Factor			0.727	0.944	0.863	Pk Hr Factor			0.881	0.911	0.979
7 - 9 Volume	0	0	1237	1775	3012	4 - 6 Volume	0	0	1725	1416	3141
7 - 9 Peak Hour			07:30	07:15	07:30	4 - 6 Peak Hour			16:45	17:00	17:00
7 - 9 Pk Volume	0	0	742	993	1699	4 - 6 Pk Volume	0	0	882	732	1605
Pk Hr Factor	0.000	0.000	0.727	0.944	0.863	Pk Hr Factor	0.000	0.000	0.875	0.859	0.979

Prepared by NDS/ATD

Project #: CA15_4080_026 **City:** Chula Vista

Location: Proctor Valley Road Bet. Mountain Miguel **Date:** 3/12/2015



Prepared by NDS/ATD

VOLUME

Proctor Valley Rd from Lane Ave to Hunte Pkwy

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,331	6,824	14,155

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			12		5		17		12:00			77		66		143	
00:15			4		2		6		12:15			67		67		134	
00:30			6		4		10		12:30			71		68		139	
00:45			6	28	3	14	9	42	12:45			73	288	56	257	129	545
01:00			7		1		8		13:00			65		65		130	
01:15			8		3		11		13:15			62		84		146	
01:30			2		1		3		13:30			79		76		155	
01:45			1	18	0	5	1	23	13:45			81	287	82	307	163	594
02:00			4		1		5		14:00			89		80		169	
02:15			4		0		4		14:15			122		98		220	
02:30			5		0		5		14:30			105		98		203	
02:45			3	16	3	4	6	20	14:45			136	452	116	392	252	844
03:00			1		6		7		15:00			164		83		247	
03:15			2		2		4		15:15			214		184		398	
03:30			3		4		7		15:30			183		235		418	
03:45			1	7	6	18	7	25	15:45			155	716	137	639	292	1355
04:00			4		8		12		16:00			148		110		258	
04:15			2		12		14		16:15			149		111		260	
04:30			1		10		11		16:30			167		83		250	
04:45			5	12	20	50	25	62	16:45			152	616	109	413	261	1029
05:00			4		30		34		17:00			155		102		257	
05:15			2		46		48		17:15			151		101		252	
05:30			6		44		50		17:30			179		99		278	
05:45			12	24	65	185	77	209	17:45			142	627	101	403	243	1030
06:00			17		79		96		18:00			162		110		272	
06:15			23		88		111		18:15			148		91		239	
06:30			40		128		168		18:30			123		100		223	
06:45			61	141	147	442	208	583	18:45			129	562	96	397	225	959
07:00			78		159		237		19:00			131		66		197	
07:15			76		176		252		19:15			131		78		209	
07:30			149		223		372		19:30			102		57		159	
07:45			212	515	252	810	464	1325	19:45			95	459	60	261	155	720
08:00			272		310		582		20:00			108		59		167	
08:15			145		208		353		20:15			87		47		134	
08:30			151		156		307		20:30			80		46		126	
08:45			172	740	120	794	292	1534	20:45			90	365	38	190	128	555
09:00			125		124		249		21:00			75		43		118	
09:15			115		80		195		21:15			78		33		111	
09:30			109		108		217		21:30			70		34		104	
09:45			102	451	91	403	193	854	21:45			48	271	25	135	73	406
10:00			75		86		161		22:00			52		23		75	
10:15			65		72		137		22:15			43		20		63	
10:30			64		63		127		22:30			36		23		59	
10:45			64	268	72	293	136	561	22:45			23	154	12	78	35	232
11:00			56		59		115		23:00			16		12		28	
11:15			58		82		140		23:15			23		8		31	
11:30			62		76		138		23:30			16		5		21	
11:45			68	244	86	303	154	547	23:45			15	70	6	31	21	101
TOTALS				2464		3321		5785	TOTALS				4867		3503		8370
SPLIT %				42.6%		57.4%		40.9%	SPLIT %				58.1%		41.9%		59.1%

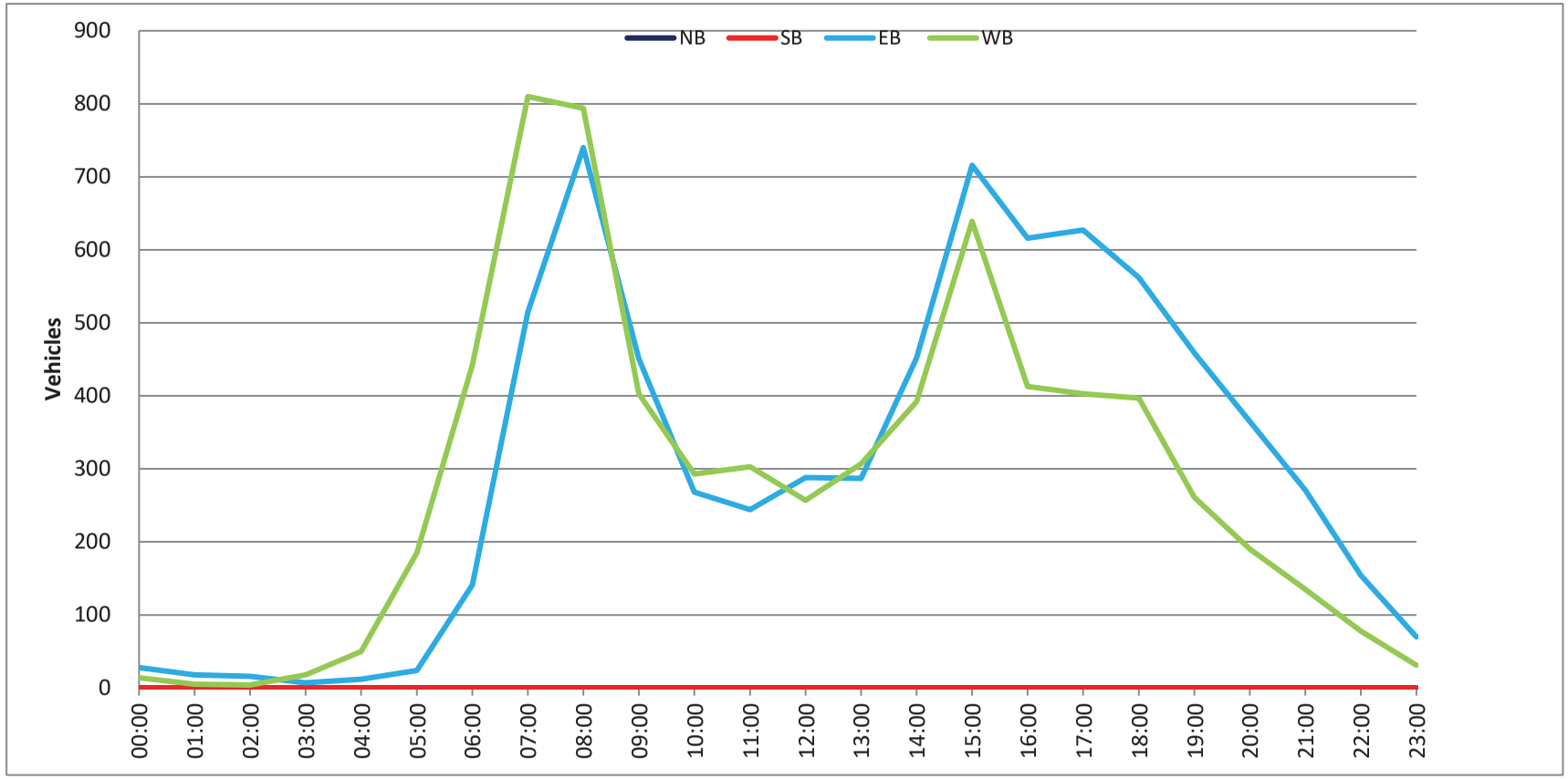
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,331	6,824	14,155

AM Peak Hour			07:45	07:30	07:30	PM Peak Hour			15:00	15:15	15:15
AM Pk Volume			780	993	1771	PM Pk Volume			716	666	1366
Pk Hr Factor			0.717	0.801	0.761	Pk Hr Factor			0.836	0.709	0.817
7 - 9 Volume	0	0	1255	1604	2859	4 - 6 Volume	0	0	1243	816	2059
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour			16:45	16:00	16:45
7 - 9 Pk Volume	0	0	780	993	1771	4 - 6 Pk Volume	0	0	637	413	1048
Pk Hr Factor	0.000	0.000	0.717	0.801	0.761	Pk Hr Factor	0.000	0.000	0.890	0.930	0.942

Prepared by NDS/ATD

Project #: CA14_4115_001 **City:** Chula Vista

Location: Proctor Valley Rd from Lane Ave to Hunte **Date:** 4/30/2014



Prepared by NDS/ATD

VOLUME

Proctor Valley Road Bet. Hunte Parkway & Northwoods Drive

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_028

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,892	2,863	5,755

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			9		4		13		12:00			21		37		58	
00:15			8		2		10		12:15			27		34		61	
00:30			7		3		10		12:30			46		39		85	
00:45			5	29	3	12	8	41	12:45			36	130	38	148	74	278
01:00			3		1		4		13:00			35		39		74	
01:15			3		5		8		13:15			44		40		84	
01:30			1		0		1		13:30			43		49		92	
01:45			3	10	0	6	3	16	13:45			38	160	40	168	78	328
02:00			1		1		2		14:00			57		44		101	
02:15			1		0		1		14:15			47		30		77	
02:30			2		0		2		14:30			55		46		101	
02:45			1	5	1	2	2	7	14:45			55	214	59	179	114	393
03:00			0		1		1		15:00			43		33		76	
03:15			0		1		1		15:15			50		68		118	
03:30			1		0		1		15:30			72		64		136	
03:45			2	3	1	3	3	6	15:45			47	212	53	218	100	430
04:00			1		1		2		16:00			60		47		107	
04:15			0		1		1		16:15			55		42		97	
04:30			0		7		7		16:30			67		34		101	
04:45			1	2	1	10	2	12	16:45			49	231	56	179	105	410
05:00			0		11		11		17:00			68		47		115	
05:15			1		20		21		17:15			55		44		99	
05:30			4		14		18		17:30			70		43		113	
05:45			5	10	13	58	18	68	17:45			52	245	56	190	108	435
06:00			11		21		32		18:00			68		43		111	
06:15			7		37		44		18:15			38		50		88	
06:30			14		36		50		18:30			74		37		111	
06:45			24	56	56	150	80	206	18:45			57	237	40	170	97	407
07:00			29		67		96		19:00			67		33		100	
07:15			23		51		74		19:15			73		33		106	
07:30			22		101		123		19:30			64		20		84	
07:45			33	107	94	313	127	420	19:45			40	244	21	107	61	351
08:00			62		72		134		20:00			56		21		77	
08:15			42		75		117		20:15			50		25		75	
08:30			41		65		106		20:30			39		27		66	
08:45			40	185	52	264	92	449	20:45			42	187	20	93	62	280
09:00			44		63		107		21:00			34		12		46	
09:15			29		56		85		21:15			35		11		46	
09:30			40		37		77		21:30			34		7		41	
09:45			30	143	41	197	71	340	21:45			28	131	9	39	37	170
10:00			30		41		71		22:00			21		7		28	
10:15			22		42		64		22:15			19		11		30	
10:30			26		26		52		22:30			21		13		34	
10:45			23	101	39	148	62	249	22:45			15	76	2	33	17	109
11:00			37		38		75		23:00			11		9		20	
11:15			25		28		53		23:15			10		7		17	
11:30			36		47		83		23:30			8		5		13	
11:45			37	135	38	151	75	286	23:45			10	39	4	25	14	64
TOTALS				786		1314		2100	TOTALS				2106		1549		3655
SPLIT %				37.4%		62.6%		36.5%	SPLIT %				57.6%		42.4%		63.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,892	2,863	5,755

AM Peak Hour			08:00	07:30	07:30	PM Peak Hour			18:30	15:15	15:15
AM Pk Volume			185	342	501	PM Pk Volume			271	232	461
Pk Hr Factor			0.746	0.847	0.935	Pk Hr Factor			0.916	0.853	0.847
7 - 9 Volume	0	0	292	577	869	4 - 6 Volume	0	0	476	369	845
7 - 9 Peak Hour			08:00	07:30	07:30	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	185	342	501	4 - 6 Pk Volume	0	0	245	190	435
Pk Hr Factor	0.000	0.000	0.746	0.847	0.935	Pk Hr Factor	0.000	0.000	0.875	0.848	0.946

Prepared by NDS/ATD

Project #: CA15_4080_028 **City:** Chula Vista

Location: Proctor Valley Road Bet. Hunte Parkway & **Date:** 3/12/2015

Prepared by NDS/ATD

VOLUME

Proctor Valley Road Bet. Northwoods Drive & Melody Road

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_029

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	100	98	198

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			1		3		4	
00:15			1		0		1		12:15			0		1		1	
00:30			0		0		0		12:30			5		1		6	
00:45			0	1	0		0	1	12:45			1	7	0	5	1	12
01:00			0		0		0		13:00			2		3		5	
01:15			0		2		2		13:15			0		2		2	
01:30			0		0		0		13:30			5		3		8	
01:45			0		0	2	0	2	13:45			3	10	0	8	3	18
02:00			0		0		0		14:00			2		0		2	
02:15			0		0		0		14:15			0		1		1	
02:30			0		0		0		14:30			5		2		7	
02:45			0		0		0		14:45			2	9	2	5	4	14
03:00			0		0		0		15:00			1		0		1	
03:15			0		0		0		15:15			1		1		2	
03:30			0		0		0		15:30			1		3		4	
03:45			0		0		0		15:45			0	3	2	6	2	9
04:00			0		0		0		16:00			1		1		2	
04:15			0		0		0		16:15			4		2		6	
04:30			0		0		0		16:30			1		1		2	
04:45			0		0		0		16:45			0	6	0	4	0	10
05:00			0		0		0		17:00			4		0		4	
05:15			0		1		1		17:15			2		3		5	
05:30			0		0		0		17:30			1		0		1	
05:45			0		0	1	0	1	17:45			2	9	3	6	5	15
06:00			0		0		0		18:00			3		2		5	
06:15			0		1		1		18:15			1		3		4	
06:30			0		0		0		18:30			1		3		4	
06:45			1	1	1	2	2	3	18:45			2	7	3	11	5	18
07:00			0		1		1		19:00			3		1		4	
07:15			1		0		1		19:15			5		1		6	
07:30			1		6		7		19:30			1		1		2	
07:45			2	4	3	10	5	14	19:45			0	9	2	5	2	14
08:00			0		6		6		20:00			1		1		2	
08:15			1		0		1		20:15			2		1		3	
08:30			0		4		4		20:30			3		0		3	
08:45			3	4	0	10	3	14	20:45			2	8	0	2	2	10
09:00			3		1		4		21:00			1		1		2	
09:15			2		1		3		21:15			0		1		1	
09:30			1		1		2		21:30			1		2		3	
09:45			4	10	3	6	7	16	21:45			0	2	1	5	1	7
10:00			0		0		0		22:00			0		0		0	
10:15			1		0		1		22:15			1		0		1	
10:30			1		1		2		22:30			1		1		2	
10:45			1	3	1	2	2	5	22:45			0	2	0	1	0	3
11:00			0		1		1		23:00			2		1		3	
11:15			1		1		2		23:15			0		0		0	
11:30			1		0		1		23:30			0		1		1	
11:45			1	3	3	5	4	8	23:45			0	2	0	2	0	4
TOTALS				26		38		64	TOTALS				74		60		134
SPLIT %				40.6%		59.4%		32.3%	SPLIT %				55.2%		44.8%		67.7%

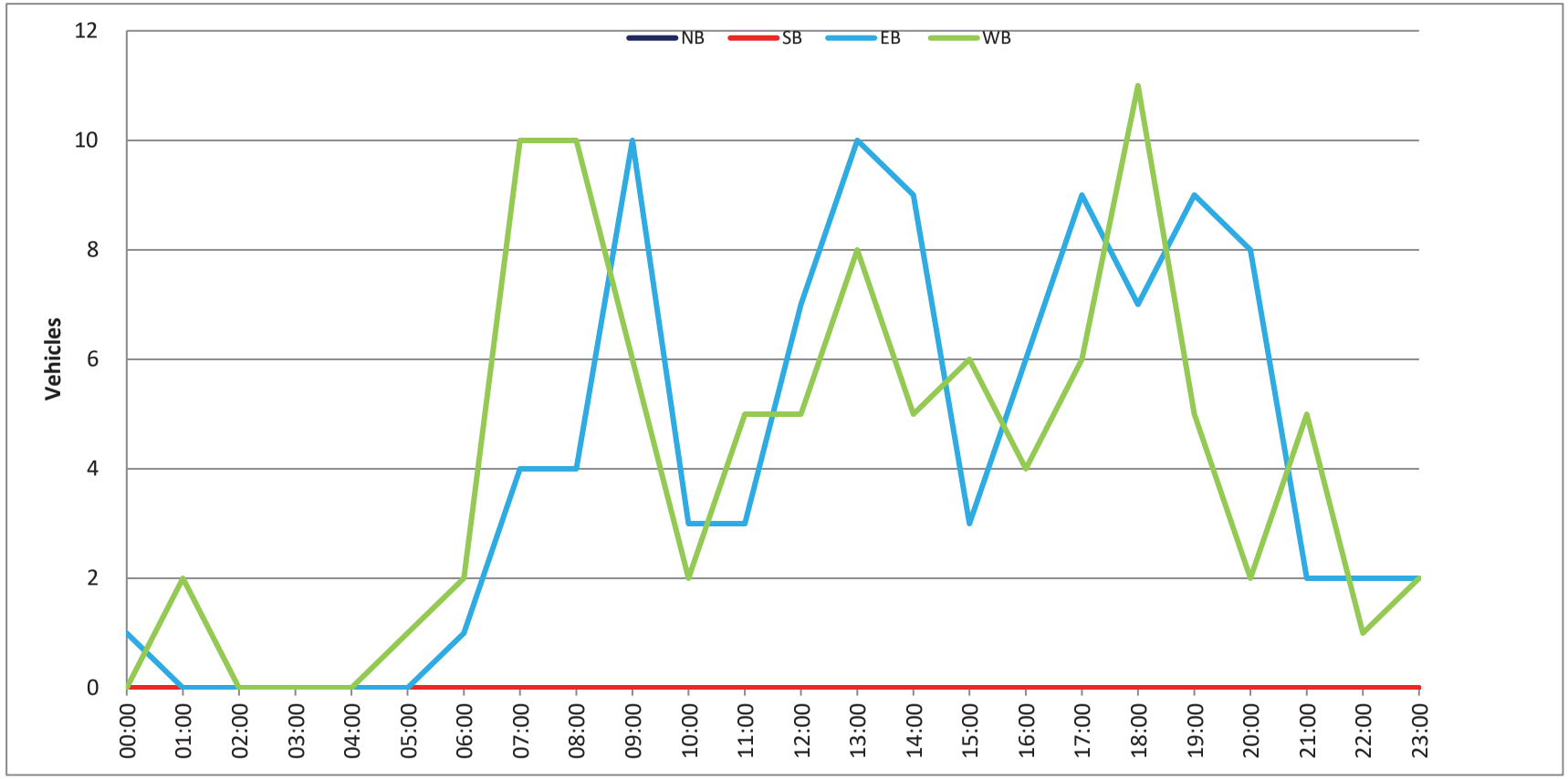
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	100	98	198

AM Peak Hour			09:00	07:15	07:15	PM Peak Hour			18:30	17:45	18:30
AM Pk Volume			10	15	19	PM Pk Volume			11	11	19
Pk Hr Factor			0.625	0.625	0.679	Pk Hr Factor			0.550	0.917	0.792
7 - 9 Volume	0	0	8	20	28	4 - 6 Volume	0	0	15	10	25
7 - 9 Peak Hour			07:00	07:15	07:15	4 - 6 Peak Hour			16:15	17:00	17:00
7 - 9 Pk Volume	0	0	4	15	19	4 - 6 Pk Volume	0	0	9	6	15
Pk Hr Factor	0.000	0.000	0.500	0.625	0.679	Pk Hr Factor	0.000	0.000	0.563	0.500	0.750

Prepared by NDS/ATD

Project #: CA15_4080_029 **City:** Chula Vista

Location: Proctor Valley Road Bet. Northwoods Drive **Date:** 3/12/2015



Prepared by NDS/ATD

VOLUME

Proctor Valley Rd Bet. Melody Road & Maxfield Road

Day: Tuesday
Date: 3/10/2015

City: Chula Vista
Project #: CA15_4080_011

DAILY TOTALS	NB	SB	EB	WB	Total
	859	865	0	0	1,724

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		1						2		12:00	16		13						29	
00:15	2		1						3		12:15	5		16						21	
00:30	1		0						1		12:30	10		14						24	
00:45	0	4	1	3					1	7	12:45	13	44	11	54					24	98
01:00	0		1						1		13:00	11		17						28	
01:15	0		0						0		13:15	21		11						32	
01:30	0		0						0		13:30	11		10						21	
01:45	0		2	3					2	3	13:45	8	51	17	55					25	106
02:00	0		1						1		14:00	11		21						32	
02:15	1		0						1		14:15	17		17						34	
02:30	1		0						1		14:30	14		13						27	
02:45	1	3	1	2					2	5	14:45	11	53	22	73					33	126
03:00	0		1						1		15:00	9		22						31	
03:15	0		1						1		15:15	15		18						33	
03:30	1		1						2		15:30	11		31						42	
03:45	2	3	1	4					3	7	15:45	13	48	22	93					35	141
04:00	0		0						0		16:00	9		22						31	
04:15	1		0						1		16:15	21		26						47	
04:30	4		0						4		16:30	11		23						34	
04:45	3	8	1	1					4	9	16:45	13	54	22	93					35	147
05:00	5		0						5		17:00	9		26						35	
05:15	10		1						11		17:15	15		21						36	
05:30	14		2						16		17:30	14		16						30	
05:45	15	44	2	5					17	49	17:45	16	54	19	82					35	136
06:00	15		1						16		18:00	13		21						34	
06:15	20		4						24		18:15	12		20						32	
06:30	22		4						26		18:30	7		17						24	
06:45	24	81	5	14					29	95	18:45	9	41	13	71					22	112
07:00	20		2						22		19:00	8		11						19	
07:15	21		8						29		19:15	5		10						15	
07:30	29		4						33		19:30	6		7						13	
07:45	23	93	9	23					32	116	19:45	3	22	10	38					13	60
08:00	12		12						24		20:00	7		14						21	
08:15	25		9						34		20:15	8		14						22	
08:30	16		4						20		20:30	7		19						26	
08:45	16	69	8	33					24	102	20:45	3	25	11	58					14	83
09:00	13		6						19		21:00	1		9						10	
09:15	12		5						17		21:15	3		17						20	
09:30	20		8						28		21:30	0		6						6	
09:45	11	56	5	24					16	80	21:45	1	5	4	36					5	41
10:00	10		8						18		22:00	0		4						4	
10:15	13		5						18		22:15	2		4						6	
10:30	12		11						23		22:30	2		7						9	
10:45	10	45	11	35					21	80	22:45	2	6	3	18					5	24
11:00	16		5						21		23:00	0		4						4	
11:15	7		11						18		23:15	1		2						3	
11:30	13		7						20		23:30	1		2						3	
11:45	11	47	13	36					24	83	23:45	1	3	3	11					4	14
TOTALS		453		183						636	TOTALS		406		682						1088
SPLIT %		71.2%		28.8%						36.9%	SPLIT %		37.3%		62.7%						63.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	859	865	0	0	1,724

AM Peak Hour	06:45	11:45			07:30	PM Peak Hour	17:15	15:30			15:30
AM Pk Volume	94	56			123	PM Pk Volume	58	101			155
Pk Hr Factor	0.810	0.875			0.904	Pk Hr Factor	0.906	0.815			0.824
7 - 9 Volume	162	56	0	0	218	4 - 6 Volume	108	175	0	0	283
7 - 9 Peak Hour	07:00	07:30			07:30	4 - 6 Peak Hour	16:00	16:15			16:15
7 - 9 Pk Volume	93	34	0	0	123	4 - 6 Pk Volume	54	97	0	0	151
Pk Hr Factor	0.802	0.708	0.000	0.000	0.904	Pk Hr Factor	0.643	0.933	0.000	0.000	0.803

Prepared by NDS/ATD

Project #: CA15_4080_011 **City:** Chula Vista

Location: Proctor Valley Rd Bet. Melody Road & **Date:** 3/10/2015

Prepared by NDS/ATD

VOLUME

Proctor Valley Rd Bet. Schlee Canyon Rd & Proctor Valley Rd

Day: Tuesday
Date: 3/10/2015

City: Chula Vista
Project #: CA15_4080_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,058	1,035	2,093

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		1		2		12:00			20		15		35	
00:15			2		1		3		12:15			7		17		24	
00:30			1		0		1		12:30			11		17		28	
00:45			0	4	1	3	1	7	12:45			16	54	11	60	27	114
01:00			0		1		1		13:00			11		17		28	
01:15			0		0		0		13:15			18		15		33	
01:30			0		0		0		13:30			15		17		32	
01:45			0		2	3	2	3	13:45			11	55	16	65	27	120
02:00			0		2		2		14:00			15		24		39	
02:15			1		0		1		14:15			21		21		42	
02:30			2		0		2		14:30			21		14		35	
02:45			1	4	1	3	2	7	14:45			15	72	25	84	40	156
03:00			0		1		1		15:00			10		29		39	
03:15			0		2		2		15:15			17		20		37	
03:30			1		0		1		15:30			16		36		52	
03:45			5	6	0	3	5	9	15:45			17	60	27	112	44	172
04:00			0		0		0		16:00			13		22		35	
04:15			4		1		5		16:15			22		33		55	
04:30			5		0		5		16:30			15		18		33	
04:45			6	15	0	1	6	16	16:45			7	57	21	94	28	151
05:00			5		0		5		17:00			8		31		39	
05:15			13		0		13		17:15			18		27		45	
05:30			15		2		17		17:30			14		19		33	
05:45			16	49	2	4	18	53	17:45			19	59	24	101	43	160
06:00			19		1		20		18:00			18		27		45	
06:15			28		4		32		18:15			14		20		34	
06:30			26		6		32		18:30			9		24		33	
06:45			27	100	6	17	33	117	18:45			9	50	19	90	28	140
07:00			25		3		28		19:00			9		14		23	
07:15			25		8		33		19:15			7		13		20	
07:30			24		6		30		19:30			6		6		12	
07:45			34	108	12	29	46	137	19:45			3	25	13	46	16	71
08:00			21		17		38		20:00			8		16		24	
08:15			30		12		42		20:15			8		18		26	
08:30			21		10		31		20:30			8		18		26	
08:45			26	98	7	46	33	144	20:45			5	29	14	66	19	95
09:00			21		6		27		21:00			1		15		16	
09:15			13		6		19		21:15			6		17		23	
09:30			28		10		38		21:30			0		8		8	
09:45			19	81	7	29	26	110	21:45			4	11	6	46	10	57
10:00			11		12		23		22:00			0		8		8	
10:15			13		7		20		22:15			2		6		8	
10:30			14		14		28		22:30			3		9		12	
10:45			10	48	11	44	21	92	22:45			2	7	6	29	8	36
11:00			18		6		24		23:00			1		4		5	
11:15			14		16		30		23:15			1		2		3	
11:30			14		13		27		23:30			1		2		3	
11:45			15	61	14	49	29	110	23:45			2	5	3	11	5	16
TOTALS				574		231		805	TOTALS				484		804		1288
SPLIT %				71.3%		28.7%		38.5%	SPLIT %				37.6%		62.4%		61.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,058	1,035	2,093

AM Peak Hour			07:30	11:45	07:45	PM Peak Hour			14:00	15:30	15:30
AM Pk Volume			109	63	157	PM Pk Volume			72	118	186
Pk Hr Factor			0.801	0.926	0.853	Pk Hr Factor			0.857	0.819	0.845
7 - 9 Volume	0	0	206	75	281	4 - 6 Volume	0	0	116	195	311
7 - 9 Peak Hour			07:30	07:45	07:45	4 - 6 Peak Hour			17:00	16:15	17:00
7 - 9 Pk Volume	0	0	109	51	157	4 - 6 Pk Volume	0	0	59	103	160
Pk Hr Factor	0.000	0.000	0.801	0.750	0.853	Pk Hr Factor	0.000	0.000	0.776	0.780	0.889

Prepared by NDS/ATD

Project #: CA15_4080_010 **City:** Chula Vista

Location: Proctor Valley Rd Bet. Schlee Canyon Rd & **Date:** 3/10/2015

Prepared by NDS/ATD

VOLUME

Proctor Valley Road Bet. Maxfield Rd & SR-94

Day: Tuesday
Date: 3/10/2015

City: Chula Vista
Project #: CA15_4080_008

DAILY TOTALS	NB	SB	EB	WB	Total
	1,248	1,242	0	0	2,490

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		1						2		12:00	20		16						36	
00:15	2		1						3		12:15	10		23						33	
00:30	1		0						1		12:30	13		14						27	
00:45	0	4	1	3					1	7	12:45	19	62	17	70					36	132
01:00	0		1						1		13:00	19		20						39	
01:15	0		1						1		13:15	23		19						42	
01:30	0		0						0		13:30	17		26						43	
01:45	0		2	4					2	4	13:45	14	73	20	85					34	158
02:00	0		2						2		14:00	17		24						41	
02:15	1		0						1		14:15	23		25						48	
02:30	2		0						2		14:30	28		16						44	
02:45	1	4	1	3					2	7	14:45	18	86	28	93					46	179
03:00	0		1						1		15:00	13		33						46	
03:15	0		2						2		15:15	23		22						45	
03:30	1		0						1		15:30	17		50						67	
03:45	5	6	0	3					5	9	15:45	21	74	33	138					54	212
04:00	0		0						0		16:00	15		29						44	
04:15	5		1						6		16:15	25		40						65	
04:30	5		0						5		16:30	22		26						48	
04:45	7	17	0	1					7	18	16:45	20	82	28	123					48	205
05:00	8		0						8		17:00	13		32						45	
05:15	14		0						14		17:15	20		28						48	
05:30	19		2						21		17:30	15		25						40	
05:45	17	58	1	3					18	61	17:45	21	69	33	118					54	187
06:00	19		1						20		18:00	23		33						56	
06:15	32		4						36		18:15	16		26						42	
06:30	27		7						34		18:30	13		34						47	
06:45	36	114	8	20					44	134	18:45	11	63	22	115					33	178
07:00	27		7						34		19:00	11		17						28	
07:15	31		10						41		19:15	9		15						24	
07:30	35		7						42		19:30	7		12						19	
07:45	38	131	18	42					56	173	19:45	4	31	15	59					19	90
08:00	26		18						44		20:00	9		18						27	
08:15	29		17						46		20:15	11		21						32	
08:30	25		10						35		20:30	9		20						29	
08:45	29	109	8	53					37	162	20:45	6	35	12	71					18	106
09:00	23		10						33		21:00	2		17						19	
09:15	15		9						24		21:15	4		18						22	
09:30	26		10						36		21:30	0		11						11	
09:45	21	85	9	38					30	123	21:45	4	10	6	52					10	62
10:00	16		16						32		22:00	0		10						10	
10:15	16		6						22		22:15	2		7						9	
10:30	17		17						34		22:30	3		10						13	
10:45	12	61	11	50					23	111	22:45	3	8	6	33					9	41
11:00	20		5						25		23:00	0		4						4	
11:15	16		19						35		23:15	2		2						4	
11:30	12		12						24		23:30	2		2						4	
11:45	13	61	17	53					30	114	23:45	1	5	4	12					5	17
TOTALS		650		273						923	TOTALS		598		969						1567
SPLIT %		70.4%		29.6%						37.1%	SPLIT %		38.2%		61.8%						62.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,248	1,242	0	0	2,490

AM Peak Hour	07:00	11:45			07:30	PM Peak Hour	14:00	15:30			15:30
AM Pk Volume	131	70			188	PM Pk Volume	86	152			230
Pk Hr Factor	0.862	0.761			0.839	Pk Hr Factor	0.768	0.760			0.858
7 - 9 Volume	240	95	0	0	335	4 - 6 Volume	151	241	0	0	392
7 - 9 Peak Hour	07:00	07:45			07:30	4 - 6 Peak Hour	16:00	16:15			16:15
7 - 9 Pk Volume	131	63	0	0	188	4 - 6 Pk Volume	82	126	0	0	206
Pk Hr Factor	0.862	0.875	0.000	0.000	0.839	Pk Hr Factor	0.820	0.788	0.000	0.000	0.792

Prepared by NDS/ATD

Project #: CA15_4080_008 **City:** Chula Vista

Location: Proctor Valley Road Bet. Maxfield Rd & SR- **Date:** 3/10/2015

Prepared by NDS/ATD

VOLUME

Fenton Street Bet. Eastlake Parkway & Lane Avenue

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_049

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,522	4,656	9,178

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			5		2		7		12:00			97		116		213	
00:15			4		0		4		12:15			89		85		174	
00:30			3		3		6		12:30			93		80		173	
00:45			1	13	4	9	5	22	12:45			98	377	93	374	191	751
01:00			4		4		8		13:00			99		84		183	
01:15			2		2		4		13:15			97		84		181	
01:30			3		2		5		13:30			113		77		190	
01:45			2	11	1	9	3	20	13:45			95	404	96	341	191	745
02:00			1		1		2		14:00			79		97		176	
02:15			1		0		1		14:15			82		95		177	
02:30			0		2		2		14:30			100		90		190	
02:45			1	3	1	4	2	7	14:45			97	358	82	364	179	722
03:00			3		2		5		15:00			88		78		166	
03:15			1		0		1		15:15			96		93		189	
03:30			1		2		3		15:30			81		67		148	
03:45			3	8	1	5	4	13	15:45			98	363	94	332	192	695
04:00			1		0		1		16:00			81		98		179	
04:15			1		0		1		16:15			74		87		161	
04:30			0		3		3		16:30			74		98		172	
04:45			1	3	3	6	4	9	16:45			97	326	98	381	195	707
05:00			5		4		9		17:00			82		122		204	
05:15			1		7		8		17:15			76		83		159	
05:30			8		7		15		17:30			79		91		170	
05:45			10	24	13	31	23	55	17:45			109	346	79	375	188	721
06:00			12		7		19		18:00			82		91		173	
06:15			14		18		32		18:15			78		67		145	
06:30			27		58		85		18:30			88		83		171	
06:45			36	89	115	198	151	287	18:45			100	348	95	336	195	684
07:00			36		35		71		19:00			85		91		176	
07:15			39		31		70		19:15			84		72		156	
07:30			44		30		74		19:30			82		70		152	
07:45			63	182	64	160	127	342	19:45			77	328	48	281	125	609
08:00			61		63		124		20:00			72		57		129	
08:15			74		61		135		20:15			57		52		109	
08:30			61		61		122		20:30			51		34		85	
08:45			61	257	88	273	149	530	20:45			41	221	28	171	69	392
09:00			63		62		125		21:00			51		36		87	
09:15			49		55		104		21:15			31		28		59	
09:30			47		50		97		21:30			22		25		47	
09:45			50	209	56	223	106	432	21:45			12	116	24	113	36	229
10:00			44		69		113		22:00			19		19		38	
10:15			51		42		93		22:15			13		8		21	
10:30			50		78		128		22:30			19		10		29	
10:45			44	189	56	245	100	434	22:45			13	64	16	53	29	117
11:00			45		70		115		23:00			8		4		12	
11:15			64		89		153		23:15			3		1		4	
11:30			75		85		160		23:30			5		6		11	
11:45			74	258	114	358	188	616	23:45			9	25	3	14	12	39
TOTALS				1246		1521		2767	TOTALS				3276		3135		6411
SPLIT %				45.0%		55.0%		30.1%	SPLIT %				51.1%		48.9%		69.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,522	4,656	9,178

AM Peak Hour			11:45	11:15	11:45	PM Peak Hour			12:45	16:15	12:00
AM Pk Volume			353	404	748	PM Pk Volume			407	405	751
Pk Hr Factor			0.910	0.871	0.878	Pk Hr Factor			0.900	0.830	0.881
7 - 9 Volume	0	0	439	433	872	4 - 6 Volume	0	0	672	756	1428
7 - 9 Peak Hour			07:45	08:00	08:00	4 - 6 Peak Hour			17:00	16:15	16:15
7 - 9 Pk Volume	0	0	259	273	530	4 - 6 Pk Volume	0	0	346	405	732
Pk Hr Factor	0.000	0.000	0.875	0.776	0.889	Pk Hr Factor	0.000	0.000	0.794	0.830	0.897

Prepared by NDS/ATD

Project #: CA15_4080_049 **City:** Chula Vista

Location: Fenton Street Bet. Eastlake Parkway & Lane **Date:** 3/12/2015

Prepared by NDS/ATD

VOLUME

Fenton Street Bet. Lane Avenue & Otay Lakes Road

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_050

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,436	3,513	6,949

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		1		3		12:00			52		83		135	
00:15			0		0		0		12:15			61		63		124	
00:30			2		0		2		12:30			52		61		113	
00:45			1	5	0	1	1	6	12:45			78	243	69	276	147	519
01:00			1		0		1		13:00			68		67		135	
01:15			1		0		1		13:15			70		60		130	
01:30			0		1		1		13:30			74		57		131	
01:45			0	2	0	1	0	3	13:45			68	280	54	238	122	518
02:00			0		0		0		14:00			53		45		98	
02:15			0		0		0		14:15			54		44		98	
02:30			0		0		0		14:30			51		55		106	
02:45			1	1	0		1	1	14:45			60	218	56	200	116	418
03:00			0		0		0		15:00			60		57		117	
03:15			0		0		0		15:15			64		45		109	
03:30			0		0		0		15:30			58		58		116	
03:45			2	2	0		2	2	15:45			61	243	79	239	140	482
04:00			0		0		0		16:00			69		73		142	
04:15			0		1		1		16:15			60		87		147	
04:30			4		0		4		16:30			50		114		164	
04:45			5	9	0	1	5	10	16:45			102	281	123	397	225	678
05:00			0		0		0		17:00			74		166		240	
05:15			4		0		4		17:15			64		99		163	
05:30			6		2		8		17:30			60		107		167	
05:45			21	31	1	3	22	34	17:45			101	299	92	464	193	763
06:00			16		0		16		18:00			76		106		182	
06:15			10		5		15		18:15			63		91		154	
06:30			16		4		20		18:30			61		73		134	
06:45			32	74	9	18	41	92	18:45			67	267	72	342	139	609
07:00			29		3		32		19:00			87		93		180	
07:15			38		12		50		19:15			47		51		98	
07:30			59		4		63		19:30			37		62		99	
07:45			89	215	15	34	104	249	19:45			34	205	45	251	79	456
08:00			90		15		105		20:00			33		75		108	
08:15			88		12		100		20:15			26		47		73	
08:30			55		14		69		20:30			28		63		91	
08:45			80	313	23	64	103	377	20:45			19	106	43	228	62	334
09:00			70		18		88		21:00			12		50		62	
09:15			59		45		104		21:15			11		33		44	
09:30			42		49		91		21:30			4		22		26	
09:45			55	226	37	149	92	375	21:45			7	34	18	123	25	157
10:00			42		42		84		22:00			8		21		29	
10:15			43		55		98		22:15			1		9		10	
10:30			49		40		89		22:30			6		9		15	
10:45			43	177	52	189	95	366	22:45			2	17	6	45	8	62
11:00			35		55		90		23:00			2		8		10	
11:15			48		47		95		23:15			0		7		7	
11:30			42		51		93		23:30			3		6		9	
11:45			57	182	70	223	127	405	23:45			1	6	6	27	7	33
TOTALS				1237		683		1920	TOTALS				2199		2830		5029
SPLIT %				64.4%		35.6%		27.6%	SPLIT %				43.7%		56.3%		72.4%

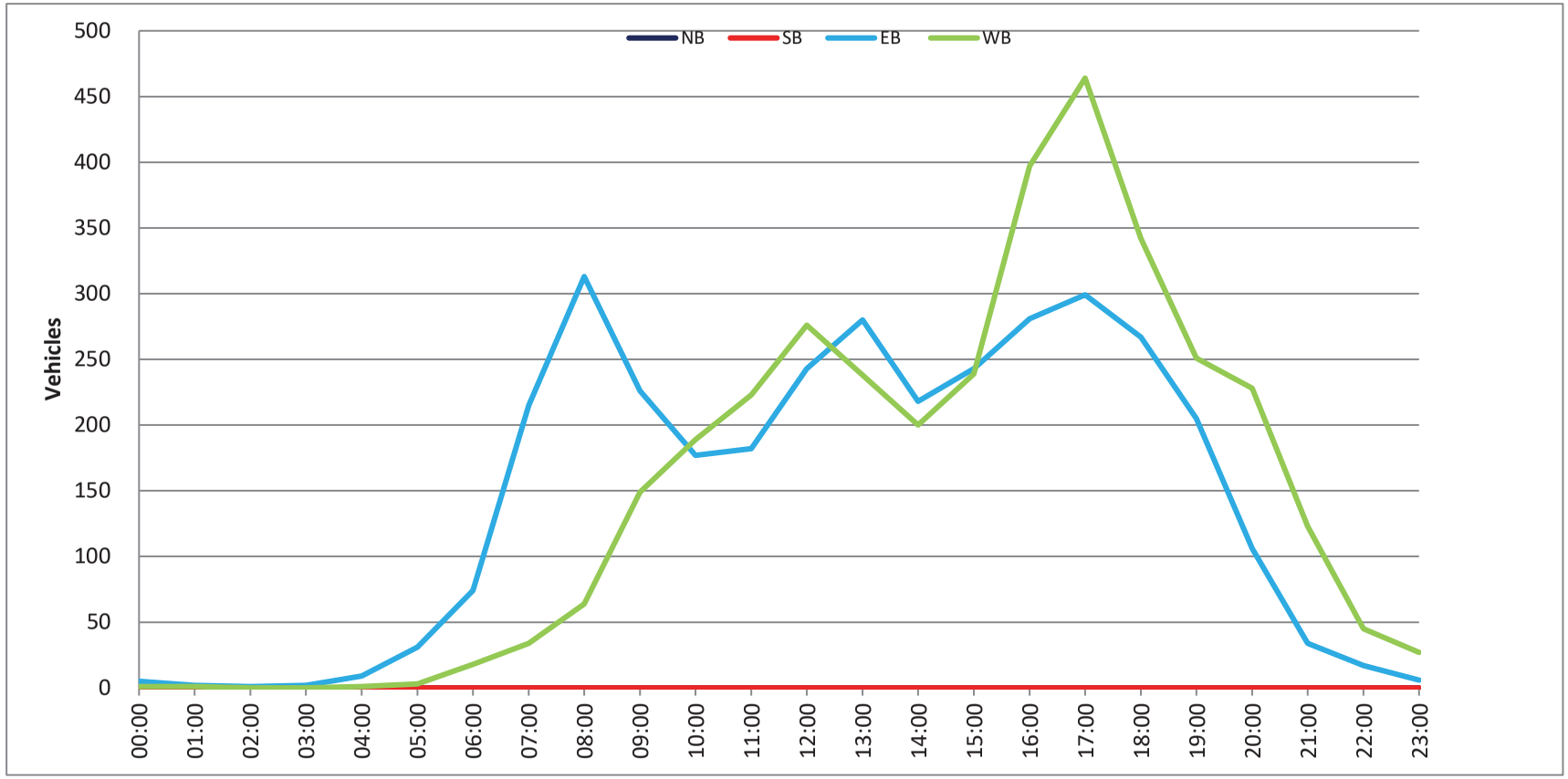
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,436	3,513	6,949

AM Peak Hour			07:30	11:45	11:45	PM Peak Hour			17:15	16:30	16:45
AM Pk Volume			326	277	499	PM Pk Volume			301	502	795
Pk Hr Factor			0.906	0.834	0.924	Pk Hr Factor			0.745	0.756	0.828
7 - 9 Volume	0	0	528	98	626	4 - 6 Volume	0	0	580	861	1441
7 - 9 Peak Hour			07:30	08:00	07:45	4 - 6 Peak Hour			16:45	16:30	16:45
7 - 9 Pk Volume	0	0	326	64	378	4 - 6 Pk Volume	0	0	300	502	795
Pk Hr Factor	0.000	0.000	0.906	0.696	0.900	Pk Hr Factor	0.000	0.000	0.735	0.756	0.828

Prepared by NDS/ATD

Project #: CA15_4080_050 **City:** Chula Vista

Location: Fenton Street Bet. Lane Avenue & Otay **Date:** 3/12/2015



Prepared by NDS/ATD

VOLUME

Telegraph Canyon Rd from Paseo Ladera to Paseo Ranchero/Heritage Rd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	22,387	22,017	44,404

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			63		31		94		12:00			266		293		559	
00:15			50		34		84		12:15			263		289		552	
00:30			41		25		66		12:30			253		268		521	
00:45			40	194	14	104	54	298	12:45			286	1068	272	1122	558	2190
01:00			29		18		47		13:00			293		284		577	
01:15			21		23		44		13:15			268		287		555	
01:30			23		17		40		13:30			308		292		600	
01:45			24	97	15	73	39	170	13:45			347	1216	276	1139	623	2355
02:00			12		12		24		14:00			330		302		632	
02:15			14		17		31		14:15			391		354		745	
02:30			21		9		30		14:30			427		359		786	
02:45			12	59	12	50	24	109	14:45			386	1534	418	1433	804	2967
03:00			8		26		34		15:00			412		369		781	
03:15			17		28		45		15:15			431		360		791	
03:30			21		29		50		15:30			457		393		850	
03:45			17	63	37	120	54	183	15:45			424	1724	335	1457	759	3181
04:00			17		43		60		16:00			457		329		786	
04:15			32		69		101		16:15			492		345		837	
04:30			23		84		107		16:30			491		331		822	
04:45			29	101	96	292	125	393	16:45			483	1923	401	1406	884	3329
05:00			29		156		185		17:00			515		397		912	
05:15			44		188		232		17:15			471		374		845	
05:30			56		243		299		17:30			488		360		848	
05:45			79	208	288	875	367	1083	17:45			554	2028	314	1445	868	3473
06:00			75		263		338		18:00			373		312		685	
06:15			138		262		400		18:15			383		299		682	
06:30			293		300		593		18:30			411		283		694	
06:45			316	822	339	1164	655	1986	18:45			385	1552	250	1144	635	2696
07:00			380		379		759		19:00			341		260		601	
07:15			398		451		849		19:15			308		258		566	
07:30			436		555		991		19:30			291		244		535	
07:45			463	1677	524	1909	987	3586	19:45			282	1222	238	1000	520	2222
08:00			345		415		760		20:00			242		257		499	
08:15			365		429		794		20:15			246		210		456	
08:30			375		392		767		20:30			245		217		462	
08:45			372	1457	365	1601	737	3058	20:45			183	916	235	919	418	1835
09:00			293		309		602		21:00			200		199		399	
09:15			251		361		612		21:15			207		171		378	
09:30			279		274		553		21:30			169		130		299	
09:45			222	1045	270	1214	492	2259	21:45			147	723	132	632	279	1355
10:00			232		243		475		22:00			124		134		258	
10:15			215		290		505		22:15			123		97		220	
10:30			269		296		565		22:30			108		105		213	
10:45			225	941	336	1165	561	2106	22:45			104	459	76	412	180	871
11:00			242		298		540		23:00			95		68		163	
11:15			230		265		495		23:15			84		45		129	
11:30			294		299		593		23:30			79		48		127	
11:45			263	1029	290	1152	553	2181	23:45			71	329	28	189	99	518
TOTALS				7693		9719		17412	TOTALS				14694		12298		26992
SPLIT %				44.2%		55.8%		39.2%	SPLIT %				54.4%		45.6%		60.8%

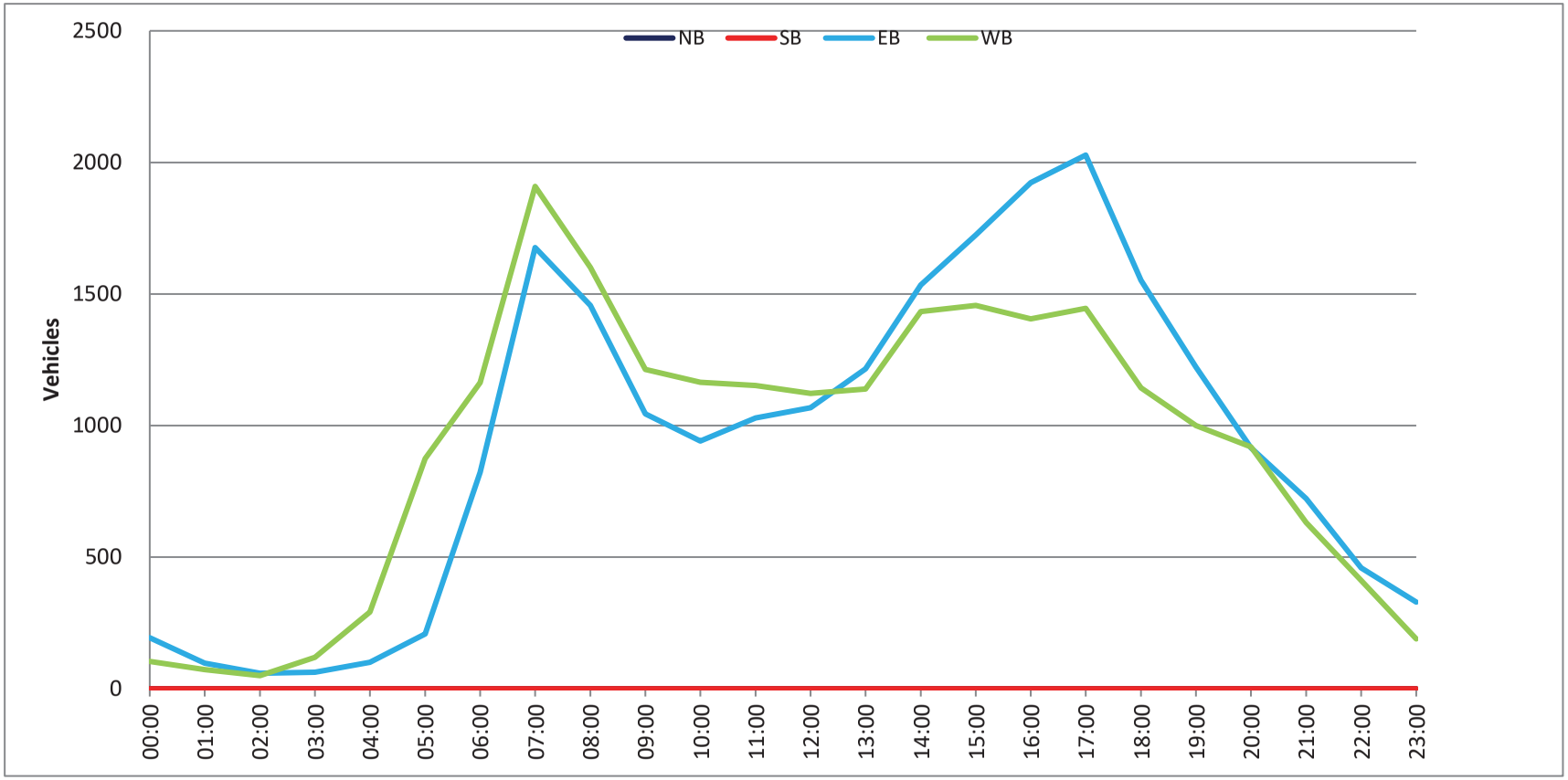
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	22,387	22,017	44,404

AM Peak Hour			07:00	07:15	07:15	PM Peak Hour			17:00	14:45	16:45
AM Pk Volume			1677	1945	3587	PM Pk Volume			2028	1540	3489
Pk Hr Factor			0.906	0.876	0.905	Pk Hr Factor			0.915	0.921	0.956
7 - 9 Volume	0	0	3134	3510	6644	4 - 6 Volume	0	0	3951	2851	6802
7 - 9 Peak Hour			07:00	07:15	07:15	4 - 6 Peak Hour			17:00	16:45	16:45
7 - 9 Pk Volume	0	0	1677	1945	3587	4 - 6 Pk Volume	0	0	2028	1532	3489
Pk Hr Factor	0.000	0.000	0.906	0.876	0.905	Pk Hr Factor	0.000	0.000	0.915	0.955	0.956

Prepared by NDS/ATD

Project #: CA14_4115_006 **City:** Chula Vista

Location: Telegraph Canyon Rd from Paseo Ladera to **Date:** 4/30/2014



Prepared by NDS/ATD

VOLUME

Telegraph Canyon Rd from Paseo Ranchero/Heritage Rd to La Media Rd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_007

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,641	16,854	35,495

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			47		12		59		12:00			228		249		477	
00:15			41		9		50		12:15			214		251		465	
00:30			40		23		63		12:30			209		236		445	
00:45			28	156	8	52	36	208	12:45			270	921	229	965	499	1886
01:00			21		15		36		13:00			224		261		485	
01:15			19		24		43		13:15			226		285		511	
01:30			18		13		31		13:30			256		278		534	
01:45			17	75	12	64	29	139	13:45			280	986	292	1116	572	2102
02:00			14		8		22		14:00			276		274		550	
02:15			8		12		20		14:15			304		292		596	
02:30			17		9		26		14:30			346		355		701	
02:45			10	49	9	38	19	87	14:45			313	1239	355	1276	668	2515
03:00			11		21		32		15:00			349		308		657	
03:15			13		20		33		15:15			371		295		666	
03:30			17		13		30		15:30			366		333		699	
03:45			21	62	16	70	37	132	15:45			322	1408	301	1237	623	2645
04:00			19		27		46		16:00			376		312		688	
04:15			35		38		73		16:15			381		266		647	
04:30			27		52		79		16:30			401		336		737	
04:45			25	106	66	183	91	289	16:45			379	1537	323	1237	702	2774
05:00			37		99		136		17:00			385		354		739	
05:15			46		118		164		17:15			373		356		729	
05:30			60		135		195		17:30			402		353		755	
05:45			70	213	149	501	219	714	17:45			403	1563	263	1326	666	2889
06:00			75		167		242		18:00			328		245		573	
06:15			115		173		288		18:15			301		208		509	
06:30			248		197		445		18:30			323		201		524	
06:45			284	722	245	782	529	1504	18:45			300	1252	165	819	465	2071
07:00			313		350		663		19:00			278		188		466	
07:15			385		356		741		19:15			237		160		397	
07:30			407		421		828		19:30			249		142		391	
07:45			467	1572	326	1453	793	3025	19:45			229	993	142	632	371	1625
08:00			301		324		625		20:00			205		146		351	
08:15			309		297		606		20:15			178		102		280	
08:30			351		261		612		20:30			193		98		291	
08:45			306	1267	316	1198	622	2465	20:45			153	729	119	465	272	1194
09:00			260		269		529		21:00			156		99		255	
09:15			229		275		504		21:15			155		69		224	
09:30			240		198		438		21:30			123		62		185	
09:45			229	958	228	970	457	1928	21:45			106	540	57	287	163	827
10:00			186		195		381		22:00			98		43		141	
10:15			199		243		442		22:15			96		30		126	
10:30			210		264		474		22:30			73		41		114	
10:45			237	832	311	1013	548	1845	22:45			65	332	25	139	90	471
11:00			184		235		419		23:00			66		25		91	
11:15			220		225		445		23:15			57		12		69	
11:30			250		249		499		23:30			58		17		75	
11:45			247	901	257	966	504	1867	23:45			47	228	11	65	58	293
TOTALS				6913		7290		14203	TOTALS				11728		9564		21292
SPLIT %				48.7%		51.3%		40.0%	SPLIT %				55.1%		44.9%		60.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,641	16,854	35,495

AM Peak Hour			07:00	07:00	07:00	PM Peak Hour			17:00	16:45	16:45
AM Pk Volume			1572	1453	3025	PM Pk Volume			1563	1386	2925
Pk Hr Factor			0.842	0.863	0.913	Pk Hr Factor			0.970	0.973	0.969
7 - 9 Volume	0	0	2839	2651	5490	4 - 6 Volume	0	0	3100	2563	5663
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			17:00	16:45	16:45
7 - 9 Pk Volume	0	0	1572	1453	3025	4 - 6 Pk Volume	0	0	1563	1386	2925
Pk Hr Factor	0.000	0.000	0.842	0.863	0.913	Pk Hr Factor	0.000	0.000	0.970	0.973	0.969

Prepared by NDS/ATD

Project #: CA14_4115_007 **City:** Chula Vista

Location: Telegraph Canyon Rd from Paseo **Date:** 4/30/2014

Prepared by NDS/ATD

VOLUME

Otay Lakes Road Bet. E. H Street & Ridgeback Road

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_037

DAILY TOTALS	NB	SB	EB	WB	Total
	12,317	13,924	0	0	26,241

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	14		28						42		12:00	172		224						396	
00:15	4		19						23		12:15	142		208						350	
00:30	12		19						31		12:30	185		207						392	
00:45	7	37	16	82					23	119	12:45	177	676	247	886					424	1562
01:00	6		11						17		13:00	182		314						496	
01:15	11		10						21		13:15	227		215						442	
01:30	8		12						20		13:30	221		232						453	
01:45	2	27	6	39					8	66	13:45	188	818	249	1010					437	1828
02:00	8		12						20		14:00	180		241						421	
02:15	7		7						14		14:15	273		224						497	
02:30	6		8						14		14:30	191		237						428	
02:45	4	25	4	31					8	56	14:45	221	865	241	943					462	1808
03:00	4		7						11		15:00	270		235						505	
03:15	3		4						7		15:15	226		341						567	
03:30	5		8						13		15:30	249		299						548	
03:45	6	18	7	26					13	44	15:45	200	945	222	1097					422	2042
04:00	9		8						17		16:00	186		283						469	
04:15	9		7						16		16:15	228		297						525	
04:30	12		14						26		16:30	223		291						514	
04:45	22	52	13	42					35	94	16:45	221	858	297	1168					518	2026
05:00	44		14						58		17:00	259		323						582	
05:15	62		14						76		17:15	263		271						534	
05:30	73		24						97		17:30	217		277						494	
05:45	68	247	33	85					101	332	17:45	183	922	296	1167					479	2089
06:00	99		37						136		18:00	173		274						447	
06:15	127		74						201		18:15	224		249						473	
06:30	184		126						310		18:30	228		255						483	
06:45	238	648	245	482					483	1130	18:45	213	838	238	1016					451	1854
07:00	264		240						504		19:00	184		222						406	
07:15	200		169						369		19:15	159		187						346	
07:30	280		236						516		19:30	156		187						343	
07:45	304	1048	303	948					607	1996	19:45	138	637	182	778					320	1415
08:00	249		223						472		20:00	122		134						256	
08:15	182		178						360		20:15	132		150						282	
08:30	168		184						352		20:30	145		127						272	
08:45	226	825	205	790					431	1615	20:45	129	528	129	540					258	1068
09:00	152		169						321		21:00	97		137						234	
09:15	179		132						311		21:15	90		118						208	
09:30	132		148						280		21:30	79		84						163	
09:45	129	592	187	636					316	1228	21:45	57	323	106	445					163	768
10:00	125		152						277		22:00	50		73						123	
10:15	106		146						252		22:15	51		71						122	
10:30	130		179						309		22:30	38		42						80	
10:45	181	542	165	642					346	1184	22:45	31	170	44	230					75	400
11:00	166		147						313		23:00	34		37						71	
11:15	125		162						287		23:15	19		32						51	
11:30	158		189						347		23:30	24		26						50	
11:45	133	582	208	706					341	1288	23:45	17	94	40	135					57	229
TOTALS		4643		4509						9152	TOTALS		7674		9415						17089
SPLIT %		50.7%		49.3%						34.9%	SPLIT %		44.9%		55.1%						65.1%

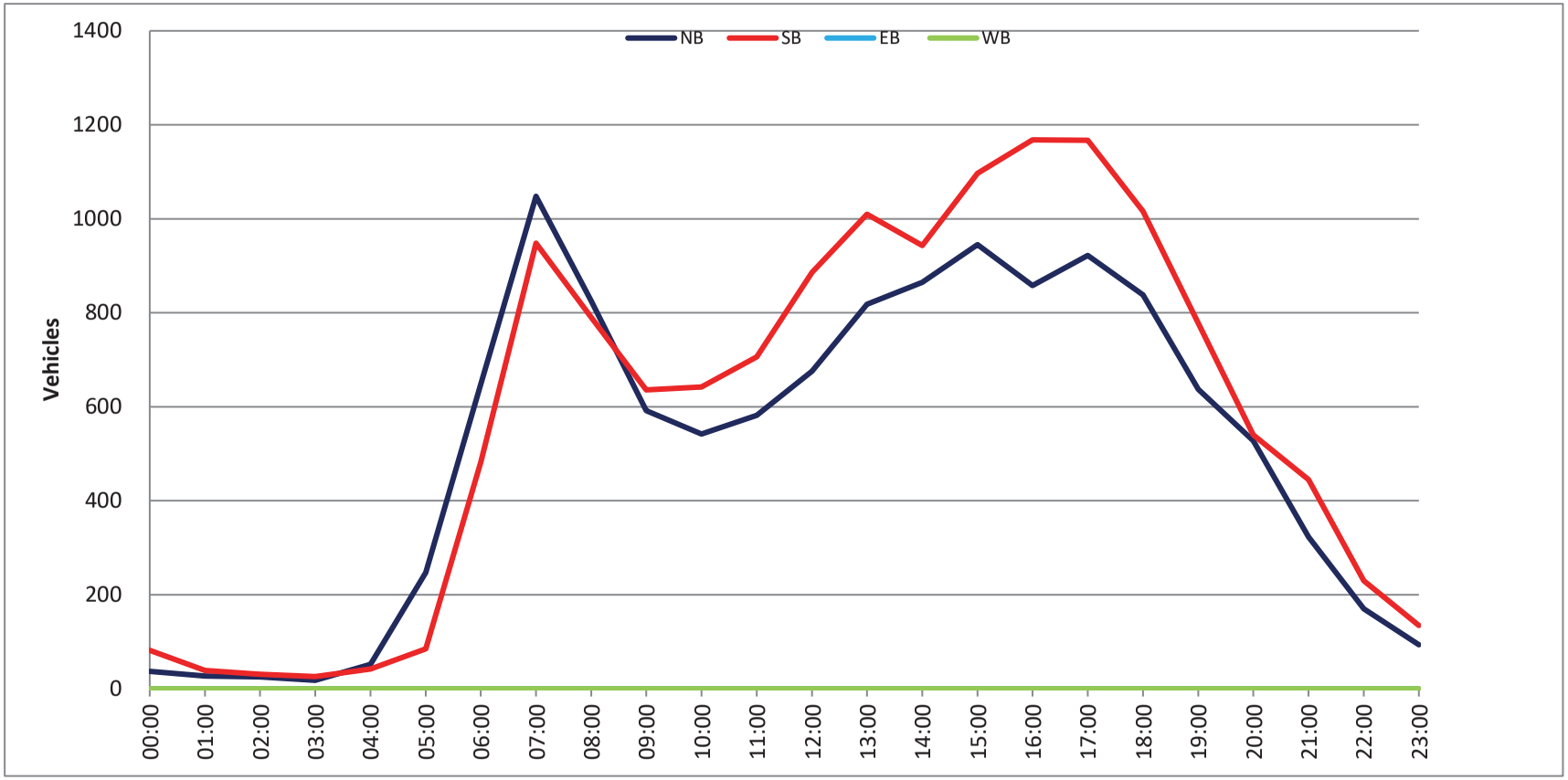
DAILY TOTALS	NB	SB	EB	WB	Total
	12,317	13,924	0	0	26,241

AM Peak Hour	07:00	07:00			07:00	PM Peak Hour	14:45	16:15			16:30
AM Pk Volume	1048	948			1996	PM Pk Volume	966	1208			2148
Pk Hr Factor	0.862	0.782			0.822	Pk Hr Factor	0.894	0.935			0.923
7 - 9 Volume	1873	1738	0	0	3611	4 - 6 Volume	1780	2335	0	0	4115
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:30	16:15			16:30
7 - 9 Pk Volume	1048	948	0	0	1996	4 - 6 Pk Volume	966	1208	0	0	2148
Pk Hr Factor	0.862	0.782	0.000	0.000	0.822	Pk Hr Factor	0.918	0.935	0.000	0.000	0.923

Prepared by NDS/ATD

Project #: CA15_4080_037 **City:** Chula Vista

Location: Otay Lakes Road Bet. E. H Street & **Date:** 3/12/2015



Prepared by NDS/ATD

VOLUME

Otay Lakes Rd fromEastHSt toTelegraphCanyon Rd/OtayLakesRd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_008

DAILY TOTALS	NB	SB	EB	WB	Total
	14,140	14,772	0	0	28,912

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	23		33						56		12:00	171		229						400	
00:15	16		27						43		12:15	172		194						366	
00:30	16		18						34		12:30	167		217						384	
00:45	12	67	12	90					24	157	12:45	192	702	208	848					400	1550
01:00	7		16						23		13:00	218		251						469	
01:15	10		8						18		13:15	198		345						543	
01:30	5		10						15		13:30	207		249						456	
01:45	3	25	10	44					13	69	13:45	207	830	263	1108					470	1938
02:00	10		11						21		14:00	194		281						475	
02:15	3		13						16		14:15	177		294						471	
02:30	6		4						10		14:30	242		283						525	
02:45	2	21	0	28					2	49	14:45	263	876	331	1189					594	2065
03:00	7		4						11		15:00	264		251						515	
03:15	6		2						8		15:15	238		321						559	
03:30	12		5						17		15:30	231		266						497	
03:45	7	32	5	16					12	48	15:45	261	994	307	1145					568	2139
04:00	9		6						15		16:00	274		258						532	
04:15	17		5						22		16:15	287		275						562	
04:30	25		9						34		16:30	272		294						566	
04:45	18	69	20	40					38	109	16:45	268	1101	303	1130					571	2231
05:00	41		11						52		17:00	240		316						556	
05:15	54		22						76		17:15	252		295						547	
05:30	49		27						76		17:30	242		268						510	
05:45	87	231	28	88					115	319	17:45	231	965	285	1164					516	2129
06:00	121		46						167		18:00	208		316						524	
06:15	140		62						202		18:15	197		302						499	
06:30	202		93						295		18:30	218		240						458	
06:45	277	740	140	341					417	1081	18:45	216	839	238	1096					454	1935
07:00	258		153						411		19:00	197		247						444	
07:15	311		151						462		19:15	158		261						419	
07:30	416		154						570		19:30	178		249						427	
07:45	323	1308	183	641					506	1949	19:45	165	698	227	984					392	1682
08:00	245		149						394		20:00	148		275						423	
08:15	247		134						381		20:15	134		193						327	
08:30	276		149						425		20:30	129		202						331	
08:45	259	1027	180	612					439	1639	20:45	110	521	218	888					328	1409
09:00	263		181						444		21:00	114		180						294	
09:15	257		200						457		21:15	85		140						225	
09:30	200		129						329		21:30	68		108						176	
09:45	219	939	195	705					414	1644	21:45	68	335	101	529					169	864
10:00	141		134						275		22:00	52		91						143	
10:15	132		178						310		22:15	60		66						126	
10:30	181		242						423		22:30	43		56						99	
10:45	181	635	330	884					511	1519	22:45	40	195	50	263					90	458
11:00	180		211						391		23:00	31		32						63	
11:15	175		184						359		23:15	31		41						72	
11:30	261		179						440		23:30	31		33						64	
11:45	261	877	239	813					500	1690	23:45	20	113	20	126					40	239
TOTALS		5971		4302						10273	TOTALS		8169		10470						18639
SPLIT %		58.1%		41.9%						35.5%	SPLIT %		43.8%		56.2%						64.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	14,140	14,772	0	0	28,912

AM Peak Hour	07:00	10:30			07:00	PM Peak Hour	16:00	16:30			16:15
AM Pk Volume	1308	967			1949	PM Pk Volume	1101	1208			2255
Pk Hr Factor	0.786	0.733			0.855	Pk Hr Factor	0.959	0.956			0.987
7 - 9 Volume	2335	1253	0	0	3588	4 - 6 Volume	2066	2294	0	0	4360
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:00	16:30			16:15
7 - 9 Pk Volume	1308	641	0	0	1949	4 - 6 Pk Volume	1101	1208	0	0	2255
Pk Hr Factor	0.786	0.876	0.000	0.000	0.855	Pk Hr Factor	0.959	0.956	0.000	0.000	0.987

Prepared by NDS/ATD

Project #: CA14_4115_008 **City:** Chula Vista

Location: Otay Lakes Rd fromEastHSt **Date:** 4/30/2014

Prepared by NDS/ATD

VOLUME

Otay Lakes Rd from Rutgers Ave to SR-125 SB Ramps

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	20,707	21,224	41,931

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			41		47		88		12:00			274		298		572	
00:15			43		13		56		12:15			264		309		573	
00:30			36		25		61		12:30			281		275		556	
00:45			22	142	11	96	33	238	12:45			275	1094	290	1172	565	2266
01:00			17		20		37		13:00			294		337		631	
01:15			13		22		35		13:15			311		286		597	
01:30			9		9		18		13:30			281		336		617	
01:45			21	60	12	63	33	123	13:45			317	1203	328	1287	645	2490
02:00			13		5		18		14:00			299		322		621	
02:15			9		9		18		14:15			378		331		709	
02:30			15		14		29		14:30			368		402		770	
02:45			15	52	11	39	26	91	14:45			390	1435	385	1440	775	2875
03:00			12		17		29		15:00			370		349		719	
03:15			14		14		28		15:15			396		355		751	
03:30			24		16		40		15:30			400		398		798	
03:45			26	76	12	59	38	135	15:45			415	1581	373	1475	788	3056
04:00			25		22		47		16:00			394		386		780	
04:15			40		29		69		16:15			395		379		774	
04:30			44		51		95		16:30			405		387		792	
04:45			38	147	53	155	91	302	16:45			500	1694	382	1534	882	3228
05:00			44		79		123		17:00			428		436		864	
05:15			60		105		165		17:15			444		348		792	
05:30			81		110		191		17:30			416		402		818	
05:45			77	262	143	437	220	699	17:45			421	1709	388	1574	809	3283
06:00			88		159		247		18:00			395		361		756	
06:15			142		183		325		18:15			361		334		695	
06:30			251		208		459		18:30			367		360		727	
06:45			258	739	246	796	504	1535	18:45			383	1506	310	1365	693	2871
07:00			223		341		564		19:00			325		323		648	
07:15			295		274		569		19:15			326		300		626	
07:30			328		314		642		19:30			303		297		600	
07:45			345	1191	319	1248	664	2439	19:45			270	1224	345	1265	615	2489
08:00			298		310		608		20:00			290		301		591	
08:15			326		328		654		20:15			229		273		502	
08:30			318		293		611		20:30			212		264		476	
08:45			339	1281	314	1245	653	2526	20:45			187	918	230	1068	417	1986
09:00			280		346		626		21:00			178		234		412	
09:15			255		293		548		21:15			197		172		369	
09:30			252		266		518		21:30			134		170		304	
09:45			246	1033	279	1184	525	2217	21:45			111	620	139	715	250	1335
10:00			237		281		518		22:00			110		137		247	
10:15			244		262		506		22:15			99		118		217	
10:30			281		295		576		22:30			79		111		190	
10:45			306	1068	300	1138	606	2206	22:45			69	357	87	453	156	810
11:00			262		274		536		23:00			57		76		133	
11:15			262		281		543		23:15			58		50		108	
11:30			263		328		591		23:30			58		52		110	
11:45			312	1099	318	1201	630	2300	23:45			43	216	37	215	80	431
TOTALS				7150		7661		14811	TOTALS				13557		13563		27120
SPLIT %				48.3%		51.7%		35.3%	SPLIT %				50.0%		50.0%		64.7%

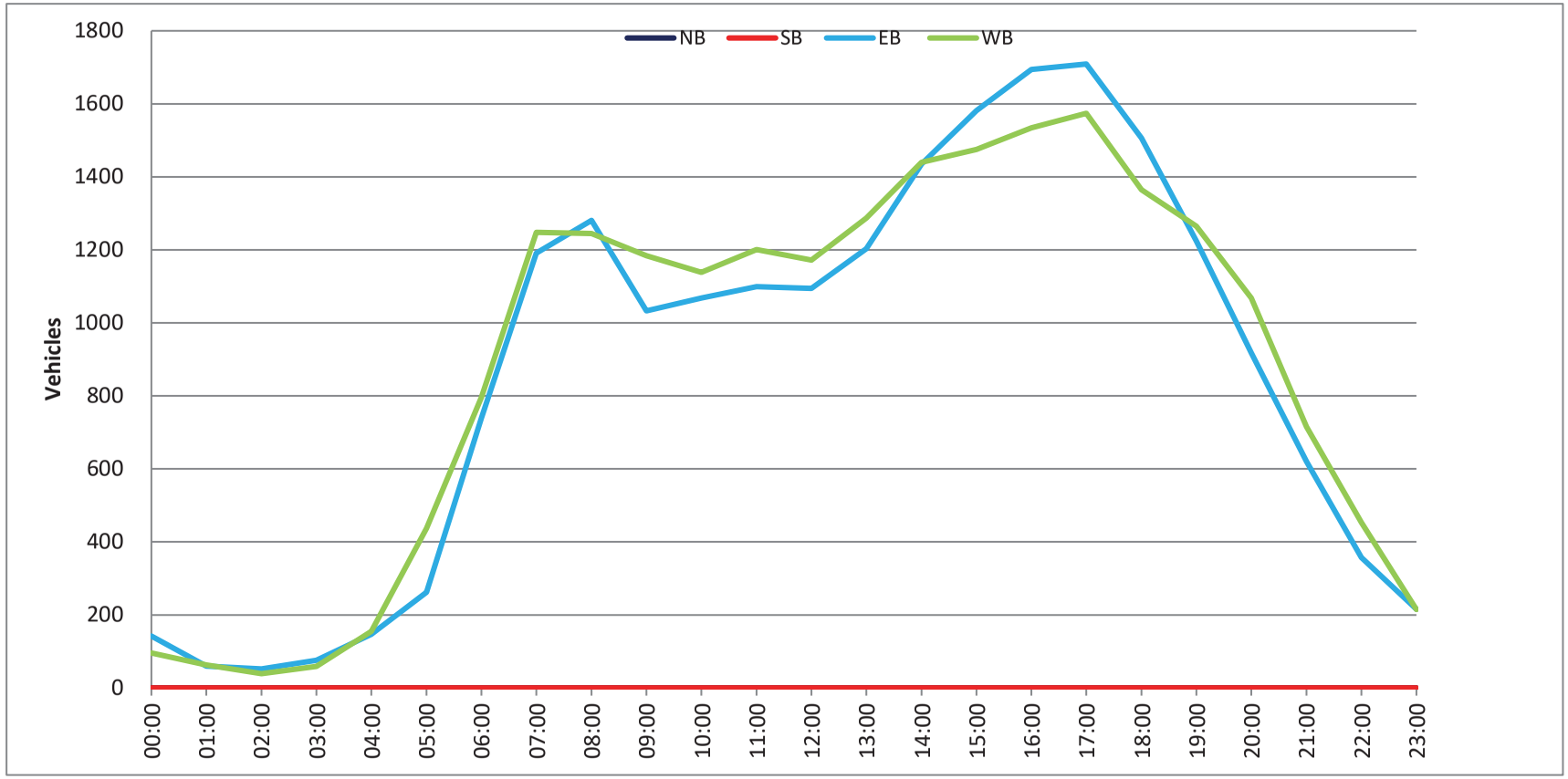
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	20,707	21,224	41,931

AM Peak Hour			07:30	08:15	07:30	PM Peak Hour			16:45	16:15	16:45
AM Pk Volume			1297	1281	2568	PM Pk Volume			1788	1584	3356
Pk Hr Factor			0.940	0.926	0.967	Pk Hr Factor			0.894	0.908	0.951
7 - 9 Volume	0	0	2472	2493	4965	4 - 6 Volume	0	0	3403	3108	6511
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:45	16:15	16:45
7 - 9 Pk Volume	0	0	1297	1271	2568	4 - 6 Pk Volume	0	0	1788	1584	3356
Pk Hr Factor	0.000	0.000	0.940	0.969	0.967	Pk Hr Factor	0.000	0.000	0.894	0.908	0.951

Prepared by NDS/ATD

Project #: CA14_4115_010 **City:** Chula Vista

Location: Otay Lakes Rd from Rutgers Ave to SR-125 **Date:** 4/30/2014



Prepared by NDS/ATD

VOLUME

Otay Lakes Rd from SR-125 SB Ramps to SR-125 NB Ramps

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_011

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	25,171	21,235	46,406

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			38		31		69		12:00			334		303		637	
00:15			67		39		106		12:15			330		300		630	
00:30			25		17		42		12:30			350		307		657	
00:45			33	163	21	108	54	271	12:45			298	1312	316	1226	614	2538
01:00			36		25		61		13:00			344		324		668	
01:15			24		14		38		13:15			342		315		657	
01:30			25		12		37		13:30			322		341		663	
01:45			21	106	11	62	32	168	13:45			418	1426	341	1321	759	2747
02:00			16		17		33		14:00			372		322		694	
02:15			10		13		23		14:15			423		325		748	
02:30			25		10		35		14:30			470		379		849	
02:45			18	69	10	50	28	119	14:45			431	1696	354	1380	785	3076
03:00			16		10		26		15:00			451		365		816	
03:15			17		11		28		15:15			479		371		850	
03:30			19		13		32		15:30			491		379		870	
03:45			30	82	17	51	47	133	15:45			478	1899	364	1479	842	3378
04:00			15		26		41		16:00			490		373		863	
04:15			19		24		43		16:15			540		368		908	
04:30			40		56		96		16:30			520		405		925	
04:45			42	116	60	166	102	282	16:45			562	2112	379	1525	941	3637
05:00			42		66		108		17:00			558		400		958	
05:15			72		99		171		17:15			523		427		950	
05:30			71		99		170		17:30			504		432		936	
05:45			116	301	119	383	235	684	17:45			552	2137	333	1592	885	3729
06:00			91		161		252		18:00			497		360		857	
06:15			154		145		299		18:15			433		349		782	
06:30			233		176		409		18:30			434		368		802	
06:45			307	785	222	704	529	1489	18:45			476	1840	317	1394	793	3234
07:00			314		277		591		19:00			402		345		747	
07:15			305		279		584		19:15			394		311		705	
07:30			385		362		747		19:30			388		316		704	
07:45			475	1479	289	1207	764	2686	19:45			326	1510	295	1267	621	2777
08:00			380		324		704		20:00			322		311		633	
08:15			432		310		742		20:15			316		300		616	
08:30			410		285		695		20:30			247		266		513	
08:45			427	1649	328	1247	755	2896	20:45			227	1112	255	1132	482	2244
09:00			349		353		702		21:00			212		238		450	
09:15			328		314		642		21:15			214		183		397	
09:30			317		264		581		21:30			181		158		339	
09:45			344	1338	290	1221	634	2559	21:45			155	762	156	735	311	1497
10:00			295		274		569		22:00			143		155		298	
10:15			295		255		550		22:15			119		100		219	
10:30			310		287		597		22:30			97		103		200	
10:45			375	1275	291	1107	666	2382	22:45			93	452	68	426	161	878
11:00			306		284		590		23:00			87		71		158	
11:15			301		293		594		23:15			72		56		128	
11:30			355		328		683		23:30			71		48		119	
11:45			306	1268	339	1244	645	2512	23:45			52	282	33	208	85	490
TOTALS				8631		7550		16181	TOTALS				16540		13685		30225
SPLIT %				53.3%		46.7%		34.9%	SPLIT %				54.7%		45.3%		65.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	25,171	21,235	46,406

AM Peak Hour			07:45	07:30	07:30	PM Peak Hour			16:15	16:45	16:45
AM Pk Volume			1697	1285	2957	PM Pk Volume			2180	1638	3785
Pk Hr Factor			0.893	0.887	0.968	Pk Hr Factor			0.970	0.948	0.988
7 - 9 Volume	0	0	3128	2454	5582	4 - 6 Volume	0	0	4249	3117	7366
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour			16:15	16:45	16:45
7 - 9 Pk Volume	0	0	1697	1285	2957	4 - 6 Pk Volume	0	0	2180	1638	3785
Pk Hr Factor	0.000	0.000	0.893	0.887	0.968	Pk Hr Factor	0.000	0.000	0.970	0.948	0.988

Prepared by NDS/ATD

Project #: CA14_4115_011 **City:** Chula Vista

Location: Otay Lakes Rd from SR-125 SB Ramps to SR- **Date:** 4/30/2014

Prepared by NDS/ATD

VOLUME

Otay Lakes Rd from SR-125 NB Ramps to Eastlake Pkwy

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_012

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,217	22,074	40,291

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			33		28		61		12:00			236		333		569	
00:15			43		34		77		12:15			221		274		495	
00:30			15		16		31		12:30			217		310		527	
00:45			23	114	19	97	42	211	12:45			203	877	321	1238	524	2115
01:00			21		25		46		13:00			247		326		573	
01:15			19		15		34		13:15			204		311		515	
01:30			17		12		29		13:30			236		327		563	
01:45			13	70	15	67	28	137	13:45			239	926	326	1290	565	2216
02:00			13		16		29		14:00			228		313		541	
02:15			7		12		19		14:15			250		323		573	
02:30			21		10		31		14:30			324		386		710	
02:45			13	54	11	49	24	103	14:45			322	1124	389	1411	711	2535
03:00			13		7		20		15:00			294		377		671	
03:15			13		16		29		15:15			305		366		671	
03:30			18		23		41		15:30			292		427		719	
03:45			17	61	23	69	40	130	15:45			336	1227	370	1540	706	2767
04:00			21		30		51		16:00			471		374		845	
04:15			20		28		48		16:15			451		294		745	
04:30			40		56		96		16:30			468		376		844	
04:45			32	113	72	186	104	299	16:45			449	1839	339	1383	788	3222
05:00			32		85		117		17:00			500		373		873	
05:15			32		142		174		17:15			452		332		784	
05:30			55		146		201		17:30			481		389		870	
05:45			79	198	176	549	255	747	17:45			484	1917	320	1414	804	3331
06:00			57		259		316		18:00			312		371		683	
06:15			71		245		316		18:15			301		350		651	
06:30			126		285		411		18:30			319		330		649	
06:45			210	464	309	1098	519	1562	18:45			292	1224	305	1356	597	2580
07:00			284		384		668		19:00			249		357		606	
07:15			219		409		628		19:15			251		292		543	
07:30			295		389		684		19:30			239		296		535	
07:45			359	1157	416	1598	775	2755	19:45			241	980	291	1236	532	2216
08:00			371		375		746		20:00			201		282		483	
08:15			355		386		741		20:15			200		242		442	
08:30			323		374		697		20:30			189		220		409	
08:45			355	1404	375	1510	730	2914	20:45			168	758	225	969	393	1727
09:00			221		392		613		21:00			142		224		366	
09:15			220		368		588		21:15			143		157		300	
09:30			195		316		511		21:30			115		158		273	
09:45			231	867	312	1388	543	2255	21:45			117	517	124	663	241	1180
10:00			209		294		503		22:00			101		111		212	
10:15			217		274		491		22:15			82		87		169	
10:30			227		294		521		22:30			71		92		163	
10:45			258	911	316	1178	574	2089	22:45			58	312	56	346	114	658
11:00			197		270		467		23:00			57		57		114	
11:15			237		294		531		23:15			57		56		113	
11:30			234		351		585		23:30			53		36		89	
11:45			228	896	348	1263	576	2159	23:45			40	207	27	176	67	383
TOTALS				6309		9052		15361	TOTALS				11908		13022		24930
SPLIT %				41.1%		58.9%		38.1%	SPLIT %				47.8%		52.2%		61.9%

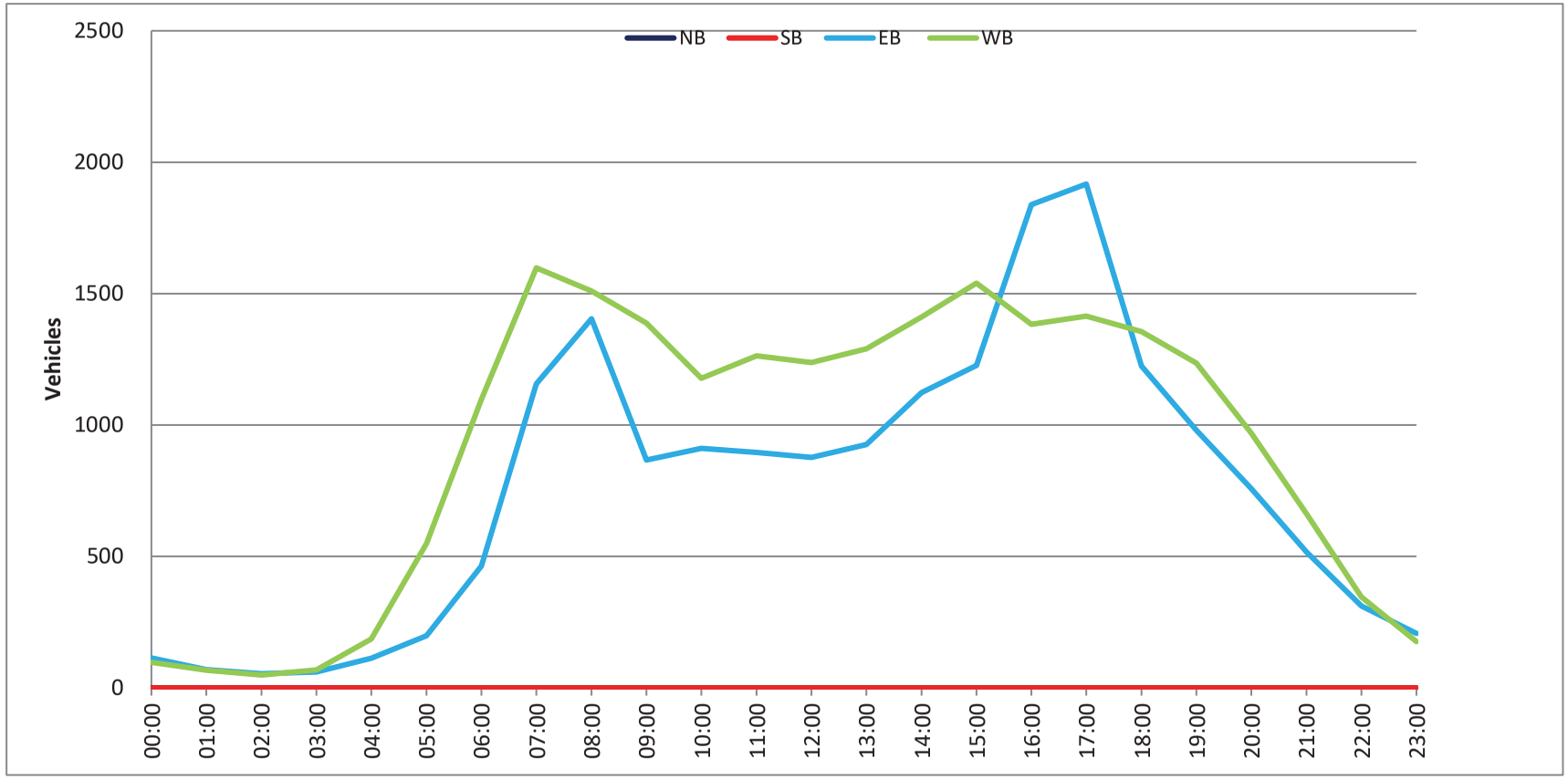
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,217	22,074	40,291

AM Peak Hour			07:45	07:00	07:45	PM Peak Hour			17:00	14:45	17:00
AM Pk Volume			1408	1598	2959	PM Pk Volume			1917	1559	3331
Pk Hr Factor			0.949	0.960	0.955	Pk Hr Factor			0.959	0.913	0.954
7 - 9 Volume	0	0	2561	3108	5669	4 - 6 Volume	0	0	3756	2797	6553
7 - 9 Peak Hour			07:45	07:00	07:45	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	1408	1598	2959	4 - 6 Pk Volume	0	0	1917	1433	3331
Pk Hr Factor	0.000	0.000	0.949	0.960	0.955	Pk Hr Factor	0.000	0.000	0.959	0.921	0.954

Prepared by NDS/ATD

Project #: CA14_4115_012 **City:** Chula Vista

Location: Otay Lakes Rd from SR-125 NB Ramps to **Date:** 4/30/2014



Prepared by NDS/ATD

VOLUME

Otay Lakes Rd from Eastlake Pkwy to Lane Ave

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_013

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,657	12,397	26,054

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			19		15		34		12:00			161		200		361	
00:15			22		11		33		12:15			173		165		338	
00:30			14		7		21		12:30			166		178		344	
00:45			19	74	5	38	24	112	12:45			171	671	187	730	358	1401
01:00			18		14		32		13:00			192		189		381	
01:15			18		5		23		13:15			155		169		324	
01:30			16		4		20		13:30			170		177		347	
01:45			11	63	4	27	15	90	13:45			203	720	177	712	380	1432
02:00			13		8		21		14:00			173		152		325	
02:15			4		10		14		14:15			195		167		362	
02:30			9		7		16		14:30			315		169		484	
02:45			7	33	6	31	13	64	14:45			304	987	143	631	447	1618
03:00			10		3		13		15:00			277		155		432	
03:15			8		7		15		15:15			262		187		449	
03:30			7		10		17		15:30			247		225		472	
03:45			7	32	5	25	12	57	15:45			254	1040	164	731	418	1771
04:00			13		6		19		16:00			261		250		511	
04:15			9		15		24		16:15			238		243		481	
04:30			7		22		29		16:30			274		277		551	
04:45			7	36	28	71	35	107	16:45			294	1067	263	1033	557	2100
05:00			13		31		44		17:00			294		297		591	
05:15			19		53		72		17:15			274		269		543	
05:30			35		77		112		17:30			282		300		582	
05:45			46	113	82	243	128	356	17:45			300	1150	269	1135	569	2285
06:00			42		116		158		18:00			281		193		474	
06:15			51		137		188		18:15			297		178		475	
06:30			91		214		305		18:30			253		151		404	
06:45			175	359	250	717	425	1076	18:45			252	1083	144	666	396	1749
07:00			250		226		476		19:00			235		172		407	
07:15			202		201		403		19:15			228		127		355	
07:30			190		285		475		19:30			206		149		355	
07:45			322	964	248	960	570	1924	19:45			201	870	104	552	305	1422
08:00			237		298		535		20:00			189		108		297	
08:15			235		240		475		20:15			174		103		277	
08:30			233		242		475		20:30			173		82		255	
08:45			235	940	261	1041	496	1981	20:45			144	680	92	385	236	1065
09:00			159		196		355		21:00			142		87		229	
09:15			182		187		369		21:15			111		63		174	
09:30			140		194		334		21:30			102		69		171	
09:45			157	638	198	775	355	1413	21:45			91	446	49	268	140	714
10:00			142		181		323		22:00			79		37		116	
10:15			146		166		312		22:15			67		22		89	
10:30			153		169		322		22:30			65		31		96	
10:45			183	624	167	683	350	1307	22:45			44	255	18	108	62	363
11:00			131		181		312		23:00			51		18		69	
11:15			162		166		328		23:15			47		22		69	
11:30			177		199		376		23:30			45		12		57	
11:45			174	644	223	769	397	1413	23:45			25	168	14	66	39	234
TOTALS				4520		5380		9900	TOTALS				9137		7017		16154
SPLIT %				45.7%		54.3%		38.0%	SPLIT %				56.6%		43.4%		62.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,657	12,397	26,054

AM Peak Hour			07:45	07:30	07:30	PM Peak Hour			17:30	17:00	17:00
AM Pk Volume			1027	1071	2055	PM Pk Volume			1160	1135	2285
Pk Hr Factor			0.797	0.898	0.901	Pk Hr Factor			0.967	0.946	0.967
7 - 9 Volume	0	0	1904	2001	3905	4 - 6 Volume	0	0	2217	2168	4385
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	1027	1071	2055	4 - 6 Pk Volume	0	0	1150	1135	2285
Pk Hr Factor	0.000	0.000	0.797	0.898	0.901	Pk Hr Factor	0.000	0.000	0.958	0.946	0.967

Prepared by NDS/ATD

Project #: CA14_4115_013 **City:** Chula Vista

Location: Otay Lakes Rd from Eastlake Pkwy to Lane **Date:** 4/30/2014

Prepared by NDS/ATD

VOLUME

Otay Lakes Rd from Lane Ave to Fenton St

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_014

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,356	9,476	18,832

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			15		10		25		12:00			109		109		218	
00:15			14		14		28		12:15			122		119		241	
00:30			12		5		17		12:30			85		103		188	
00:45			11	52	6	35	17	87	12:45			107	423	133	464	240	887
01:00			10		9		19		13:00			119		119		238	
01:15			13		5		18		13:15			108		113		221	
01:30			10		5		15		13:30			124		105		229	
01:45			4	37	3	22	7	59	13:45			122	473	125	462	247	935
02:00			12		8		20		14:00			129		124		253	
02:15			4		7		11		14:15			124		119		243	
02:30			6		6		12		14:30			180		140		320	
02:45			4	26	4	25	8	51	14:45			210	643	144	527	354	1170
03:00			8		3		11		15:00			206		134		340	
03:15			4		3		7		15:15			206		179		385	
03:30			3		10		13		15:30			192		223		415	
03:45			1	16	4	20	5	36	15:45			166	770	177	713	343	1483
04:00			9		9		18		16:00			184		161		345	
04:15			5		13		18		16:15			213		182		395	
04:30			4		17		21		16:30			191		161		352	
04:45			9	27	20	59	29	86	16:45			230	818	170	674	400	1492
05:00			6		34		40		17:00			238		178		416	
05:15			10		51		61		17:15			215		155		370	
05:30			23		67		90		17:30			208		142		350	
05:45			29	68	72	224	101	292	17:45			223	884	164	639	387	1523
06:00			26		96		122		18:00			227		137		364	
06:15			21		123		144		18:15			227		158		385	
06:30			45		146		191		18:30			201		136		337	
06:45			80	172	153	518	233	690	18:45			177	832	113	544	290	1376
07:00			119		178		297		19:00			172		158		330	
07:15			88		165		253		19:15			178		117		295	
07:30			126		226		352		19:30			156		125		281	
07:45			169	502	253	822	422	1324	19:45			146	652	119	519	265	1171
08:00			135		250		385		20:00			151		107		258	
08:15			145		214		359		20:15			130		80		210	
08:30			134		214		348		20:30			130		88		218	
08:45			148	562	212	890	360	1452	20:45			106	517	77	352	183	869
09:00			88		150		238		21:00			116		74		190	
09:15			108		142		250		21:15			90		61		151	
09:30			92		158		250		21:30			84		57		141	
09:45			92	380	137	587	229	967	21:45			59	349	41	233	100	582
10:00			93		136		229		22:00			65		39		104	
10:15			95		121		216		22:15			49		23		72	
10:30			113		116		229		22:30			51		29		80	
10:45			128	429	117	490	245	919	22:45			34	199	18	109	52	308
11:00			91		115		206		23:00			34		15		49	
11:15			106		110		216		23:15			36		26		62	
11:30			105		115		220		23:30			35		11		46	
11:45			97	399	143	483	240	882	23:45			21	126	13	65	34	191
TOTALS				2670		4175		6845	TOTALS				6686		5301		11987
SPLIT %				39.0%		61.0%		36.3%	SPLIT %				55.8%		44.2%		63.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,356	9,476	18,832

AM Peak Hour			07:45	07:30	07:30	PM Peak Hour			16:45	15:30	16:15
AM Pk Volume			583	943	1518	PM Pk Volume			891	743	1563
Pk Hr Factor			0.862	0.932	0.899	Pk Hr Factor			0.936	0.833	0.939
7 - 9 Volume	0	0	1064	1712	2776	4 - 6 Volume	0	0	1702	1313	3015
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour			16:45	16:15	16:15
7 - 9 Pk Volume	0	0	583	943	1518	4 - 6 Pk Volume	0	0	891	691	1563
Pk Hr Factor	0.000	0.000	0.862	0.932	0.899	Pk Hr Factor	0.000	0.000	0.936	0.949	0.939

Prepared by NDS/ATD

Project #: CA14_4115_014 **City:** Chula Vista

Location: Otay Lakes Rd from Lane Ave to Fenton St **Date:** 4/30/2014

Prepared by NDS/ATD

VOLUME

Otay Lakes Rd from Hunte Pkwy to Woods Dr

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_016

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,586	5,086	9,672

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			11		6		17		12:00			64		65		129	
00:15			5		6		11		12:15			67		65		132	
00:30			5		2		7		12:30			59		64		123	
00:45			3	24	3	17	6	41	12:45			52	242	76	270	128	512
01:00			8		3		11		13:00			62		62		124	
01:15			5		3		8		13:15			59		64		123	
01:30			5		4		9		13:30			50		60		110	
01:45			4	22	1	11	5	33	13:45			57	228	77	263	134	491
02:00			7		5		12		14:00			54		84		138	
02:15			1		5		6		14:15			52		86		138	
02:30			1		2		3		14:30			101		89		190	
02:45			1	10	2	14	3	24	14:45			82	289	120	379	202	668
03:00			2		2		4		15:00			86		95		181	
03:15			6		3		9		15:15			100		143		243	
03:30			3		3		6		15:30			111		156		267	
03:45			0	11	4	12	4	23	15:45			73	370	96	490	169	860
04:00			3		3		6		16:00			103		83		186	
04:15			5		6		11		16:15			90		75		165	
04:30			0		8		8		16:30			85		80		165	
04:45			1	9	9	26	10	35	16:45			102	380	82	320	184	700
05:00			7		13		20		17:00			117		82		199	
05:15			7		12		19		17:15			110		73		183	
05:30			9		20		29		17:30			113		71		184	
05:45			17	40	22	67	39	107	17:45			107	447	92	318	199	765
06:00			12		48		60		18:00			91		47		138	
06:15			12		53		65		18:15			92		69		161	
06:30			30		72		102		18:30			115		72		187	
06:45			55	109	112	285	167	394	18:45			118	416	60	248	178	664
07:00			61		81		142		19:00			86		73		159	
07:15			31		69		100		19:15			92		68		160	
07:30			48		106		154		19:30			81		49		130	
07:45			79	219	191	447	270	666	19:45			82	341	49	239	131	580
08:00			58		220		278		20:00			74		57		131	
08:15			60		142		202		20:15			61		34		95	
08:30			56		104		160		20:30			57		30		87	
08:45			74	248	107	573	181	821	20:45			55	247	35	156	90	403
09:00			47		92		139		21:00			52		25		77	
09:15			48		72		120		21:15			41		21		62	
09:30			41		69		110		21:30			38		15		53	
09:45			47	183	61	294	108	477	21:45			31	162	11	72	42	234
10:00			40		57		97		22:00			25		22		47	
10:15			39		62		101		22:15			27		11		38	
10:30			62		50		112		22:30			20		16		36	
10:45			62	203	66	235	128	438	22:45			12	84	6	55	18	139
11:00			49		54		103		23:00			16		8		24	
11:15			60		74		134		23:15			17		9		26	
11:30			70		56		126		23:30			13		10		23	
11:45			63	242	78	262	141	504	23:45			14	60	6	33	20	93
TOTALS				1320		2243		3563	TOTALS				3266		2843		6109
SPLIT %				37.0%		63.0%		36.8%	SPLIT %				53.5%		46.5%		63.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,586	5,086	9,672

AM Peak Hour			11:30	07:30	07:45	PM Peak Hour			17:00	14:45	14:45
AM Pk Volume			264	659	910	PM Pk Volume			447	514	893
Pk Hr Factor			0.943	0.749	0.818	Pk Hr Factor			0.955	0.824	0.836
7 - 9 Volume	0	0	467	1020	1487	4 - 6 Volume	0	0	827	638	1465
7 - 9 Peak Hour			07:45	07:30	07:45	4 - 6 Peak Hour			17:00	16:00	17:00
7 - 9 Pk Volume	0	0	253	659	910	4 - 6 Pk Volume	0	0	447	320	765
Pk Hr Factor	0.000	0.000	0.801	0.749	0.818	Pk Hr Factor	0.000	0.000	0.955	0.964	0.961

Prepared by NDS/ATD

Project #: CA14_4115_016 **City:** Chula Vista

Location: Otay Lakes Rd from Hunte Pkwy to Woods **Date:** 4/30/2014

Prepared by NDS/ATD

VOLUME

Olympic Pkwy from SR-125 NB Ramps to Eastlake Pkwy

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_023

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	21,365	22,141	43,506

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			62		52		114		12:00			295		255		550	
00:15			53		48		101		12:15			256		265		521	
00:30			46		44		90		12:30			273		235		508	
00:45			37	198	57	201	94	399	12:45			290	1114	269	1024	559	2138
01:00			32		42		74		13:00			244		285		529	
01:15			21		46		67		13:15			274		260		534	
01:30			21		20		41		13:30			281		322		603	
01:45			26	100	30	138	56	238	13:45			273	1072	284	1151	557	2223
02:00			31		30		61		14:00			324		319		643	
02:15			29		19		48		14:15			378		314		692	
02:30			15		13		28		14:30			360		386		746	
02:45			15	90	13	75	28	165	14:45			354	1416	365	1384	719	2800
03:00			22		18		40		15:00			498		354		852	
03:15			18		21		39		15:15			434		326		760	
03:30			28		28		56		15:30			436		398		834	
03:45			24	92	17	84	41	176	15:45			405	1773	375	1453	780	3226
04:00			11		23		34		16:00			450		366		816	
04:15			27		41		68		16:15			459		358		817	
04:30			23		53		76		16:30			460		345		805	
04:45			29	90	80	197	109	287	16:45			490	1859	340	1409	830	3268
05:00			36		104		140		17:00			504		360		864	
05:15			35		171		206		17:15			495		388		883	
05:30			51		182		233		17:30			452		394		846	
05:45			87	209	200	657	287	866	17:45			495	1946	348	1490	843	3436
06:00			92		274		366		18:00			444		357		801	
06:15			138		288		426		18:15			417		327		744	
06:30			158		330		488		18:30			445		342		787	
06:45			223	611	406	1298	629	1909	18:45			390	1696	312	1338	702	3034
07:00			170		509		679		19:00			353		327		680	
07:15			229		420		649		19:15			394		300		694	
07:30			254		441		695		19:30			325		306		631	
07:45			351	1004	335	1705	686	2709	19:45			307	1379	277	1210	584	2589
08:00			265		361		626		20:00			346		296		642	
08:15			239		378		617		20:15			283		297		580	
08:30			230		353		583		20:30			281		251		532	
08:45			251	985	272	1364	523	2349	20:45			270	1180	259	1103	529	2283
09:00			211		277		488		21:00			191		242		433	
09:15			219		245		464		21:15			240		255		495	
09:30			226		259		485		21:30			173		203		376	
09:45			203	859	233	1014	436	1873	21:45			186	790	217	917	403	1707
10:00			231		221		452		22:00			170		165		335	
10:15			256		236		492		22:15			138		168		306	
10:30			224		258		482		22:30			139		132		271	
10:45			237	948	222	937	459	1885	22:45			97	544	122	587	219	1131
11:00			266		236		502		23:00			91		118		209	
11:15			247		257		504		23:15			71		79		150	
11:30			289		276		565		23:30			101		78		179	
11:45			266	1068	295	1064	561	2132	23:45			79	342	66	341	145	683
TOTALS				6254		8734		14988	TOTALS				15111		13407		28518
SPLIT %				41.7%		58.3%		34.5%	SPLIT %				53.0%		47.0%		65.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	21,365	22,141	43,506

AM Peak Hour			07:30	06:45	07:00	PM Peak Hour			16:30	15:30	17:00
AM Pk Volume			1109	1776	2709	PM Pk Volume			1949	1497	3436
Pk Hr Factor			0.790	0.872	0.974	Pk Hr Factor			0.967	0.940	0.973
7 - 9 Volume	0	0	1989	3069	5058	4 - 6 Volume	0	0	3805	2899	6704
7 - 9 Peak Hour			07:30	07:00	07:00	4 - 6 Peak Hour			16:30	17:00	17:00
7 - 9 Pk Volume	0	0	1109	1705	2709	4 - 6 Pk Volume	0	0	1949	1490	3436
Pk Hr Factor	0.000	0.000	0.790	0.837	0.974	Pk Hr Factor	0.000	0.000	0.967	0.945	0.973

Prepared by NDS/ATD

Project #: CA14_4115_023 **City:** Chula Vista

Location: Olympic Pkwy from SR-125 NB Ramps to **Date:** 4/30/2014

Prepared by NDS/ATD

VOLUME

Olympic Pkwy from Eastlake Pkwy to Hunte Pkwy

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_024

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,963	8,326	16,289

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			31		9		40		12:00			93		90		183	
00:15			24		11		35		12:15			58		85		143	
00:30			22		7		29		12:30			77		94		171	
00:45			20	97	10	37	30	134	12:45			88	316	100	369	188	685
01:00			17		7		24		13:00			88		94		182	
01:15			10		3		13		13:15			80		83		163	
01:30			11		4		15		13:30			74		109		183	
01:45			6	44	5	19	11	63	13:45			98	340	110	396	208	736
02:00			13		3		16		14:00			99		97		196	
02:15			6		6		12		14:15			130		118		248	
02:30			5		6		11		14:30			133		127		260	
02:45			4	28	6	21	10	49	14:45			152	514	138	480	290	994
03:00			8		6		14		15:00			205		141		346	
03:15			4		2		6		15:15			178		133		311	
03:30			5		13		18		15:30			180		175		355	
03:45			5	22	9	30	14	52	15:45			179	742	142	591	321	1333
04:00			3		9		12		16:00			175		126		301	
04:15			4		18		22		16:15			192		140		332	
04:30			6		30		36		16:30			164		133		297	
04:45			4	17	31	88	35	105	16:45			192	723	126	525	318	1248
05:00			2		53		55		17:00			189		137		326	
05:15			6		73		79		17:15			188		153		341	
05:30			12		88		100		17:30			182		158		340	
05:45			21	41	95	309	116	350	17:45			201	760	128	576	329	1336
06:00			32		126		158		18:00			177		111		288	
06:15			58		124		182		18:15			174		137		311	
06:30			70		175		245		18:30			167		134		301	
06:45			54	214	213	638	267	852	18:45			133	651	114	496	247	1147
07:00			81		212		293		19:00			174		102		276	
07:15			84		188		272		19:15			147		101		248	
07:30			110		220		330		19:30			146		95		241	
07:45			143	418	166	786	309	1204	19:45			141	608	83	381	224	989
08:00			90		180		270		20:00			128		105		233	
08:15			96		160		256		20:15			132		83		215	
08:30			107		148		255		20:30			115		70		185	
08:45			100	393	147	635	247	1028	20:45			107	482	78	336	185	818
09:00			71		110		181		21:00			104		49		153	
09:15			75		107		182		21:15			96		49		145	
09:30			63		109		172		21:30			78		56		134	
09:45			53	262	90	416	143	678	21:45			70	348	52	206	122	554
10:00			53		84		137		22:00			70		36		106	
10:15			69		103		172		22:15			71		31		102	
10:30			58		85		143		22:30			56		39		95	
10:45			74	254	106	378	180	632	22:45			43	240	34	140	77	380
11:00			56		95		151		23:00			51		28		79	
11:15			85		112		197		23:15			38		14		52	
11:30			58		109		167		23:30			37		13		50	
11:45			80	279	89	405	169	684	23:45			44	170	13	68	57	238
TOTALS				2069		3762		5831	TOTALS				5894		4564		10458
SPLIT %				35.5%		64.5%		35.8%	SPLIT %				56.4%		43.6%		64.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,963	8,326	16,289

AM Peak Hour			07:30	06:45	07:00	PM Peak Hour			17:00	15:00	17:00
AM Pk Volume			439	833	1204	PM Pk Volume			760	591	1336
Pk Hr Factor			0.767	0.947	0.912	Pk Hr Factor			0.945	0.844	0.979
7 - 9 Volume	0	0	811	1421	2232	4 - 6 Volume	0	0	1483	1101	2584
7 - 9 Peak Hour			07:30	07:00	07:00	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	439	786	1204	4 - 6 Pk Volume	0	0	760	576	1336
Pk Hr Factor	0.000	0.000	0.767	0.893	0.912	Pk Hr Factor	0.000	0.000	0.945	0.911	0.979

Prepared by NDS/ATD

Project #: CA14_4115_024 **City:** Chula Vista

Location: Olympic Pkwy from Eastlake Pkwy to Hunte **Date:** 4/30/2014

Prepared by NDS/ATD

VOLUME

Olympic Pkwy from Hunte Pkwy to Olympic Vista Rd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_025

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,878	5,058	9,936

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			7		2		9		12:00			57		57		114	
00:15			11		3		14		12:15			59		66		125	
00:30			14		5		19		12:30			57		49		106	
00:45			9	41	4	14	13	55	12:45			71	244	45	217	116	461
01:00			9		3		12		13:00			57		70		127	
01:15			5		2		7		13:15			60		74		134	
01:30			3		2		5		13:30			66		65		131	
01:45			5	22	3	10	8	32	13:45			62	245	41	250	103	495
02:00			2		3		5		14:00			54		60		114	
02:15			4		3		7		14:15			70		65		135	
02:30			6		0		6		14:30			61		84		145	
02:45			4	16	4	10	8	26	14:45			84	269	78	287	162	556
03:00			2		6		8		15:00			77		91		168	
03:15			1		5		6		15:15			85		73		158	
03:30			0		6		6		15:30			108		88		196	
03:45			5	8	5	22	10	30	15:45			103	373	76	328	179	701
04:00			0		4		4		16:00			99		89		188	
04:15			0		16		16		16:15			112		68		180	
04:30			3		20		23		16:30			114		98		212	
04:45			1	4	26	66	27	70	16:45			93	418	79	334	172	752
05:00			3		29		32		17:00			140		89		229	
05:15			7		57		64		17:15			142		75		217	
05:30			9		57		66		17:30			116		75		191	
05:45			17	36	54	197	71	233	17:45			100	498	78	317	178	815
06:00			22		62		84		18:00			123		92		215	
06:15			39		111		150		18:15			106		81		187	
06:30			57		121		178		18:30			124		77		201	
06:45			50	168	155	449	205	617	18:45			121	474	104	354	225	828
07:00			63		90		153		19:00			118		88		206	
07:15			35		113		148		19:15			93		93		186	
07:30			48		110		158		19:30			90		39		129	
07:45			58	204	127	440	185	644	19:45			91	392	52	272	143	664
08:00			53		94		147		20:00			78		81		159	
08:15			50		93		143		20:15			80		48		128	
08:30			66		82		148		20:30			74		41		115	
08:45			69	238	79	348	148	586	20:45			76	308	52	222	128	530
09:00			55		96		151		21:00			56		25		81	
09:15			44		71		115		21:15			62		29		91	
09:30			39		70		109		21:30			52		22		74	
09:45			36	174	56	293	92	467	21:45			38	208	16	92	54	300
10:00			34		63		97		22:00			35		13		48	
10:15			39		61		100		22:15			39		16		55	
10:30			29		59		88		22:30			30		18		48	
10:45			32	134	53	236	85	370	22:45			35	139	13	60	48	199
11:00			33		46		79		23:00			18		6		24	
11:15			54		43		97		23:15			25		9		34	
11:30			44		71		115		23:30			12		10		22	
11:45			66	197	52	212	118	409	23:45			13	68	3	28	16	96
TOTALS				1242		2297		3539	TOTALS				3636		2761		6397
SPLIT %				35.1%		64.9%		35.6%	SPLIT %				56.8%		43.2%		64.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,878	5,058	9,936

AM Peak Hour			08:15	06:30	06:15	PM Peak Hour			17:00	18:30	16:30
AM Pk Volume			240	479	686	PM Pk Volume			498	362	830
Pk Hr Factor			0.870	0.773	0.837	Pk Hr Factor			0.877	0.870	0.906
7 - 9 Volume	0	0	442	788	1230	4 - 6 Volume	0	0	916	651	1567
7 - 9 Peak Hour			08:00	07:15	07:00	4 - 6 Peak Hour			17:00	16:30	16:30
7 - 9 Pk Volume	0	0	238	444	644	4 - 6 Pk Volume	0	0	498	341	830
Pk Hr Factor	0.000	0.000	0.862	0.874	0.870	Pk Hr Factor	0.000	0.000	0.877	0.870	0.906

Prepared by NDS/ATD

Project #: CA14_4115_025 **City:** Chula Vista

Location: Olympic Pkwy from Hunte Pkwy to Olympic **Date:** 4/30/2014

Prepared by NDS/ATD

VOLUME

Paseo Del Rey Bet. E. H Street & E. J Street

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_033

DAILY TOTALS	NB	SB	EB	WB	Total
	5,909	5,447	0	0	11,356

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		11						11		12:00	73		71						144	
00:15	5		11						16		12:15	78		61						139	
00:30	1		7						8		12:30	85		103						188	
00:45	1	7	0	29					1	36	12:45	89	325	111	346					200	671
01:00	0		2						2		13:00	103		115						218	
01:15	2		2						4		13:15	83		109						192	
01:30	0		0						0		13:30	82		105						187	
01:45	1	3	3	7					4	10	13:45	103	371	104	433					207	804
02:00	1		0						1		14:00	90		114						204	
02:15	4		0						4		14:15	97		113						210	
02:30	3		0						3		14:30	78		106						184	
02:45	0	8	2	2					2	10	14:45	90	355	117	450					207	805
03:00	2		0						2		15:00	81		118						199	
03:15	5		3						8		15:15	101		118						219	
03:30	6		0						6		15:30	100		131						231	
03:45	7	20	0	3					7	23	15:45	99	381	129	496					228	877
04:00	4		0						4		16:00	97		113						210	
04:15	10		0						10		16:15	87		130						217	
04:30	13		2						15		16:30	105		163						268	
04:45	21	48	1	3					22	51	16:45	98	387	140	546					238	933
05:00	25		2						27		17:00	114		172						286	
05:15	28		2						30		17:15	108		115						223	
05:30	33		5						38		17:30	116		131						247	
05:45	58	144	4	13					62	157	17:45	115	453	135	553					250	1006
06:00	83		10						93		18:00	102		131						233	
06:15	78		15						93		18:15	112		134						246	
06:30	80		16						96		18:30	109		95						204	
06:45	114	355	25	66					139	421	18:45	84	407	95	455					179	862
07:00	113		38						151		19:00	83		96						179	
07:15	134		38						172		19:15	63		85						148	
07:30	143		45						188		19:30	64		82						146	
07:45	152	542	67	188					219	730	19:45	55	265	89	352					144	617
08:00	103		63						166		20:00	44		63						107	
08:15	102		65						167		20:15	49		69						118	
08:30	92		55						147		20:30	80		40						120	
08:45	122	419	51	234					173	653	20:45	29	202	59	231					88	433
09:00	112		46						158		21:00	46		45						91	
09:15	86		43						129		21:15	43		47						90	
09:30	82		40						122		21:30	18		34						52	
09:45	96	376	69	198					165	574	21:45	17	124	11	137					28	261
10:00	83		67						150		22:00	21		35						56	
10:15	76		63						139		22:15	13		17						30	
10:30	59		83						142		22:30	7		9						16	
10:45	70	288	80	293					150	581	22:45	13	54	6	67					19	121
11:00	95		65						160		23:00	5		9						14	
11:15	76		82						158		23:15	8		11						19	
11:30	90		72						162		23:30	10		6						16	
11:45	87	348	89	308					176	656	23:45	4	27	11	37					15	64
TOTALS		2558		1344						3902	TOTALS		3351		4103						7454
SPLIT %		65.6%		34.4%						34.4%	SPLIT %		45.0%		55.0%						65.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,909	5,447	0	0	11,356

AM Peak Hour	07:00	11:45			07:15	PM Peak Hour	17:00	16:15			16:30
AM Pk Volume	542	324			745	PM Pk Volume	453	605			1015
Pk Hr Factor	0.891	0.786			0.850	Pk Hr Factor	0.976	0.879			0.887
7 - 9 Volume	961	422	0	0	1383	4 - 6 Volume	840	1099	0	0	1939
7 - 9 Peak Hour	07:00	07:45			07:15	4 - 6 Peak Hour	17:00	16:15			16:30
7 - 9 Pk Volume	542	250	0	0	745	4 - 6 Pk Volume	453	605	0	0	1015
Pk Hr Factor	0.891	0.933	0.000	0.000	0.850	Pk Hr Factor	0.976	0.879	0.000	0.000	0.887

Prepared by NDS/ATD

Project #: CA15_4080_033 **City:** Chula Vista

Location: Paseo Del Rey Bet. E. H Street & E. J Street **Date:** 3/12/2015

Prepared by NDS/ATD

VOLUME

Paseo Ranchero Bet. E. H Street & Rancho Del Rey Parkway

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_034

DAILY TOTALS	NB	SB	EB	WB	Total
	5,192	4,846	0	0	10,038

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	4		1						5		12:00	112		55						167	
00:15	5		2						7		12:15	110		159						269	
00:30	9		2						11		12:30	91		118						209	
00:45	4	22	0	5					4	27	12:45	98	411	79	411					177	822
01:00	6		2						8		13:00	85		61						146	
01:15	2		0						2		13:15	62		64						126	
01:30	2		0						2		13:30	71		65						136	
01:45	4	14	2	4					6	18	13:45	83	301	70	260					153	561
02:00	0		1						1		14:00	73		65						138	
02:15	1		1						2		14:15	66		67						133	
02:30	1		0						1		14:30	67		59						126	
02:45	1	3	0	2					1	5	14:45	62	268	57	248					119	516
03:00	2		0						2		15:00	86		62						148	
03:15	3		0						3		15:15	94		95						189	
03:30	2		0						2		15:30	78		78						156	
03:45	1	8	0						1	8	15:45	87	345	99	334					186	679
04:00	4		0						4		16:00	105		122						227	
04:15	7		0						7		16:15	129		108						237	
04:30	6		2						8		16:30	105		111						216	
04:45	7	24	1	3					8	27	16:45	119	458	127	468					246	926
05:00	5		2						7		17:00	130		135						265	
05:15	4		5						9		17:15	132		122						254	
05:30	14		10						24		17:30	116		114						230	
05:45	20	43	22	39					42	82	17:45	142	520	149	520					291	1040
06:00	30		25						55		18:00	104		122						226	
06:15	30		33						63		18:15	90		101						191	
06:30	36		31						67		18:30	88		91						179	
06:45	67	163	55	144					122	307	18:45	102	384	94	408					196	792
07:00	69		77						146		19:00	66		68						134	
07:15	97		106						203		19:15	58		54						112	
07:30	154		126						280		19:30	59		43						102	
07:45	195	515	185	494					380	1009	19:45	65	248	40	205					105	453
08:00	130		140						270		20:00	56		39						95	
08:15	64		96						160		20:15	57		41						98	
08:30	78		62						140		20:30	41		39						80	
08:45	64	336	73	371					137	707	20:45	51	205	30	149					81	354
09:00	42		60						102		21:00	32		42						74	
09:15	44		51						95		21:15	37		34						71	
09:30	47		40						87		21:30	29		15						44	
09:45	67	200	37	188					104	388	21:45	25	123	18	109					43	232
10:00	50		43						93		22:00	11		15						26	
10:15	56		39						95		22:15	16		13						29	
10:30	54		45						99		22:30	11		11						22	
10:45	59	219	42	169					101	388	22:45	9	47	7	46					16	93
11:00	65		54						119		23:00	12		11						23	
11:15	57		60						117		23:15	7		10						17	
11:30	79		59						138		23:30	9		7						16	
11:45	103	304	63	236					166	540	23:45	3	31	5	33					8	64
TOTALS		1851		1655						3506	TOTALS		3341		3191						6532
SPLIT %		52.8%		47.2%						34.9%	SPLIT %		51.1%		48.9%						65.1%

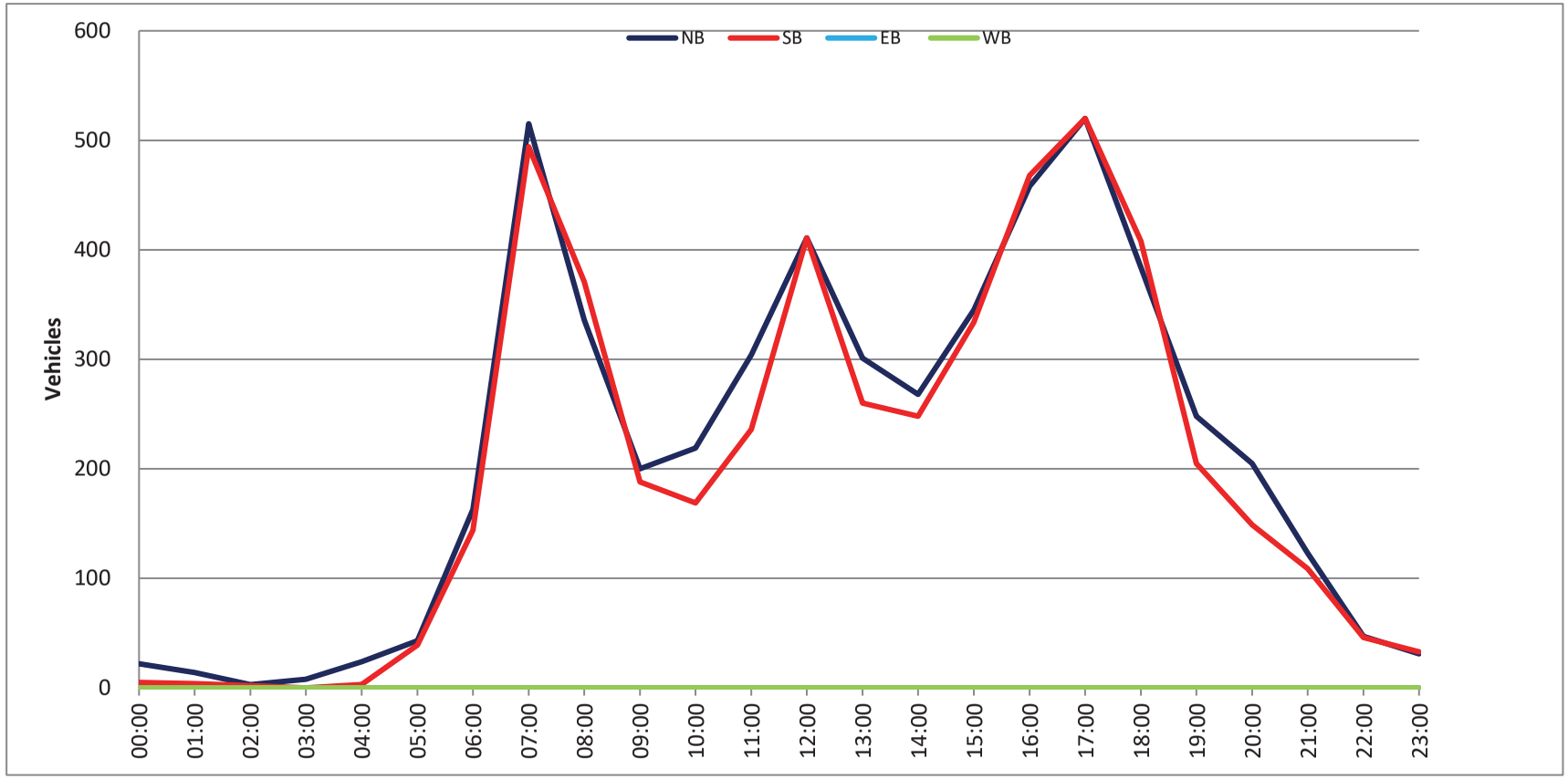
DAILY TOTALS	NB	SB	EB	WB	Total
	5,192	4,846	0	0	10,038

AM Peak Hour	07:15	07:15			07:15	PM Peak Hour	17:00	17:00			17:00
AM Pk Volume	576	557			1133	PM Pk Volume	520	520			1040
Pk Hr Factor	0.738	0.753			0.745	Pk Hr Factor	0.915	0.872			0.893
7 - 9 Volume	851	865	0	0	1716	4 - 6 Volume	978	988	0	0	1966
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	576	557	0	0	1133	4 - 6 Pk Volume	520	520	0	0	1040
Pk Hr Factor	0.738	0.753	0.000	0.000	0.745	Pk Hr Factor	0.915	0.872	0.000	0.000	0.893

Prepared by NDS/ATD

Project #: CA15_4080_034 **City:** Chula Vista

Location: Paseo Ranchero Bet. E. H Street & Rancho **Date:** 3/12/2015



Prepared by NDS/ATD

VOLUME

Paseo Ranchero Bet. E. H Street & Telegraph Canyon Rd

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_035

DAILY TOTALS	NB	SB	EB	WB	Total
	7,477	7,722	0	0	15,199

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	5		18						23		12:00	94		103						197	
00:15	15		12						27		12:15	92		116						208	
00:30	6		6						12		12:30	81		118						199	
00:45	9	35	4	40					13	75	12:45	117	384	94	431					211	815
01:00	4		7						11		13:00	101		125						226	
01:15	3		7						10		13:15	80		103						183	
01:30	7		7						14		13:30	82		90						172	
01:45	4	18	2	23					6	41	13:45	74	337	103	421					177	758
02:00	7		7						14		14:00	110		99						209	
02:15	4		3						7		14:15	130		102						232	
02:30	2		2						4		14:30	136		193						329	
02:45	0	13	2	14					2	27	14:45	185	561	285	679					470	1240
03:00	5		5						10		15:00	178		171						349	
03:15	2		0						2		15:15	121		163						284	
03:30	6		2						8		15:30	131		161						292	
03:45	2	15	2	9					4	24	15:45	140	570	108	603					248	1173
04:00	4		2						6		16:00	142		179						321	
04:15	8		2						10		16:15	114		215						329	
04:30	10		8						18		16:30	134		180						314	
04:45	10	32	9	21					19	53	16:45	150	540	164	738					314	1278
05:00	6		17						23		17:00	151		252						403	
05:15	20		9						29		17:15	180		190						370	
05:30	25		22						47		17:30	144		166						310	
05:45	36	87	21	69					57	156	17:45	134	609	176	784					310	1393
06:00	65		25						90		18:00	135		144						279	
06:15	85		49						134		18:15	132		128						260	
06:30	75		84						159		18:30	125		133						258	
06:45	143	368	178	336					321	704	18:45	131	523	131	536					262	1059
07:00	205		188						393		19:00	104		123						227	
07:15	194		154						348		19:15	78		107						185	
07:30	278		139						417		19:30	92		118						210	
07:45	308	985	132	613					440	1598	19:45	101	375	81	429					182	804
08:00	112		107						219		20:00	88		114						202	
08:15	100		112						212		20:15	73		108						181	
08:30	117		72						189		20:30	65		103						168	
08:45	115	444	83	374					198	818	20:45	62	288	59	384					121	672
09:00	74		80						154		21:00	54		59						113	
09:15	63		65						128		21:15	68		51						119	
09:30	83		66						149		21:30	42		44						86	
09:45	78	298	60	271					138	569	21:45	43	207	44	198					87	405
10:00	70		79						149		22:00	35		30						65	
10:15	64		72						136		22:15	28		24						52	
10:30	77		68						145		22:30	25		22						47	
10:45	69	280	67	286					136	566	22:45	18	106	21	97					39	203
11:00	80		78						158		23:00	15		15						30	
11:15	76		67						143		23:15	15		17						32	
11:30	84		91						175		23:30	16		8						24	
11:45	113	353	76	312					189	665	23:45	3	49	14	54					17	103
TOTALS		2928		2368						5296	TOTALS		4549		5354						9903
SPLIT %		55.3%		44.7%						34.8%	SPLIT %		45.9%		54.1%						65.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	7,477	7,722	0	0	15,199

AM Peak Hour	07:00	06:45			07:00	PM Peak Hour	14:15	14:30			14:30
AM Pk Volume	985	659			1598	PM Pk Volume	629	812			1432
Pk Hr Factor	0.800	0.876			0.908	Pk Hr Factor	0.850	0.712			0.762
7 - 9 Volume	1429	987	0	0	2416	4 - 6 Volume	1149	1522	0	0	2671
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:45	16:15			16:30
7 - 9 Pk Volume	985	613	0	0	1598	4 - 6 Pk Volume	625	811	0	0	1401
Pk Hr Factor	0.800	0.815	0.000	0.000	0.908	Pk Hr Factor	0.868	0.805	0.000	0.000	0.869

Prepared by NDS/ATD

Project #: CA15_4080_035 **City:** Chula Vista

Location: Paseo Ranchero Bet. E. H Street & Telegraph **Date:** 3/12/2015

Prepared by NDS/ATD

VOLUME

Heritage Rd Bet. Telegraph Canyon Road & East Palomar Street

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_036

DAILY TOTALS	NB	SB	EB	WB	Total
	10,449	10,638	0	0	21,087

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	7		36						43		12:00	113		118						231	
00:15	16		38						54		12:15	110		168						278	
00:30	5		14						19		12:30	120		137						257	
00:45	12	40	18	106					30	146	12:45	154	497	145	568					299	1065
01:00	6		26						32		13:00	135		126						261	
01:15	9		13						22		13:15	126		139						265	
01:30	8		11						19		13:30	110		118						228	
01:45	7	30	13	63					20	93	13:45	98	469	135	518					233	987
02:00	9		12						21		14:00	153		136						289	
02:15	12		5						17		14:15	159		171						330	
02:30	6		5						11		14:30	210		203						413	
02:45	4	31	3	25					7	56	14:45	270	792	307	817					577	1609
03:00	8		9						17		15:00	229		232						461	
03:15	8		5						13		15:15	161		239						400	
03:30	19		4						23		15:30	199		229						428	
03:45	15	50	9	27					24	77	15:45	161	750	188	888					349	1638
04:00	18		4						22		16:00	164		240						404	
04:15	30		7						37		16:15	164		228						392	
04:30	30		7						37		16:30	173		207						380	
04:45	50	128	14	32					64	160	16:45	188	689	265	940					453	1629
05:00	63		10						73		17:00	197		238						435	
05:15	81		11						92		17:15	228		229						457	
05:30	102		18						120		17:30	164		222						386	
05:45	130	376	30	69					160	445	17:45	165	754	218	907					383	1661
06:00	135		22						157		18:00	157		204						361	
06:15	135		53						188		18:15	154		194						348	
06:30	177		92						269		18:30	154		194						348	
06:45	249	696	181	348					430	1044	18:45	148	613	179	771					327	1384
07:00	354		271						625		19:00	100		184						284	
07:15	386		303						689		19:15	104		186						290	
07:30	310		156						466		19:30	103		168						271	
07:45	244	1294	141	871					385	2165	19:45	109	416	144	682					253	1098
08:00	183		122						305		20:00	100		146						246	
08:15	161		135						296		20:15	82		154						236	
08:30	188		103						291		20:30	68		161						229	
08:45	174	706	112	472					286	1178	20:45	61	311	115	576					176	887
09:00	132		94						226		21:00	52		129						181	
09:15	131		81						212		21:15	59		95						154	
09:30	142		93						235		21:30	50		93						143	
09:45	98	503	94	362					192	865	21:45	45	206	68	385					113	591
10:00	104		82						186		22:00	55		77						132	
10:15	110		106						216		22:15	34		54						88	
10:30	108		88						196		22:30	37		57						94	
10:45	98	420	108	384					206	804	22:45	28	154	42	230					70	384
11:00	104		109						213		23:00	20		54						74	
11:15	105		97						202		23:15	17		36						53	
11:30	128		115						243		23:30	15		30						45	
11:45	129	466	120	441					249	907	23:45	6	58	36	156					42	214
TOTALS		4740		3200						7940	TOTALS		5709		7438						13147
SPLIT %		59.7%		40.3%						37.7%	SPLIT %		43.4%		56.6%						62.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	10,449	10,638	0	0	21,087

AM Peak Hour	06:45	06:45			06:45	PM Peak Hour	14:30	14:45			14:45
AM Pk Volume	1299	911			2210	PM Pk Volume	870	1007			1866
Pk Hr Factor	0.841	0.752			0.802	Pk Hr Factor	0.806	0.820			0.808
7 - 9 Volume	2000	1343	0	0	3343	4 - 6 Volume	1443	1847	0	0	3290
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:30	16:45			16:45
7 - 9 Pk Volume	1294	871	0	0	2165	4 - 6 Pk Volume	786	954	0	0	1731
Pk Hr Factor	0.838	0.719	0.000	0.000	0.786	Pk Hr Factor	0.862	0.900	0.000	0.000	0.947

Prepared by NDS/ATD

Project #: CA15_4080_036 **City:** Chula Vista

Location: Heritage Rd Bet. Telegraph Canyon Road & **Date:** 3/12/2015

Prepared by NDS/ATD

VOLUME

La Media Road Bet. Telegraph Canyon Road & East Palomar Street

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_039

DAILY TOTALS	NB	SB	EB	WB	Total
	13,284	13,136	0	0	26,420

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	26		37						63		12:00	146		180						326	
00:15	15		27						42		12:15	158		173						331	
00:30	9		20						29		12:30	185		171						356	
00:45	8	58	13	97					21	155	12:45	186	675	189	713					375	1388
01:00	11		17						28		13:00	175		211						386	
01:15	9		14						23		13:15	204		222						426	
01:30	7		12						19		13:30	162		184						346	
01:45	8	35	10	53					18	88	13:45	194	735	186	803					380	1538
02:00	11		10						21		14:00	171		195						366	
02:15	9		12						21		14:15	162		223						385	
02:30	10		16						26		14:30	182		255						437	
02:45	8	38	6	44					14	82	14:45	263	778	311	984					574	1762
03:00	9		4						13		15:00	257		250						507	
03:15	4		3						7		15:15	225		269						494	
03:30	16		0						16		15:30	229		237						466	
03:45	16	45	5	12					21	57	15:45	228	939	248	1004					476	1943
04:00	11		9						20		16:00	230		237						467	
04:15	28		8						36		16:15	220		271						491	
04:30	36		3						39		16:30	221		254						475	
04:45	43	118	9	29					52	147	16:45	241	912	234	996					475	1908
05:00	47		10						57		17:00	253		307						560	
05:15	80		12						92		17:15	211		299						510	
05:30	84		18						102		17:30	244		268						512	
05:45	107	318	31	71					138	389	17:45	232	940	260	1134					492	2074
06:00	128		30						158		18:00	185		291						476	
06:15	136		53						189		18:15	215		249						464	
06:30	185		93						278		18:30	221		252						473	
06:45	271	720	149	325					420	1045	18:45	203	824	239	1031					442	1855
07:00	294		258						552		19:00	190		255						445	
07:15	367		244						611		19:15	157		225						382	
07:30	374		200						574		19:30	170		225						395	
07:45	332	1367	157	859					489	2226	19:45	154	671	187	892					341	1563
08:00	237		145						382		20:00	132		210						342	
08:15	231		138						369		20:15	127		187						314	
08:30	263		133						396		20:30	112		171						283	
08:45	242	973	150	566					392	1539	20:45	96	467	189	757					285	1224
09:00	183		129						312		21:00	89		151						240	
09:15	151		108						259		21:15	70		167						237	
09:30	213		138						351		21:30	71		129						200	
09:45	202	749	163	538					365	1287	21:45	66	296	110	557					176	853
10:00	167		138						305		22:00	64		102						166	
10:15	148		103						251		22:15	41		84						125	
10:30	166		129						295		22:30	48		71						119	
10:45	141	622	196	566					337	1188	22:45	39	192	68	325					107	517
11:00	133		158						291		23:00	28		40						68	
11:15	164		131						295		23:15	20		52						72	
11:30	214		140						354		23:30	20		33						53	
11:45	209	720	187	616					396	1336	23:45	24	92	39	164					63	256
TOTALS		5763		3776						9539	TOTALS		7521		9360						16881
SPLIT %		60.4%		39.6%						36.1%	SPLIT %		44.6%		55.4%						63.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	13,284	13,136	0	0	26,420

AM Peak Hour	07:00	07:00			07:00	PM Peak Hour	14:45	17:00			17:00
AM Pk Volume	1367	859			2226	PM Pk Volume	974	1134			2074
Pk Hr Factor	0.914	0.832			0.911	Pk Hr Factor	0.926	0.923			0.926
7 - 9 Volume	2340	1425	0	0	3765	4 - 6 Volume	1852	2130	0	0	3982
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	1367	859	0	0	2226	4 - 6 Pk Volume	949	1134	0	0	2074
Pk Hr Factor	0.914	0.832	0.000	0.000	0.911	Pk Hr Factor	0.938	0.923	0.000	0.000	0.926

Prepared by NDS/ATD

Project #: CA15_4080_039 **City:** Chula Vista

Location: La Media Road Bet. Telegraph Canyon Road **Date:** 3/12/2015

Prepared by NDS/ATD

VOLUME

Eastlake Parkway Bet. Fenton Street & Telegraph Canyon Road

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_046

DAILY TOTALS	NB	SB	EB	WB	Total
	11,649	12,475	0	0	24,124

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	15		10						25		12:00	228		232						460	
00:15	11		13						24		12:15	184		205						389	
00:30	13		6						19		12:30	174		215						389	
00:45	8	47	13	42					21	89	12:45	175	761	211	863					386	1624
01:00	8		12						20		13:00	170		187						357	
01:15	7		7						14		13:15	220		208						428	
01:30	12		5						17		13:30	193		212						405	
01:45	8	35	1	25					9	60	13:45	188	771	237	844					425	1615
02:00	9		9						18		14:00	175		234						409	
02:15	5		6						11		14:15	229		236						465	
02:30	3		6						9		14:30	252		269						521	
02:45	13	30	3	24					16	54	14:45	210	866	224	963					434	1829
03:00	14		4						18		15:00	205		222						427	
03:15	11		5						16		15:15	197		214						411	
03:30	10		3						13		15:30	220		222						442	
03:45	24	59	6	18					30	77	15:45	232	854	245	903					477	1757
04:00	31		5						36		16:00	188		259						447	
04:15	25		13						38		16:15	206		222						428	
04:30	28		5						33		16:30	210		231						441	
04:45	30	114	14	37					44	151	16:45	228	832	241	953					469	1785
05:00	18		19						37		17:00	233		287						520	
05:15	26		15						41		17:15	200		265						465	
05:30	40		21						61		17:30	204		246						450	
05:45	56	140	22	77					78	217	17:45	250	887	227	1025					477	1912
06:00	40		33						73		18:00	205		245						450	
06:15	53		52						105		18:15	230		233						463	
06:30	84		124						208		18:30	208		236						444	
06:45	131	308	228	437					359	745	18:45	229	872	253	967					482	1839
07:00	131		108						239		19:00	188		258						446	
07:15	138		74						212		19:15	181		219						400	
07:30	106		81						187		19:30	169		200						369	
07:45	201	576	92	355					293	931	19:45	174	712	184	861					358	1573
08:00	169		122						291		20:00	142		226						368	
08:15	199		146						345		20:15	130		164						294	
08:30	183		128						311		20:30	112		148						260	
08:45	185	736	149	545					334	1281	20:45	69	453	162	700					231	1153
09:00	185		197						382		21:00	76		136						212	
09:15	155		172						327		21:15	61		95						156	
09:30	165		166						331		21:30	58		89						147	
09:45	169	674	172	707					341	1381	21:45	41	236	76	396					117	632
10:00	163		170						333		22:00	46		62						108	
10:15	176		172						348		22:15	35		53						88	
10:30	177		147						324		22:30	26		34						60	
10:45	177	693	171	660					348	1353	22:45	19	126	31	180					50	306
11:00	201		193						394		23:00	19		25						44	
11:15	198		214						412		23:15	19		22						41	
11:30	191		200						391		23:30	19		22						41	
11:45	204	794	204	811					408	1605	23:45	16	73	13	82					29	155
TOTALS		4206		3738						7944	TOTALS		7443		8737						16180
SPLIT %		52.9%		47.1%						32.9%	SPLIT %		46.0%		54.0%						67.1%

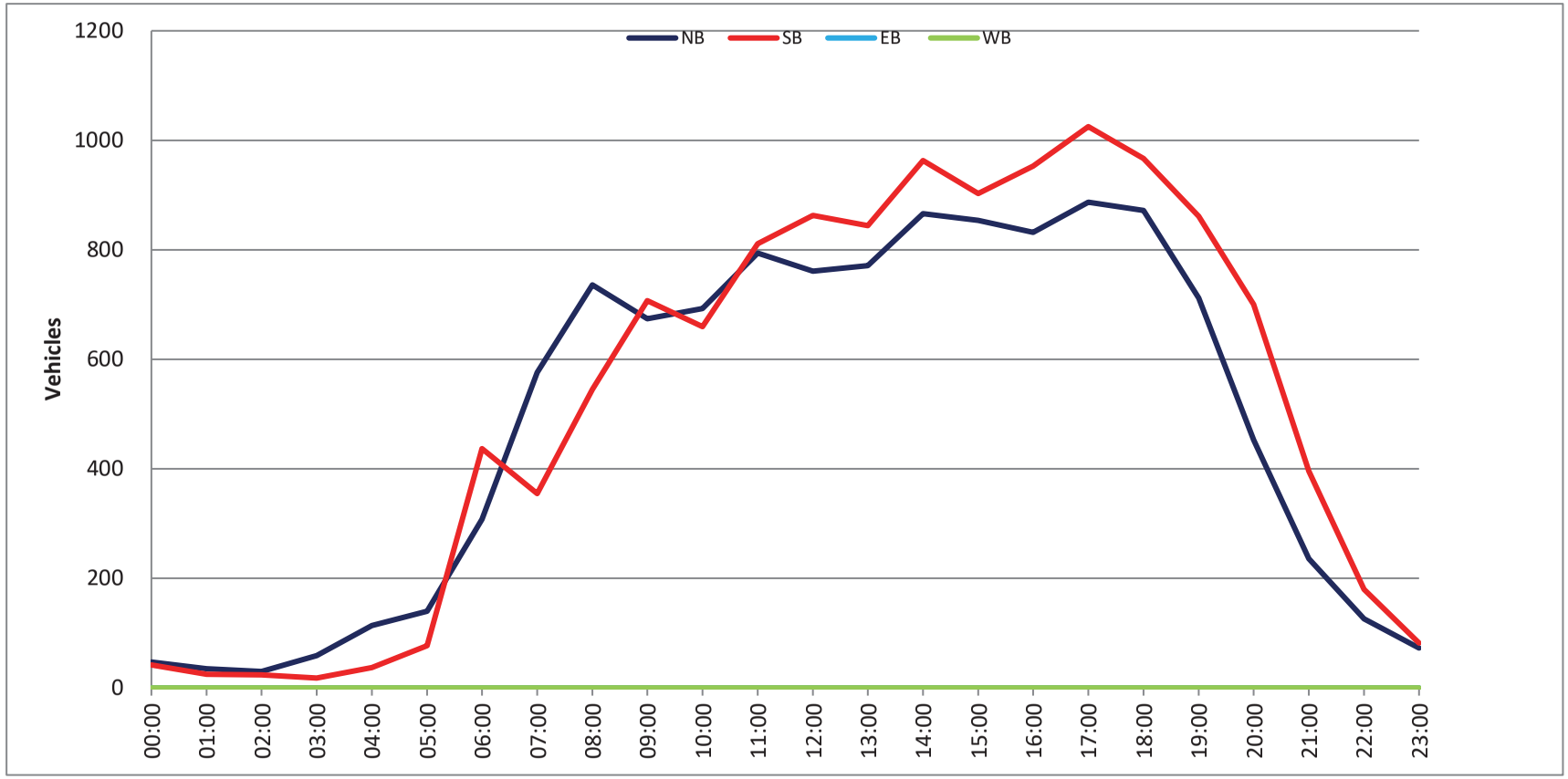
DAILY TOTALS	NB	SB	EB	WB	Total
	11,649	12,475	0	0	24,124

AM Peak Hour	11:15	11:45			11:15	PM Peak Hour	14:15	16:45			17:00
AM Pk Volume	821	856			1671	PM Pk Volume	896	1039			1912
Pk Hr Factor	0.900	0.922			0.908	Pk Hr Factor	0.889	0.905			0.919
7 - 9 Volume	1312	900	0	0	2212	4 - 6 Volume	1719	1978	0	0	3697
7 - 9 Peak Hour	07:45	08:00			08:00	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	752	545	0	0	1281	4 - 6 Pk Volume	887	1039	0	0	1912
Pk Hr Factor	0.935	0.914	0.000	0.000	0.928	Pk Hr Factor	0.887	0.905	0.000	0.000	0.919

Prepared by NDS/ATD

Project #: CA15_4080_046 **City:** Chula Vista

Location: Eastlake Parkway Bet. Fenton Street & **Date:** 3/12/2015



Prepared by NDS/ATD

VOLUME

Eastlake Parkway Bet. Telegraph Canyon Road & Olympic Parkway

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_047

DAILY TOTALS	NB	SB	EB	WB	Total
	14,110	15,726	0	0	29,836

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	40		18						58		12:00	221		258						479	
00:15	17		24						41		12:15	205		240						445	
00:30	18		27						45		12:30	189		221						410	
00:45	12	87	23	92					35	179	12:45	169	784	253	972					422	1756
01:00	18		17						35		13:00	224		213						437	
01:15	13		12						25		13:15	224		242						466	
01:30	13		10						23		13:30	216		256						472	
01:45	8	52	12	51					20	103	13:45	226	890	255	966					481	1856
02:00	15		6						21		14:00	192		290						482	
02:15	4		11						15		14:15	291		277						568	
02:30	8		9						17		14:30	326		277						603	
02:45	6	33	5	31					11	64	14:45	231	1040	278	1122					509	2162
03:00	10		4						14		15:00	251		283						534	
03:15	7		6						13		15:15	233		289						522	
03:30	10		6						16		15:30	283		308						591	
03:45	17	44	8	24					25	68	15:45	240	1007	276	1156					516	2163
04:00	20		7						27		16:00	223		307						530	
04:15	12		5						17		16:15	257		299						556	
04:30	29		8						37		16:30	250		313						563	
04:45	29	90	17	37					46	127	16:45	282	1012	326	1245					608	2257
05:00	32		25						57		17:00	258		344						602	
05:15	62		10						72		17:15	256		346						602	
05:30	61		15						76		17:30	227		315						542	
05:45	89	244	31	81					120	325	17:45	255	996	336	1341					591	2337
06:00	62		39						101		18:00	264		305						569	
06:15	99		76						175		18:15	227		314						541	
06:30	146		232						378		18:30	268		267						535	
06:45	240	547	478	825					718	1372	18:45	249	1008	268	1154					517	2162
07:00	293		280						573		19:00	249		335						584	
07:15	182		130						312		19:15	224		276						500	
07:30	152		115						267		19:30	197		262						459	
07:45	176	803	159	684					335	1487	19:45	222	892	244	1117					466	2009
08:00	182		147						329		20:00	191		253						444	
08:15	230		156						386		20:15	155		220						375	
08:30	183		152						335		20:30	158		190						348	
08:45	192	787	167	622					359	1409	20:45	131	635	173	836					304	1471
09:00	190		164						354		21:00	157		192						349	
09:15	173		153						326		21:15	120		141						261	
09:30	189		158						347		21:30	96		129						225	
09:45	198	750	190	665					388	1415	21:45	84	457	103	565					187	1022
10:00	167		181						348		22:00	86		95						181	
10:15	187		172						359		22:15	70		83						153	
10:30	184		190						374		22:30	54		74						128	
10:45	201	739	201	744					402	1483	22:45	41	251	59	311					100	562
11:00	201		245						446		23:00	27		55						82	
11:15	201		226						427		23:15	35		46						81	
11:30	210		211						421		23:30	29		41						70	
11:45	238	850	229	911					467	1761	23:45	21	112	32	174					53	286
TOTALS		5026		4767						9793	TOTALS		9084		10959						20043
SPLIT %		51.3%		48.7%						32.8%	SPLIT %		45.3%		54.7%						67.2%

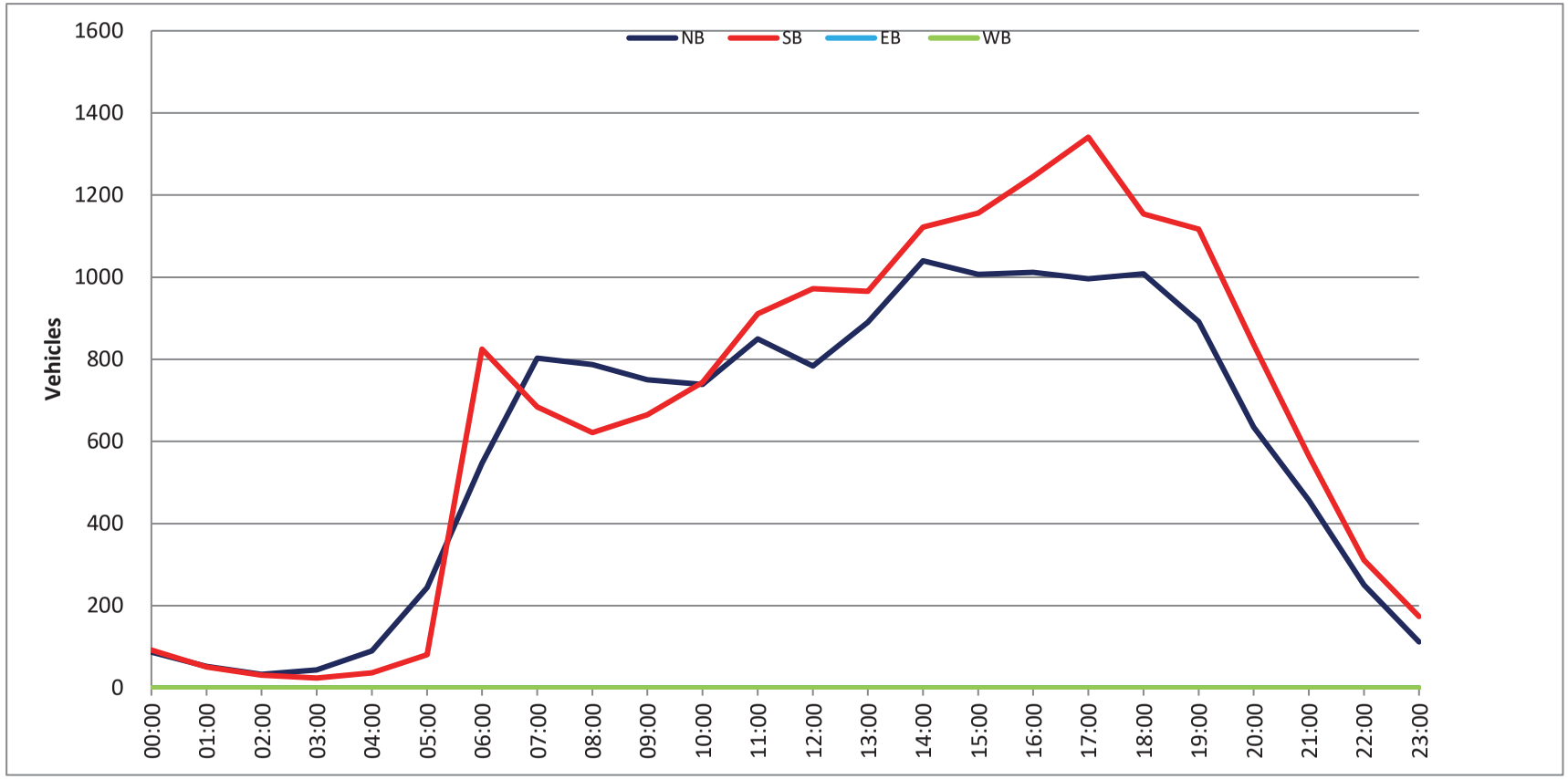
DAILY TOTALS	NB	SB	EB	WB	Total
	14,110	15,726	0	0	29,836

AM Peak Hour	11:30	06:30			06:30	PM Peak Hour	14:15	17:00			16:30
AM Pk Volume	874	1120			1981	PM Pk Volume	1099	1341			2375
Pk Hr Factor	0.918	0.586			0.690	Pk Hr Factor	0.843	0.969			0.977
7 - 9 Volume	1590	1306	0	0	2896	4 - 6 Volume	2008	2586	0	0	4594
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:15	17:00			16:30
7 - 9 Pk Volume	803	684	0	0	1487	4 - 6 Pk Volume	1047	1341	0	0	2375
Pk Hr Factor	0.685	0.611	0.000	0.000	0.649	Pk Hr Factor	0.928	0.969	0.000	0.000	0.977

Prepared by NDS/ATD

Project #: CA15_4080_047 **City:** Chula Vista

Location: Eastlake Parkway Bet. Telegraph Canyon **Date:** 3/12/2015



Prepared by NDS/ATD

VOLUME

Eastlake Parkway Bet. Olympic Parkway & Hunte Pkwy

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_048

DAILY TOTALS	NB	SB	EB	WB	Total
	8,642	9,109	0	0	17,751

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	22		25						47		12:00	123		131						254	
00:15	14		21						35		12:15	109		151						260	
00:30	14		12						26		12:30	114		127						241	
00:45	8	58	9	67					17	125	12:45	120	466	125	534					245	1000
01:00	14		14						28		13:00	121		150						271	
01:15	12		6						18		13:15	153		157						310	
01:30	11		6						17		13:30	149		137						286	
01:45	10	47	6	32					16	79	13:45	139	562	162	606					301	1168
02:00	6		8						14		14:00	149		152						301	
02:15	9		5						14		14:15	143		147						290	
02:30	2		3						5		14:30	128		175						303	
02:45	5	22	0	16					5	38	14:45	161	581	159	633					320	1214
03:00	4		3						7		15:00	183		153						336	
03:15	5		5						10		15:15	150		180						330	
03:30	8		3						11		15:30	215		158						373	
03:45	6	23	2	13					8	36	15:45	160	708	166	657					326	1365
04:00	10		4						14		16:00	139		155						294	
04:15	3		5						8		16:15	146		179						325	
04:30	10		1						11		16:30	162		155						317	
04:45	17	40	6	16					23	56	16:45	164	611	179	668					343	1279
05:00	13		4						17		17:00	146		183						329	
05:15	26		9						35		17:15	133		204						337	
05:30	31		6						37		17:30	156		198						354	
05:45	44	114	13	32					57	146	17:45	155	590	204	789					359	1379
06:00	34		30						64		18:00	173		217						390	
06:15	45		28						73		18:15	164		206						370	
06:30	65		49						114		18:30	171		171						342	
06:45	83	227	72	179					155	406	18:45	146	654	199	793					345	1447
07:00	83		103						186		19:00	142		194						336	
07:15	101		73						174		19:15	150		191						341	
07:30	113		113						226		19:30	170		168						338	
07:45	153	450	122	411					275	861	19:45	152	614	150	703					302	1317
08:00	137		102						239		20:00	158		147						305	
08:15	145		126						271		20:15	131		147						278	
08:30	131		77						208		20:30	141		120						261	
08:45	103	516	102	407					205	923	20:45	110	540	113	527					223	1067
09:00	92		82						174		21:00	126		125						251	
09:15	72		106						178		21:15	86		93						179	
09:30	94		99						193		21:30	101		92						193	
09:45	81	339	82	369					163	708	21:45	71	384	74	384					145	768
10:00	81		121						202		22:00	77		59						136	
10:15	99		100						199		22:15	43		47						90	
10:30	85		121						206		22:30	40		47						87	
10:45	119	384	114	456					233	840	22:45	42	202	33	186					75	388
11:00	108		132						240		23:00	31		32						63	
11:15	94		121						215		23:15	38		32						70	
11:30	100		124						224		23:30	15		22						37	
11:45	100	402	142	519					242	921	23:45	24	108	26	112					50	220
TOTALS		2622		2517						5139	TOTALS		6020		6592						12612
SPLIT %		51.0%		49.0%						29.0%	SPLIT %		47.7%		52.3%						71.0%

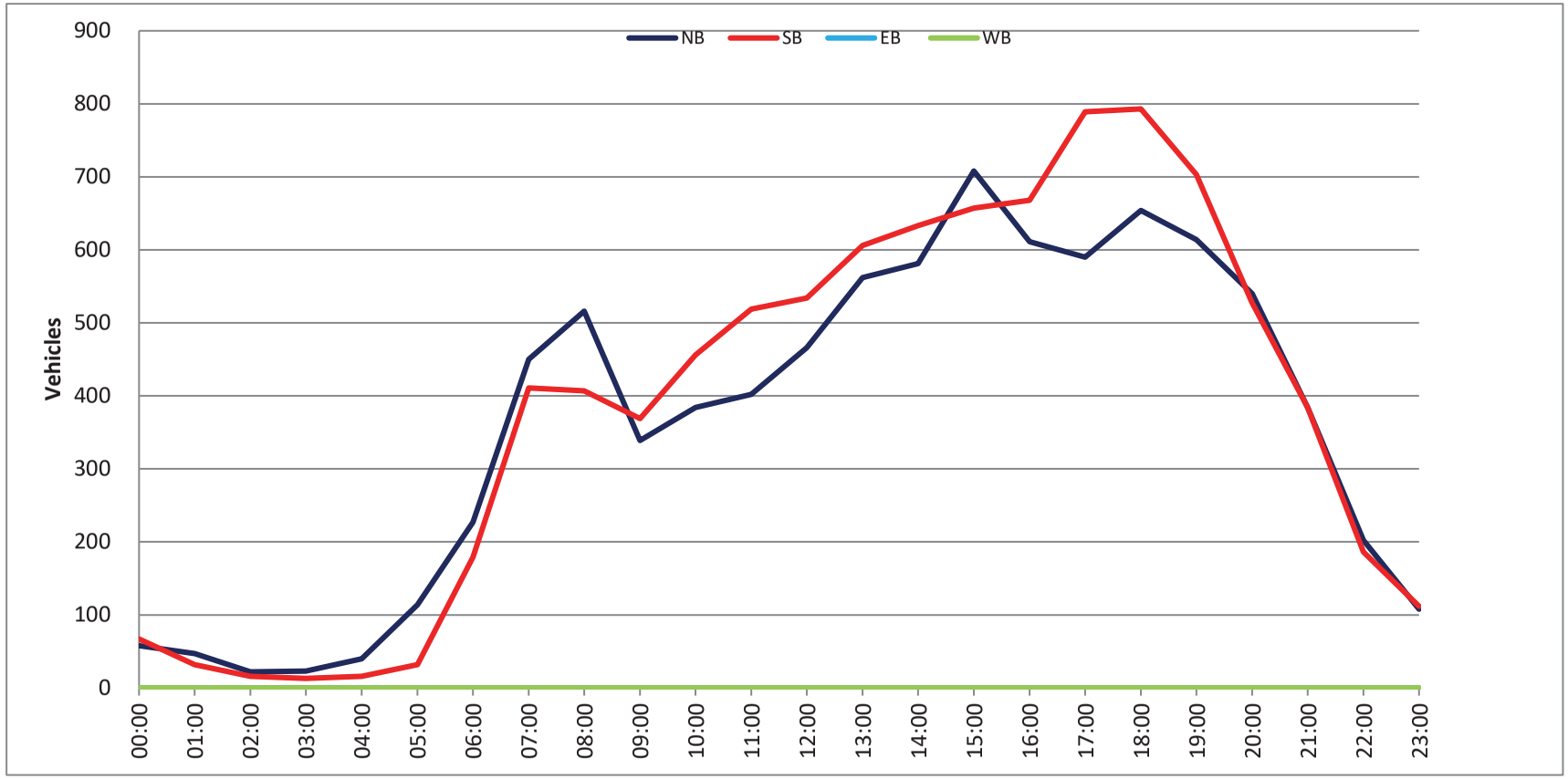
DAILY TOTALS	NB	SB	EB	WB	Total
	8,642	9,109	0	0	17,751

AM Peak Hour	07:45	11:45			07:30	PM Peak Hour	14:45	17:30			17:30
AM Pk Volume	566	551			1011	PM Pk Volume	709	825			1473
Pk Hr Factor	0.925	0.912			0.919	Pk Hr Factor	0.824	0.950			0.944
7 - 9 Volume	966	818	0	0	1784	4 - 6 Volume	1201	1457	0	0	2658
7 - 9 Peak Hour	07:45	07:30			07:30	4 - 6 Peak Hour	16:15	17:00			17:00
7 - 9 Pk Volume	566	463	0	0	1011	4 - 6 Pk Volume	618	789	0	0	1379
Pk Hr Factor	0.925	0.919	0.000	0.000	0.919	Pk Hr Factor	0.942	0.967	0.000	0.000	0.960

Prepared by NDS/ATD

Project #: CA15_4080_048 **City:** Chula Vista

Location: Eastlake Parkway Bet. Olympic Parkway & **Date:** 3/12/2015



Prepared by NDS/ATD

VOLUME

Old Trail Drive Bet. Proctor Valley Road & N. Trail Ct

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_051

DAILY TOTALS	NB	SB	EB	WB	Total
	1,448	1,342	0	0	2,790

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	4		2						6		12:00	15		17						32	
00:15	2		1						3		12:15	8		14						22	
00:30	4		3						7		12:30	21		19						40	
00:45	5	15	0	6					5	21	12:45	21	65	11	61					32	126
01:00	4		2						6		13:00	15		18						33	
01:15	2		6						8		13:15	20		16						36	
01:30	4		4						8		13:30	19		15						34	
01:45	1	11	1	13					2	24	13:45	22	76	12	61					34	137
02:00	2		1						3		14:00	19		23						42	
02:15	1		0						1		14:15	17		11						28	
02:30	0		1						1		14:30	41		21						62	
02:45	1	4	0	2					1	6	14:45	18	95	21	76					39	171
03:00	0		0						0		15:00	35		24						59	
03:15	0		0						0		15:15	32		24						56	
03:30	2		2						4		15:30	45		16						61	
03:45	0	2	0	2					0	4	15:45	35	147	17	81					52	228
04:00	0		1						1		16:00	28		18						46	
04:15	0		3						3		16:15	32		22						54	
04:30	0		3						3		16:30	25		34						59	
04:45	2	2	6	13					8	15	16:45	28	113	28	102					56	215
05:00	0		2						2		17:00	35		24						59	
05:15	2		10						12		17:15	31		16						47	
05:30	0		14						14		17:30	23		18						41	
05:45	2	4	14	40					16	44	17:45	27	116	14	72					41	188
06:00	2		10						12		18:00	44		24						68	
06:15	4		16						20		18:15	29		25						54	
06:30	8		45						53		18:30	34		25						59	
06:45	9	23	45	116					54	139	18:45	26	133	21	95					47	228
07:00	19		27						46		19:00	25		14						39	
07:15	13		32						45		19:15	34		17						51	
07:30	11		38						49		19:30	32		11						43	
07:45	18	61	31	128					49	189	19:45	25	116	14	56					39	172
08:00	17		28						45		20:00	17		13						30	
08:15	11		25						36		20:15	21		7						28	
08:30	22		29						51		20:30	32		13						45	
08:45	19	69	21	103					40	172	20:45	26	96	7	40					33	136
09:00	13		19						32		21:00	27		7						34	
09:15	13		21						34		21:15	25		9						34	
09:30	8		29						37		21:30	13		8						21	
09:45	14	48	16	85					30	133	21:45	16	81	8	32					24	113
10:00	15		9						24		22:00	14		4						18	
10:15	11		16						27		22:15	8		2						10	
10:30	12		20						32		22:30	7		4						11	
10:45	8	46	21	66					29	112	22:45	7	36	12	22					19	58
11:00	17		13						30		23:00	5		2						7	
11:15	17		13						30		23:15	1		4						5	
11:30	20		17						37		23:30	6		2						8	
11:45	20	74	16	59					36	133	23:45	3	15	3	11					6	26
TOTALS		359		633						992	TOTALS		1089		709						1798
SPLIT %		36.2%		63.8%						35.6%	SPLIT %		60.6%		39.4%						64.4%

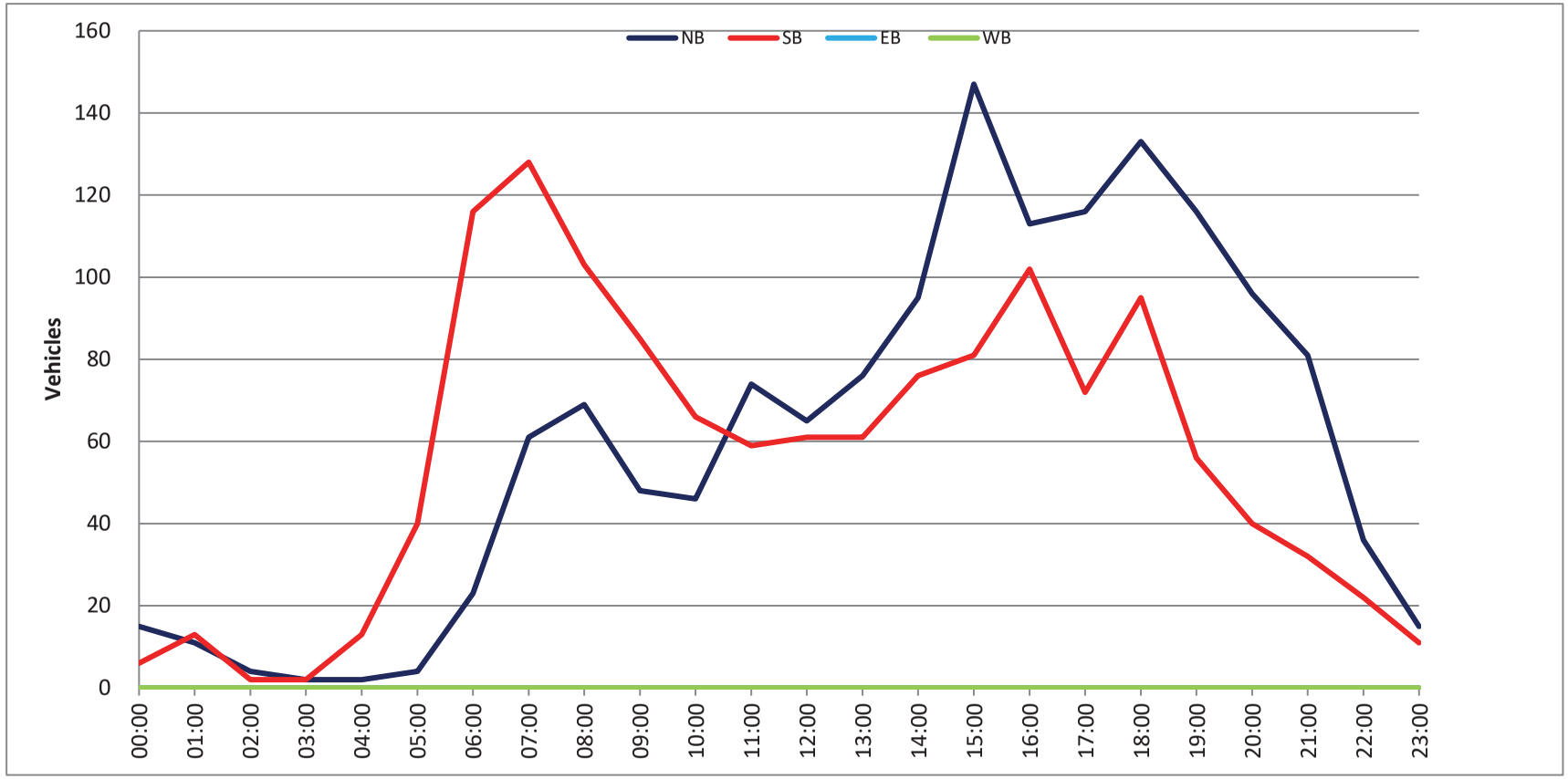
DAILY TOTALS	NB	SB	EB	WB	Total
	1,448	1,342	0	0	2,790

AM Peak Hour	11:00	06:30			06:30	PM Peak Hour	15:00	16:15			15:00
AM Pk Volume	74	149			198	PM Pk Volume	147	108			228
Pk Hr Factor	0.925	0.828			0.917	Pk Hr Factor	0.817	0.794			0.934
7 - 9 Volume	130	231	0	0	361	4 - 6 Volume	229	174	0	0	403
7 - 9 Peak Hour	08:00	07:15			07:00	4 - 6 Peak Hour	16:15	16:15			16:15
7 - 9 Pk Volume	69	129	0	0	189	4 - 6 Pk Volume	120	108	0	0	228
Pk Hr Factor	0.784	0.849	0.000	0.000	0.964	Pk Hr Factor	0.857	0.794	0.000	0.000	0.966

Prepared by NDS/ATD

Project #: CA15_4080_051 **City:** Chula Vista

Location: Old Trail Drive Bet. Proctor Valley Road & N. **Date:** 3/12/2015



Prepared by NDS/ATD

VOLUME

Lane Ave from Proctor Valley Rd to Otay Lakes Rd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_027

DAILY TOTALS	NB	SB	EB	WB	Total
	5,440	5,364	0	0	10,804

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	6		8						14		12:00	109		89						198	
00:15	7		5						12		12:15	62		64						126	
00:30	5		8						13		12:30	77		82						159	
00:45	1	19	3	24					4	43	12:45	82	330	62	297					144	627
01:00	1		6						7		13:00	72		60						132	
01:15	3		2						5		13:15	74		40						114	
01:30	2		1						3		13:30	93		76						169	
01:45	1	7	3	12					4	19	13:45	71	310	78	254					149	564
02:00	6		4						10		14:00	75		82						157	
02:15	1		0						1		14:15	68		82						150	
02:30	3		1						4		14:30	61		97						158	
02:45	3	13	1	6					4	19	14:45	78	282	83	344					161	626
03:00	1		0						1		15:00	100		79						179	
03:15	0		5						5		15:15	86		106						192	
03:30	4		0						4		15:30	115		128						243	
03:45	4	9	3	8					7	17	15:45	138	439	98	411					236	850
04:00	4		3						7		16:00	92		116						208	
04:15	5		1						6		16:15	94		100						194	
04:30	6		6						12		16:30	115		122						237	
04:45	9	24	11	21					20	45	16:45	113	414	131	469					244	883
05:00	10		2						12		17:00	116		172						288	
05:15	14		3						17		17:15	119		112						231	
05:30	12		13						25		17:30	93		144						237	
05:45	29	65	15	33					44	98	17:45	102	430	113	541					215	971
06:00	23		22						45		18:00	87		117						204	
06:15	28		29						57		18:15	101		115						216	
06:30	54		75						129		18:30	83		122						205	
06:45	113	218	122	248					235	466	18:45	94	365	99	453					193	818
07:00	132		62						194		19:00	75		94						169	
07:15	72		64						136		19:15	74		75						149	
07:30	84		66						150		19:30	78		76						154	
07:45	135	423	70	262					205	685	19:45	60	287	53	298					113	585
08:00	104		82						186		20:00	62		84						146	
08:15	107		62						169		20:15	67		64						131	
08:30	102		97						199		20:30	71		53						124	
08:45	110	423	98	339					208	762	20:45	47	247	42	243					89	490
09:00	86		66						152		21:00	42		48						90	
09:15	56		72						128		21:15	38		27						65	
09:30	69		71						140		21:30	32		39						71	
09:45	83	294	63	272					146	566	21:45	25	137	26	140					51	277
10:00	63		52						115		22:00	28		21						49	
10:15	61		66						127		22:15	18		16						34	
10:30	65		79						144		22:30	18		28						46	
10:45	61	250	61	258					122	508	22:45	10	74	5	70					15	144
11:00	77		77						154		23:00	7		6						13	
11:15	65		73						138		23:15	12		6						18	
11:30	85		100						185		23:30	8		7						15	
11:45	121	348	85	335					206	683	23:45	5	32	7	26					12	58
TOTALS		2093		1818						3911	TOTALS		3347		3546						6893
SPLIT %		53.5%		46.5%						36.2%	SPLIT %		48.6%		51.4%						63.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,440	5,364	0	0	10,804

AM Peak Hour	07:45	11:15			08:00	PM Peak Hour	16:30	16:45			16:30
AM Pk Volume	448	347			762	PM Pk Volume	463	559			1000
Pk Hr Factor	0.830	0.868			0.916	Pk Hr Factor	0.973	0.813			0.868
7 - 9 Volume	846	601	0	0	1447	4 - 6 Volume	844	1010	0	0	1854
7 - 9 Peak Hour	07:45	08:00			08:00	4 - 6 Peak Hour	16:30	16:45			16:30
7 - 9 Pk Volume	448	339	0	0	762	4 - 6 Pk Volume	463	559	0	0	1000
Pk Hr Factor	0.830	0.865	0.000	0.000	0.916	Pk Hr Factor	0.973	0.813	0.000	0.000	0.868

Prepared by NDS/ATD

Project #: CA14_4115_027 **City:** Chula Vista

Location: Lane Ave from Proctor Valley Rd to Otay **Date:** 4/30/2014

Prepared by NDS/ATD

VOLUME

Hunte Pkwy from Proctor Valley Rd to Otay Lakes Rd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_028

DAILY TOTALS	NB	SB	EB	WB	Total
	3,225	3,044	0	0	6,269

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	7		5						12		12:00	27		21						48	
00:15	7		3						10		12:15	25		28						53	
00:30	3		4						7		12:30	27		33						60	
00:45	1	18	0	12					1	30	12:45	30	109	25	107					55	216
01:00	1		2						3		13:00	33		29						62	
01:15	2		2						4		13:15	34		26						60	
01:30	1		2						3		13:30	45		28						73	
01:45	0	4	1	7					1	11	13:45	33	145	44	127					77	272
02:00	2		0						2		14:00	40		39						79	
02:15	0		0						0		14:15	37		59						96	
02:30	1		0						1		14:30	50		58						108	
02:45	4	7	2	2					6	9	14:45	85	212	78	234					163	446
03:00	4		0						4		15:00	83		67						150	
03:15	2		1						3		15:15	98		95						193	
03:30	1		1						2		15:30	102		97						199	
03:45	3	10	1	3					4	13	15:45	62	345	62	321					124	666
04:00	2		3						5		16:00	67		67						134	
04:15	4		2						6		16:15	55		65						120	
04:30	4		1						5		16:30	63		67						130	
04:45	5	15	3	9					8	24	16:45	46	231	77	276					123	507
05:00	11		1						12		17:00	60		80						140	
05:15	13		4						17		17:15	56		73						129	
05:30	12		5						17		17:30	39		71						110	
05:45	26	62	5	15					31	77	17:45	56	211	64	288					120	499
06:00	28		2						30		18:00	65		72						137	
06:15	30		10						40		18:15	39		66						105	
06:30	59		37						96		18:30	48		43						91	
06:45	68	185	68	117					136	302	18:45	44	196	63	244					107	440
07:00	86		28						114		19:00	37		42						79	
07:15	51		34						85		19:15	46		60						106	
07:30	81		56						137		19:30	31		37						68	
07:45	115	333	110	228					225	561	19:45	23	137	35	174					58	311
08:00	151		110						261		20:00	41		34						75	
08:15	99		56						155		20:15	42		30						72	
08:30	52		40						92		20:30	23		30						53	
08:45	57	359	42	248					99	607	20:45	20	126	32	126					52	252
09:00	45		25						70		21:00	23		24						47	
09:15	19		19						38		21:15	15		24						39	
09:30	43		17						60		21:30	15		21						36	
09:45	28	135	24	85					52	220	21:45	17	70	24	93					41	163
10:00	31		27						58		22:00	14		24						38	
10:15	28		26						54		22:15	11		13						24	
10:30	23		35						58		22:30	14		12						26	
10:45	22	104	21	109					43	213	22:45	8	47	7	56					15	103
11:00	24		27						51		23:00	9		10						19	
11:15	36		28						64		23:15	6		8						14	
11:30	35		35						70		23:30	6		8						14	
11:45	44	139	37	127					81	266	23:45	4	25	10	36					14	61
TOTALS		1371		962						2333	TOTALS		1854		2082						3936
SPLIT %		58.8%		41.2%						37.2%	SPLIT %		47.1%		52.9%						62.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,225	3,044	0	0	6,269

AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	14:45	14:45			14:45
AM Pk Volume	446	332			778	PM Pk Volume	368	337			705
Pk Hr Factor	0.738	0.755			0.745	Pk Hr Factor	0.902	0.869			0.886
7 - 9 Volume	692	476	0	0	1168	4 - 6 Volume	442	564	0	0	1006
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:00	16:45			16:30
7 - 9 Pk Volume	446	332	0	0	778	4 - 6 Pk Volume	231	301	0	0	522
Pk Hr Factor	0.738	0.755	0.000	0.000	0.745	Pk Hr Factor	0.862	0.941	0.000	0.000	0.932

Prepared by NDS/ATD

Project #: CA14_4115_028 **City:** Chula Vista

Location: Hunte Pkwy from Proctor Valley Rd to Otay **Date:** 4/30/2014

Prepared by NDS/ATD

VOLUME

Hunte Pkwy from Otay Lakes Rd to Clubhouse Dr

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_029

DAILY TOTALS	NB	SB	EB	WB	Total
	5,794	5,103	0	0	10,897

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	5		4						9		12:00	55		53						108	
00:15	5		1						6		12:15	38		49						87	
00:30	2		6						8		12:30	50		47						97	
00:45	2	14	1	12					3	26	12:45	49	192	56	205					105	397
01:00	2		6						8		13:00	50		44						94	
01:15	1		2						3		13:15	58		44						102	
01:30	1		3						4		13:30	73		41						114	
01:45	0	4	3	14					3	18	13:45	57	238	53	182					110	420
02:00	5		1						6		14:00	81		64						145	
02:15	2		0						2		14:15	79		66						145	
02:30	2		1						3		14:30	78		84						162	
02:45	2	11	0	2					2	13	14:45	108	346	111	325					219	671
03:00	3		1						4		15:00	153		109						262	
03:15	3		1						4		15:15	188		161						349	
03:30	3		1						4		15:30	170		216						386	
03:45	5	14	2	5					7	19	15:45	143	654	107	593					250	1247
04:00	4		3						7		16:00	106		102						208	
04:15	2		2						4		16:15	122		93						215	
04:30	7		1						8		16:30	115		105						220	
04:45	10	23	4	10					14	33	16:45	107	450	101	401					208	851
05:00	7		2						9		17:00	90		114						204	
05:15	22		3						25		17:15	101		118						219	
05:30	20		12						32		17:30	91		117						208	
05:45	25	74	12	29					37	103	17:45	111	393	91	440					202	833
06:00	28		17						45		18:00	69		114						183	
06:15	35		15						50		18:15	97		92						189	
06:30	46		38						84		18:30	77		93						170	
06:45	83	192	119	189					202	381	18:45	94	337	92	391					186	728
07:00	174		70						244		19:00	84		96						180	
07:15	173		62						235		19:15	81		91						172	
07:30	216		82						298		19:30	73		73						146	
07:45	267	830	134	348					401	1178	19:45	68	306	77	337					145	643
08:00	217		169						386		20:00	67		85						152	
08:15	138		137						275		20:15	54		59						113	
08:30	173		128						301		20:30	37		52						89	
08:45	131	659	69	503					200	1162	20:45	35	193	40	236					75	429
09:00	73		45						118		21:00	35		55						90	
09:15	58		49						107		21:15	28		46						74	
09:30	63		56						119		21:30	20		26						46	
09:45	56	250	40	190					96	440	21:45	29	112	24	151					53	263
10:00	45		48						93		22:00	17		23						40	
10:15	32		45						77		22:15	16		18						34	
10:30	37		53						90		22:30	25		18						43	
10:45	45	159	51	197					96	356	22:45	12	70	17	76					29	146
11:00	57		48						105		23:00	10		11						21	
11:15	56		58						114		23:15	10		12						22	
11:30	52		60						112		23:30	7		9						16	
11:45	77	242	60	226					137	468	23:45	4	31	9	41					13	72
TOTALS		2472		1725						4197	TOTALS		3322		3378						6700
SPLIT %		58.9%		41.1%						38.5%	SPLIT %		49.6%		50.4%						61.5%

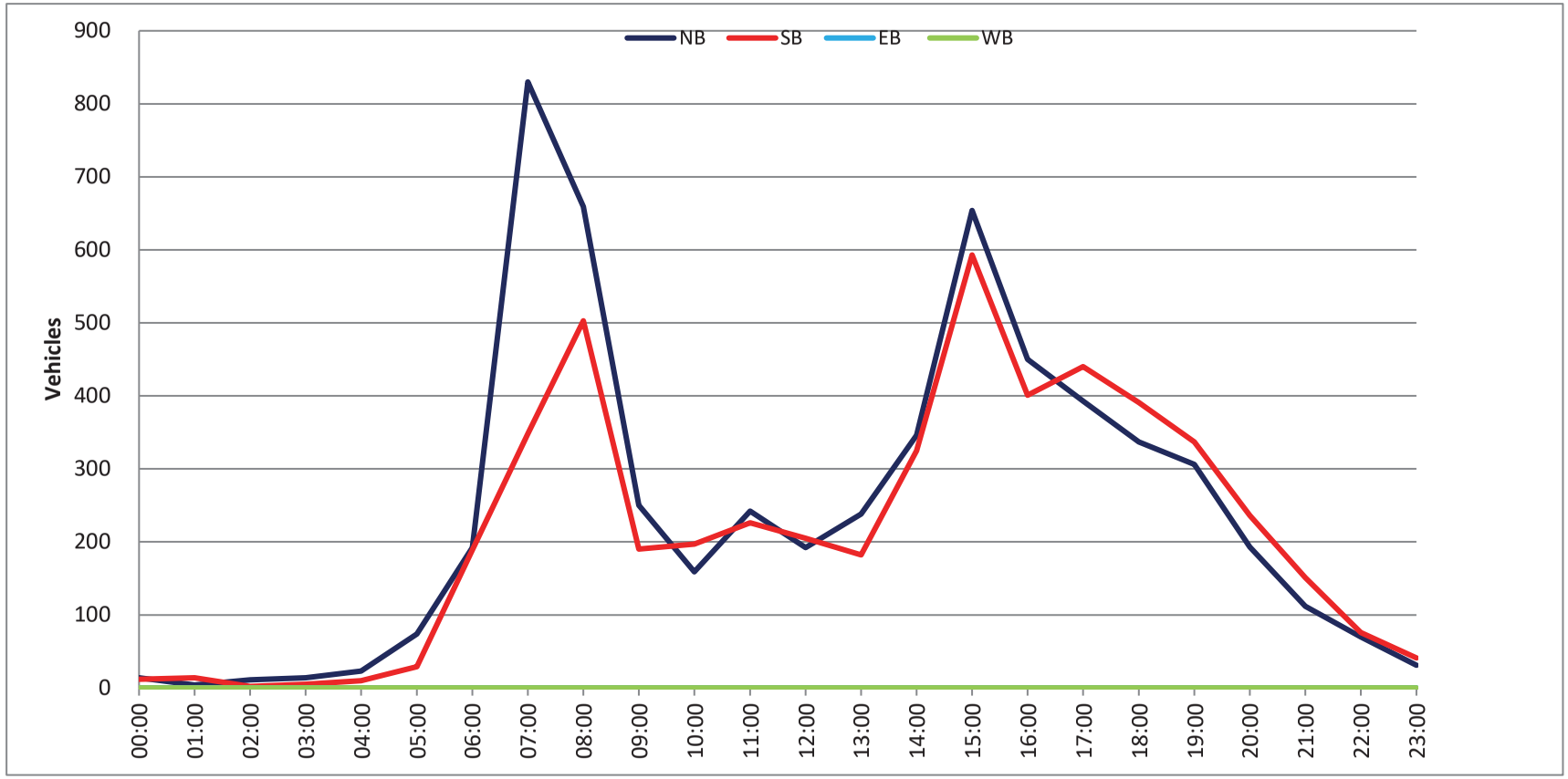
DAILY TOTALS	NB	SB	EB	WB	Total
	5,794	5,103	0	0	10,897

AM Peak Hour	07:15	07:45			07:45	PM Peak Hour	15:00	14:45			15:00
AM Pk Volume	873	568			1363	PM Pk Volume	654	597			1247
Pk Hr Factor	0.817	0.840			0.850	Pk Hr Factor	0.870	0.691			0.808
7 - 9 Volume	1489	851	0	0	2340	4 - 6 Volume	843	841	0	0	1684
7 - 9 Peak Hour	07:15	07:45			07:45	4 - 6 Peak Hour	16:00	16:45			16:00
7 - 9 Pk Volume	873	568	0	0	1363	4 - 6 Pk Volume	450	450	0	0	851
Pk Hr Factor	0.817	0.840	0.000	0.000	0.850	Pk Hr Factor	0.922	0.953	0.000	0.000	0.967

Prepared by NDS/ATD

Project #: CA14_4115_029 **City:** Chula Vista

Location: Hunte Pkwy from Otay Lakes Rd to **Date:** 4/30/2014



Prepared by NDS/ATD

VOLUME

Hunte Pkwy from Olympic Pkwy to Eastlake Pkwy

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_031

DAILY TOTALS	NB	SB	EB	WB	Total
	1,070	945	0	0	2,015

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		3						4		12:00	5		7						12	
00:15	1		0						1		12:15	7		16						23	
00:30	2		0						2		12:30	22		10						32	
00:45	1	5	0	3					1	8	12:45	30	64	14	47					44	111
01:00	0		0						0		13:00	15		10						25	
01:15	0		0						0		13:15	10		11						21	
01:30	0		0						0		13:30	6		9						15	
01:45	0		0						0		13:45	8	39	7	37					15	76
02:00	0		1						1		14:00	8		7						15	
02:15	0		0						0		14:15	11		13						24	
02:30	0		0						0		14:30	11		5						16	
02:45	0		0	1					0	1	14:45	20	50	17	42					37	92
03:00	1		0						1		15:00	36		12						48	
03:15	0		0						0		15:15	27		35						62	
03:30	0		0						0		15:30	53		45						98	
03:45	1	2	0						1	2	15:45	32	148	23	115					55	263
04:00	0		0						0		16:00	17		14						31	
04:15	0		0						0		16:15	17		14						31	
04:30	0		1						1		16:30	22		12						34	
04:45	0		0	1					0	1	16:45	26	82	22	62					48	144
05:00	3		3						6		17:00	27		19						46	
05:15	1		0						1		17:15	19		23						42	
05:30	1		1						2		17:30	15		13						28	
05:45	0	5	1	5					1	10	17:45	15	76	22	77					37	153
06:00	2		2						4		18:00	23		19						42	
06:15	2		3						5		18:15	28		12						40	
06:30	4		8						12		18:30	22		13						35	
06:45	14	22	12	25					26	47	18:45	12	85	14	58					26	143
07:00	9		18						27		19:00	22		14						36	
07:15	16		10						26		19:15	16		15						31	
07:30	30		19						49		19:30	16		12						28	
07:45	52	107	59	106					111	213	19:45	13	67	18	59					31	126
08:00	55		45						100		20:00	8		14						22	
08:15	37		49						86		20:15	14		8						22	
08:30	35		26						61		20:30	11		10						21	
08:45	19	146	4	124					23	270	20:45	6	39	5	37					11	76
09:00	9		8						17		21:00	10		9						19	
09:15	2		7						9		21:15	4		8						12	
09:30	10		7						17		21:30	6		7						13	
09:45	5	26	6	28					11	54	21:45	6	26	6	30					12	56
10:00	5		4						9		22:00	5		2						7	
10:15	7		7						14		22:15	1		1						2	
10:30	9		4						13		22:30	3		4						7	
10:45	5	26	4	19					9	45	22:45	1	10	1	8					2	18
11:00	6		9						15		23:00	3		4						7	
11:15	12		14						26		23:15	2		1						3	
11:30	8		12						20		23:30	1		3						4	
11:45	10	36	17	52					27	88	23:45	3	9	1	9					4	18
TOTALS		375		364						739	TOTALS		695		581						1276
SPLIT %		50.7%		49.3%						36.7%	SPLIT %		54.5%		45.5%						63.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,070	945	0	0	2,015

AM Peak Hour	07:45	07:45			07:45	PM Peak Hour	15:00	15:15			15:00
AM Pk Volume	179	179			358	PM Pk Volume	148	117			263
Pk Hr Factor	0.814	0.758			0.806	Pk Hr Factor	0.698	0.650			0.671
7 - 9 Volume	253	230	0	0	483	4 - 6 Volume	158	139	0	0	297
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	16:30	16:45			16:30
7 - 9 Pk Volume	179	179	0	0	358	4 - 6 Pk Volume	94	77	0	0	170
Pk Hr Factor	0.814	0.758	0.000	0.000	0.806	Pk Hr Factor	0.870	0.837	0.000	0.000	0.885

Prepared by NDS/ATD

Project #: CA14_4115_031 **City:** Chula Vista

Location: Hunte Pkwy from Olympic Pkwy to Eastlake **Date:** 4/30/2014

Prepared by NDS/ATD

VOLUME

Northwoods Drive Bet. Proctor Valley Road & Blue Ridge Drive

Day: Thursday
Date: 3/12/2015

City: Chula Vista
Project #: CA15_4080_030

DAILY TOTALS	NB	SB	EB	WB	Total
	718	715	0	0	1,433

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		0						1		12:00	8		14						22	
00:15	0		1						1		12:15	4		8						12	
00:30	0		0						0		12:30	14		5						19	
00:45	1	2	0	1					1	3	12:45	5	31	13	40					18	71
01:00	0		2						2		13:00	5		14						19	
01:15	0		0						0		13:15	14		6						20	
01:30	0		0						0		13:30	5		6						11	
01:45	0		1	3					1	3	13:45	12	36	10	36					22	72
02:00	1		1						2		14:00	8		12						20	
02:15	0		0						0		14:15	14		16						30	
02:30	0		0						0		14:30	21		10						31	
02:45	0	1	1	2					1	3	14:45	17	60	13	51					30	111
03:00	0		0						0		15:00	8		17						25	
03:15	0		0						0		15:15	39		23						62	
03:30	0		1						1		15:30	21		26						47	
03:45	0		1	2					1	2	15:45	19	87	11	77					30	164
04:00	0		0						0		16:00	13		11						24	
04:15	0		0						0		16:15	8		18						26	
04:30	1		0						1		16:30	12		10						22	
04:45	1	2	0						1	2	16:45	10	43	12	51					22	94
05:00	2		1						3		17:00	20		16						36	
05:15	4		1						5		17:15	9		12						21	
05:30	1		0						1		17:30	13		12						25	
05:45	4	11	5	7					9	18	17:45	8	50	15	55					23	105
06:00	2		3						5		18:00	15		5						20	
06:15	6		9						15		18:15	11		7						18	
06:30	8		12						20		18:30	17		20						37	
06:45	14	30	8	32					22	62	18:45	12	55	15	47					27	102
07:00	16		6						22		19:00	11		9						20	
07:15	14		5						19		19:15	7		11						18	
07:30	17		15						32		19:30	4		4						8	
07:45	27	74	39	65					66	139	19:45	6	28	10	34					16	62
08:00	33		28						61		20:00	6		5						11	
08:15	15		5						20		20:15	4		2						6	
08:30	17		12						29		20:30	10		5						15	
08:45	8	73	12	57					20	130	20:45	1	21	3	15					4	36
09:00	7		7						14		21:00	2		5						7	
09:15	7		6						13		21:15	4		6						10	
09:30	5		5						10		21:30	5		4						9	
09:45	10	29	5	23					15	52	21:45	2	13	5	20					7	33
10:00	8		6						14		22:00	3		5						8	
10:15	8		16						24		22:15	5		4						9	
10:30	6		9						15		22:30	4		6						10	
10:45	9	31	5	36					14	67	22:45	0	12	2	17					2	29
11:00	3		8						11		23:00	3		0						3	
11:15	10		6						16		23:15	2		4						6	
11:30	6		10						16		23:30	0		4						4	
11:45	5	24	11	35					16	59	23:45	0	5	1	9					1	14
TOTALS		277		263						540	TOTALS		441		452						893
SPLIT %		51.3%		48.7%						37.7%	SPLIT %		49.4%		50.6%						62.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	718	715	0	0	1,433

AM Peak Hour	07:30	07:15			07:30	PM Peak Hour	15:15	14:45			14:45
AM Pk Volume	92	87			179	PM Pk Volume	92	79			164
Pk Hr Factor	0.697	0.558			0.678	Pk Hr Factor	0.590	0.760			0.661
7 - 9 Volume	147	122	0	0	269	4 - 6 Volume	93	106	0	0	199
7 - 9 Peak Hour	07:30	07:15			07:30	4 - 6 Peak Hour	16:45	16:15			16:15
7 - 9 Pk Volume	92	87	0	0	179	4 - 6 Pk Volume	52	56	0	0	106
Pk Hr Factor	0.697	0.558	0.000	0.000	0.678	Pk Hr Factor	0.650	0.778	0.000	0.000	0.736

Prepared by NDS/ATD

Project #: CA15_4080_030 **City:** Chula Vista

Location: Northwoods Drive Bet. Proctor Valley Road **Date:** 3/12/2015

Prepared by NDS/ATD

VOLUME

SR-94 Bet. Vista Sage Ln & Lyons Valley Rd

Day: Tuesday
Date: 3/10/2015

City: Chula Vista
Project #: CA15_4080_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,251	8,874	17,125

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			11		9		20		12:00			86		111		197	
00:15			14		9		23		12:15			112		137		249	
00:30			9		8		17		12:30			119		130		249	
00:45			10	44	4	30	14	74	12:45			140	457	81	459	221	916
01:00			5		5		10		13:00			132		134		266	
01:15			4		2		6		13:15			101		143		244	
01:30			2		2		4		13:30			128		141		269	
01:45			10	21	5	14	15	35	13:45			100	461	113	531	213	992
02:00			6		5		11		14:00			124		115		239	
02:15			2		6		8		14:15			110		132		242	
02:30			3		3		6		14:30			147		132		279	
02:45			5	16	6	20	11	36	14:45			163	544	120	499	283	1043
03:00			6		8		14		15:00			196		128		324	
03:15			5		6		11		15:15			179		124		303	
03:30			2		13		15		15:30			221		169		390	
03:45			5	18	5	32	10	50	15:45			208	804	128	549	336	1353
04:00			5		15		20		16:00			216		111		327	
04:15			4		27		31		16:15			235		121		356	
04:30			3		30		33		16:30			235		88		323	
04:45			8	20	39	111	47	131	16:45			197	883	120	440	317	1323
05:00			19		65		84		17:00			226		105		331	
05:15			12		123		135		17:15			213		95		308	
05:30			22		163		185		17:30			228		94		322	
05:45			36	89	197	548	233	637	17:45			224	891	89	383	313	1274
06:00			37		204		241		18:00			205		100		305	
06:15			44		211		255		18:15			184		82		266	
06:30			66		247		313		18:30			169		87		256	
06:45			53	200	279	941	332	1141	18:45			156	714	66	335	222	1049
07:00			52		304		356		19:00			152		84		236	
07:15			91		229		320		19:15			125		66		191	
07:30			75		225		300		19:30			123		66		189	
07:45			86	304	219	977	305	1281	19:45			108	508	38	254	146	762
08:00			62		196		258		20:00			109		52		161	
08:15			82		188		270		20:15			112		38		150	
08:30			91		206		297		20:30			115		37		152	
08:45			71	306	175	765	246	1071	20:45			89	425	36	163	125	588
09:00			82		187		269		21:00			106		34		140	
09:15			72		152		224		21:15			76		29		105	
09:30			89		150		239		21:30			85		19		104	
09:45			68	311	139	628	207	939	21:45			58	325	23	105	81	430
10:00			70		125		195		22:00			60		22		82	
10:15			67		139		206		22:15			43		19		62	
10:30			67		126		193		22:30			43		17		60	
10:45			79	283	143	533	222	816	22:45			27	173	14	72	41	245
11:00			81		122		203		23:00			19		18		37	
11:15			99		123		222		23:15			24		11		35	
11:30			90		92		182		23:30			23		7		30	
11:45			98	368	109	446	207	814	23:45			20	86	3	39	23	125
TOTALS				1980		5045		7025	TOTALS				6271		3829		10100
SPLIT %				28.2%		71.8%		41.0%	SPLIT %				62.1%		37.9%		59.0%

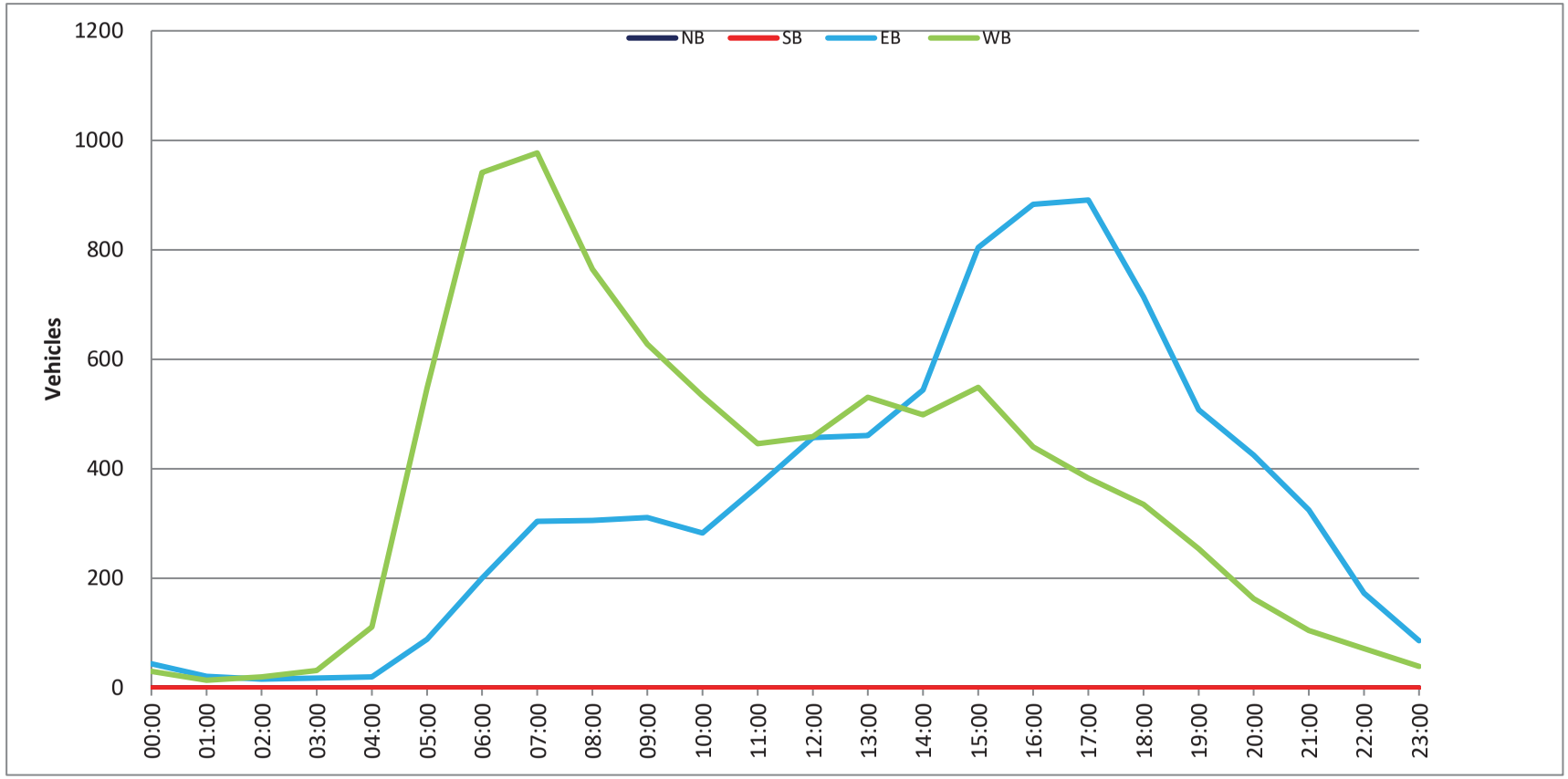
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,251	8,874	17,125

AM Peak Hour			11:45	06:30	06:30	PM Peak Hour			15:45	15:00	15:30
AM Pk Volume			415	1059	1321	PM Pk Volume			894	549	1409
Pk Hr Factor			0.872	0.871	0.928	Pk Hr Factor			0.951	0.812	0.903
7 - 9 Volume	0	0	610	1742	2352	4 - 6 Volume	0	0	1774	823	2597
7 - 9 Peak Hour			07:45	07:00	07:00	4 - 6 Peak Hour			16:15	16:00	16:15
7 - 9 Pk Volume	0	0	321	977	1281	4 - 6 Pk Volume	0	0	893	440	1327
Pk Hr Factor	0.000	0.000	0.882	0.803	0.900	Pk Hr Factor	0.000	0.000	0.950	0.909	0.932

Prepared by NDS/ATD

Project #: CA15_4080_001 **City:** Chula Vista

Location: SR-94 Bet. Vista Sage Ln & Lyons Valley Rd **Date:** 3/10/2015



Prepared by NDS/ATD

VOLUME

SR-94 from Lyons Valley Rd to Jefferson Rd

Day: Wednesday
Date: 4/30/2014

City: Jamul
Project #: CA14_4115_033

DAILY TOTALS	NB	SB	EB	WB	Total
	5,488	5,288	0	0	10,776

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	5		8						13		12:00	73		49						122	
00:15	5		13						18		12:15	73		70						143	
00:30	3		7						10		12:30	95		77						172	
00:45	5	18	5	33					10	51	12:45	66	307	70	266					136	573
01:00	3		5						8		13:00	67		63						130	
01:15	6		5						11		13:15	63		79						142	
01:30	2		7						9		13:30	87		72						159	
01:45	0	11	5	22					5	33	13:45	76	293	71	285					147	578
02:00	1		2						3		14:00	68		67						135	
02:15	1		3						4		14:15	96		60						156	
02:30	3		1						4		14:30	74		69						143	
02:45	2	7	4	10					6	17	14:45	89	327	114	310					203	637
03:00	7		3						10		15:00	69		102						171	
03:15	3		4						7		15:15	65		97						162	
03:30	8		5						13		15:30	72		135						207	
03:45	9	27	0	12					9	39	15:45	81	287	149	483					230	770
04:00	9		4						13		16:00	64		139						203	
04:15	14		5						19		16:15	65		140						205	
04:30	15		7						22		16:30	60		163						223	
04:45	29	67	4	20					33	87	16:45	66	255	140	582					206	837
05:00	44		22						66		17:00	57		153						210	
05:15	51		13						64		17:15	63		119						182	
05:30	89		22						111		17:30	62		150						212	
05:45	145	329	19	76					164	405	17:45	67	249	131	553					198	802
06:00	152		29						181		18:00	49		144						193	
06:15	150		27						177		18:15	51		138						189	
06:30	162		19						181		18:30	38		128						166	
06:45	209	673	38	113					247	786	18:45	52	190	111	521					163	711
07:00	157		34						191		19:00	33		89						122	
07:15	143		47						190		19:15	28		95						123	
07:30	146		55						201		19:30	29		65						94	
07:45	124	570	44	180					168	750	19:45	35	125	81	330					116	455
08:00	121		52						173		20:00	30		67						97	
08:15	117		49						166		20:15	25		73						98	
08:30	107		51						158		20:30	30		74						104	
08:45	122	467	51	203					173	670	20:45	30	115	62	276					92	391
09:00	96		49						145		21:00	28		61						89	
09:15	84		39						123		21:15	27		49						76	
09:30	99		56						155		21:30	28		48						76	
09:45	104	383	41	185					145	568	21:45	29	112	29	187					58	299
10:00	70		55						125		22:00	12		34						46	
10:15	79		65						144		22:15	14		27						41	
10:30	95		53						148		22:30	13		27						40	
10:45	80	324	52	225					132	549	22:45	15	54	25	113					40	167
11:00	82		64						146		23:00	11		18						29	
11:15	73		60						133		23:15	7		21						28	
11:30	64		60						124		23:30	2		12						14	
11:45	59	278	57	241					116	519	23:45	0	20	11	62					11	82
TOTALS		3154		1320						4474	TOTALS		2334		3968						6302
SPLIT %		70.5%		29.5%						41.5%	SPLIT %		37.0%		63.0%						58.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,488	5,288	0	0	10,776

AM Peak Hour	06:15	11:45			06:45	PM Peak Hour	14:15	16:15			15:45
AM Pk Volume	678	253			829	PM Pk Volume	328	596			861
Pk Hr Factor	0.811	0.821			0.839	Pk Hr Factor	0.854	0.914			0.936
7 - 9 Volume	1037	383	0	0	1420	4 - 6 Volume	504	1135	0	0	1639
7 - 9 Peak Hour	07:00	08:00			07:00	4 - 6 Peak Hour	16:00	16:15			16:15
7 - 9 Pk Volume	570	203	0	0	750	4 - 6 Pk Volume	255	596	0	0	844
Pk Hr Factor	0.908	0.976	0.000	0.000	0.933	Pk Hr Factor	0.966	0.914	0.000	0.000	0.946

Prepared by NDS/ATD

Project #: CA14_4115_033 **City:** Jamul

Location: SR-94 from Lyons Valley Rd to Jefferson Rd **Date:** 4/30/2014

Prepared by NDS/ATD

VOLUME

SR-94 from Jefferson Rd to Maxfield Rd

Day: Wednesday
Date: 4/30/2014

City: Jamul
Project #: CA14_4115_034

DAILY TOTALS	NB	SB	EB	WB	Total
	4,597	4,452	0	0	9,049

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		5						7		12:00	69		46						115	
00:15	5		6						11		12:15	72		57						129	
00:30	1		8						9		12:30	74		69						143	
00:45	4	12	2	21					6	33	12:45	64	279	52	224					116	503
01:00	2		1						3		13:00	51		44						95	
01:15	6		6						12		13:15	61		64						125	
01:30	2		7						9		13:30	67		58						125	
01:45	0	10	4	18					4	28	13:45	66	245	55	221					121	466
02:00	1		3						4		14:00	63		65						128	
02:15	0		2						2		14:15	75		61						136	
02:30	2		1						3		14:30	76		59						135	
02:45	3	6	4	10					7	16	14:45	78	292	103	288					181	580
03:00	6		3						9		15:00	49		93						142	
03:15	3		4						7		15:15	57		72						129	
03:30	6		3						9		15:30	69		114						183	
03:45	6	21	0	10					6	31	15:45	72	247	131	410					203	657
04:00	7		3						10		16:00	56		133						189	
04:15	10		4						14		16:15	48		131						179	
04:30	13		4						17		16:30	55		127						182	
04:45	23	53	6	17					29	70	16:45	53	212	118	509					171	721
05:00	32		18						50		17:00	50		132						182	
05:15	40		13						53		17:15	50		107						157	
05:30	77		24						101		17:30	55		119						174	
05:45	126	275	17	72					143	347	17:45	56	211	108	466					164	677
06:00	135		27						162		18:00	38		118						156	
06:15	125		24						149		18:15	43		110						153	
06:30	138		27						165		18:30	33		105						138	
06:45	166	564	41	119					207	683	18:45	34	148	95	428					129	576
07:00	117		33						150		19:00	22		73						95	
07:15	115		27						142		19:15	28		69						97	
07:30	132		47						179		19:30	20		53						73	
07:45	106	470	28	135					134	605	19:45	29	99	55	250					84	349
08:00	102		55						157		20:00	24		58						82	
08:15	110		34						144		20:15	19		53						72	
08:30	77		50						127		20:30	27		58						85	
08:45	96	385	48	187					144	572	20:45	27	97	57	226					84	323
09:00	77		56						133		21:00	24		49						73	
09:15	70		35						105		21:15	23		42						65	
09:30	87		40						127		21:30	26		33						59	
09:45	76	310	40	171					116	481	21:45	21	94	23	147					44	241
10:00	54		34						88		22:00	13		23						36	
10:15	73		61						134		22:15	11		19						30	
10:30	77		44						121		22:30	12		19						31	
10:45	70	274	48	187					118	461	22:45	14	50	20	81					34	131
11:00	66		53						119		23:00	8		17						25	
11:15	57		41						98		23:15	5		22						27	
11:30	52		60						112		23:30	2		9						11	
11:45	53	228	46	200					99	428	23:45	0	15	7	55					7	70
TOTALS		2608		1147						3755	TOTALS		1989		3305						5294
SPLIT %		69.5%		30.5%						41.5%	SPLIT %		37.6%		62.4%						58.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,597	4,452	0	0	9,049

AM Peak Hour	06:00	11:45			06:00	PM Peak Hour	14:00	15:45			15:30
AM Pk Volume	564	218			683	PM Pk Volume	292	522			754
Pk Hr Factor	0.849	0.790			0.825	Pk Hr Factor	0.936	0.981			0.929
7 - 9 Volume	855	322	0	0	1177	4 - 6 Volume	423	975	0	0	1398
7 - 9 Peak Hour	07:00	08:00			07:30	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	470	187	0	0	614	4 - 6 Pk Volume	212	509	0	0	721
Pk Hr Factor	0.890	0.850	0.000	0.000	0.858	Pk Hr Factor	0.946	0.957	0.000	0.000	0.954

Prepared by NDS/ATD

Project #: CA14_4115_034 **City:** Jamul

Location: SR-94 from Jefferson Rd to Maxfield Rd **Date:** 4/30/2014

Prepared by NDS/ATD

VOLUME

SR-94 from Maxfield Rd to Melody Rd

Day: Wednesday
Date: 4/30/2014

City: Jamul
Project #: CA14_4115_035

DAILY TOTALS	NB	SB	EB	WB	Total
	4,072	3,952	0	0	8,024

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		6						9		12:00	50		35						85	
00:15	3		6						9		12:15	68		37						105	
00:30	1		5						6		12:30	59		48						107	
00:45	3	10	1	18					4	28	12:45	51	228	49	169					100	397
01:00	2		1						3		13:00	46		42						88	
01:15	5		6						11		13:15	53		57						110	
01:30	2		4						6		13:30	51		52						103	
01:45	0	9	5	16					5	25	13:45	54	204	43	194					97	398
02:00	1		3						4		14:00	53		59						112	
02:15	1		1						2		14:15	65		48						113	
02:30	2		1						3		14:30	68		53						121	
02:45	3	7	3	8					6	15	14:45	62	248	96	256					158	504
03:00	6		2						8		15:00	41		81						122	
03:15	3		5						8		15:15	53		64						117	
03:30	6		4						10		15:30	68		93						161	
03:45	7	22	0	11					7	33	15:45	57	219	116	354					173	573
04:00	7		4						11		16:00	47		119						166	
04:15	11		4						15		16:15	49		113						162	
04:30	13		3						16		16:30	46		113						159	
04:45	22	53	6	17					28	70	16:45	41	183	122	467					163	650
05:00	30		17						47		17:00	43		116						159	
05:15	38		12						50		17:15	46		102						148	
05:30	75		24						99		17:30	46		105						151	
05:45	127	270	15	68					142	338	17:45	39	174	102	425					141	599
06:00	121		27						148		18:00	30		109						139	
06:15	118		23						141		18:15	36		101						137	
06:30	135		24						159		18:30	25		98						123	
06:45	152	526	37	111					189	637	18:45	25	116	89	397					114	513
07:00	111		33						144		19:00	21		67						88	
07:15	119		32						151		19:15	20		61						81	
07:30	111		45						156		19:30	18		47						65	
07:45	98	439	33	143					131	582	19:45	27	86	52	227					79	313
08:00	89		43						132		20:00	24		52						76	
08:15	92		42						134		20:15	14		44						58	
08:30	80		37						117		20:30	23		55						78	
08:45	73	334	43	165					116	499	20:45	24	85	53	204					77	289
09:00	81		45						126		21:00	21		46						67	
09:15	57		32						89		21:15	25		38						63	
09:30	75		31						106		21:30	25		29						54	
09:45	72	285	27	135					99	420	21:45	21	92	22	135					43	227
10:00	46		28						74		22:00	14		21						35	
10:15	67		47						114		22:15	11		19						30	
10:30	54		32						86		22:30	12		22						34	
10:45	59	226	42	149					101	375	22:45	11	48	19	81					30	129
11:00	56		44						100		23:00	8		15						23	
11:15	50		27						77		23:15	5		20						25	
11:30	42		48						90		23:30	1		9						10	
11:45	46	194	33	152					79	346	23:45	0	14	6	50					6	64
TOTALS		2375		993						3368	TOTALS		1697		2959						4656
SPLIT %		70.5%		29.5%						42.0%	SPLIT %		36.4%		63.6%						58.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,072	3,952	0	0	8,024

AM Peak Hour	06:00	08:15			06:30	PM Peak Hour	14:00	16:00			15:30
AM Pk Volume	526	167			643	PM Pk Volume	248	467			662
Pk Hr Factor	0.865	0.928			0.851	Pk Hr Factor	0.912	0.957			0.957
7 - 9 Volume	773	308	0	0	1081	4 - 6 Volume	357	892	0	0	1249
7 - 9 Peak Hour	07:00	08:00			07:00	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	439	165	0	0	582	4 - 6 Pk Volume	183	467	0	0	650
Pk Hr Factor	0.922	0.959	0.000	0.000	0.933	Pk Hr Factor	0.934	0.957	0.000	0.000	0.979

Prepared by NDS/ATD

Project #: CA14_4115_035 **City:** Jamul

Location: SR-94 from Maxfield Rd to Melody Rd **Date:** 4/30/2014

Prepared by NDS/ATD

VOLUME

SR-94 from Melody Rd to Otay Lakes Rd

Day: Wednesday
Date: 4/30/2014

City: Jamul
Project #: CA14_4115_036

DAILY TOTALS	NB	SB	EB	WB	Total
	3,562	3,383	0	0	6,945

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		8						11		12:00	48		34						82	
00:15	4		2						6		12:15	52		53						105	
00:30	1		4						5		12:30	52		32						84	
00:45	2	10	4	18					6	28	12:45	45	197	44	163					89	360
01:00	4		3						7		13:00	42		46						88	
01:15	2		3						5		13:15	56		41						97	
01:30	2		1						3		13:30	43		49						92	
01:45	1	9	3	10					4	19	13:45	58	199	35	171					93	370
02:00	2		1						3		14:00	39		35						74	
02:15	3		2						5		14:15	71		64						135	
02:30	1		4						5		14:30	72		48						120	
02:45	4	10	0	7					4	17	14:45	47	229	38	185					85	414
03:00	2		5						7		15:00	45		62						107	
03:15	4		1						5		15:15	41		69						110	
03:30	3		5						8		15:30	42		105						147	
03:45	6	15	1	12					7	27	15:45	34	162	89	325					123	487
04:00	10		2						12		16:00	30		114						144	
04:15	16		1						17		16:15	41		101						142	
04:30	19		3						22		16:30	35		100						135	
04:45	30	75	4	10					34	85	16:45	29	135	96	411					125	546
05:00	24		9						33		17:00	30		99						129	
05:15	52		6						58		17:15	37		93						130	
05:30	97		9						106		17:30	43		90						133	
05:45	118	291	11	35					129	326	17:45	23	133	96	378					119	511
06:00	107		22						129		18:00	44		93						137	
06:15	107		19						126		18:15	21		92						113	
06:30	113		26						139		18:30	22		76						98	
06:45	99	426	26	93					125	519	18:45	29	116	62	323					91	439
07:00	99		35						134		19:00	29		56						85	
07:15	95		34						129		19:15	29		51						80	
07:30	75		33						108		19:30	19		39						58	
07:45	75	344	25	127					100	471	19:45	16	93	45	191					61	284
08:00	67		35						102		20:00	15		52						67	
08:15	94		17						111		20:15	24		32						56	
08:30	71		46						117		20:30	12		43						55	
08:45	53	285	29	127					82	412	20:45	16	67	28	155					44	222
09:00	56		33						89		21:00	17		27						44	
09:15	54		43						97		21:15	24		38						62	
09:30	64		24						88		21:30	18		29						47	
09:45	49	223	41	141					90	364	21:45	21	80	32	126					53	206
10:00	57		27						84		22:00	13		24						37	
10:15	41		22						63		22:15	8		15						23	
10:30	50		36						86		22:30	13		4						17	
10:45	46	194	37	122					83	316	22:45	13	47	7	50					20	97
11:00	41		32						73		23:00	12		8						20	
11:15	45		41						86		23:15	8		11						19	
11:30	43		44						87		23:30	5		10						15	
11:45	59	188	45	162					104	350	23:45	9	34	12	41					21	75
TOTALS		2070		864						2934	TOTALS		1492		2519						4011
SPLIT %		70.6%		29.4%						42.2%	SPLIT %		37.2%		62.8%						57.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,562	3,383	0	0	6,945

AM Peak Hour	05:45	11:30			06:30	PM Peak Hour	13:45	16:00			15:30
AM Pk Volume	445	176			527	PM Pk Volume	240	411			556
Pk Hr Factor	0.943	0.830			0.948	Pk Hr Factor	0.833	0.901			0.946
7 - 9 Volume	629	254	0	0	883	4 - 6 Volume	268	789	0	0	1057
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:45	16:00			16:00
7 - 9 Pk Volume	344	127	0	0	471	4 - 6 Pk Volume	139	411	0	0	546
Pk Hr Factor	0.869	0.907	0.000	0.000	0.879	Pk Hr Factor	0.808	0.901	0.000	0.000	0.948

Prepared by NDS/ATD

Project #: CA14_4115_036 **City:** Jamul

Location: SR-94 from Melody Rd to Otay Lakes Rd **Date:** 4/30/2014

Prepared by NDS/ATD

VOLUME

Melody Road Bet. Proctor Valley Road & SR-94

Day: Tuesday
Date: 3/10/2015

City: Chula Vista
Project #: CA15_4080_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	128	131	259

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			3		3		6	
00:15			2		1		3		12:15			1		2		3	
00:30			0		1		1		12:30			2		4		6	
00:45			1	3	0	2	1	5	12:45			1	7	2	11	3	18
01:00			0		0		0		13:00			3		1		4	
01:15			0		2		2		13:15			4		4		8	
01:30			1		0		1		13:30			2		1		3	
01:45			0	1	0	2	0	3	13:45			2	11	3	9	5	20
02:00			1		0		1		14:00			2		2		4	
02:15			0		0		0		14:15			5		4		9	
02:30			0		0		0		14:30			4		4		8	
02:45			0	1	0		0	1	14:45			3	14	0	10	3	24
03:00			0		0		0		15:00			2		7		9	
03:15			0		0		0		15:15			1		1		2	
03:30			0		2		2		15:30			2		2		4	
03:45			0		0	2	0	2	15:45			0	5	4	14	4	19
04:00			1		0		1		16:00			3		2		5	
04:15			1		0		1		16:15			0		4		4	
04:30			0		0		0		16:30			1		1		2	
04:45			0	2	2	2	2	4	16:45			2	6	1	8	3	14
05:00			1		0		1		17:00			2		6		8	
05:15			1		0		1		17:15			2		8		10	
05:30			1		0		1		17:30			5		1		6	
05:45			1	4	1	1	2	5	17:45			0	9	2	17	2	26
06:00			3		0		3		18:00			1		1		2	
06:15			2		0		2		18:15			3		0		3	
06:30			3		3		6		18:30			1		1		2	
06:45			3	11	1	4	4	15	18:45			1	6	5	7	6	13
07:00			2		1		3		19:00			0		0		0	
07:15			3		0		3		19:15			0		0		0	
07:30			3		1		4		19:30			0		0		0	
07:45			3	11	2	4	5	15	19:45			0		0		0	
08:00			4		3		7		20:00			0		0		0	
08:15			3		2		5		20:15			0		0		0	
08:30			4		1		5		20:30			2		0		2	
08:45			1	12	4	10	5	22	20:45			0	2	0		0	2
09:00			4		2		6		21:00			0		0		0	
09:15			0		1		1		21:15			1		0		1	
09:30			1		4		5		21:30			1		0		1	
09:45			0	5	0	7	0	12	21:45			1	3	0		1	3
10:00			1		1		2		22:00			0		1		1	
10:15			0		0		0		22:15			1		0		1	
10:30			2		2		4		22:30			0		0		0	
10:45			1	4	7	10	8	14	22:45			1	2	0	1	1	3
11:00			2		1		3		23:00			0		0		0	
11:15			1		1		2		23:15			0		0		0	
11:30			1		4		5		23:30			0		0		0	
11:45			5	9	4	10	9	19	23:45			0		0		0	
TOTALS				63		54		117	TOTALS				65		77		142
SPLIT %				53.8%		46.2%		45.2%	SPLIT %				45.8%		54.2%		54.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	128	131	259

AM Peak Hour			07:45	10:45	11:45	PM Peak Hour			14:00	17:00	14:15
AM Pk Volume			14	13	24	PM Pk Volume			14	17	29
Pk Hr Factor			0.875	0.464	0.667	Pk Hr Factor			0.700	0.531	0.806
7 - 9 Volume	0	0	23	14	37	4 - 6 Volume	0	0	15	25	40
7 - 9 Peak Hour			07:45	08:00	07:45	4 - 6 Peak Hour			16:45	17:00	16:45
7 - 9 Pk Volume	0	0	14	10	22	4 - 6 Pk Volume	0	0	11	17	27
Pk Hr Factor	0.000	0.000	0.875	0.625	0.786	Pk Hr Factor	0.000	0.000	0.550	0.531	0.675

Prepared by NDS/ATD

Project #: CA15_4080_009 **City:** Chula Vista

Location: Melody Road Bet. Proctor Valley Road & SR- **Date:** 3/10/2015

Prepared by NDS/ATD

VOLUME

Jefferson Road Bet. SR-94 & Olive Vista Drive

Day: Tuesday
Date: 3/10/2015

City: Chula Vista
Project #: CA15_4080_007

DAILY TOTALS	NB	SB	EB	WB	Total
	1,072	1,138	0	0	2,210

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	15		20						35	
00:15	0		0						0		12:15	15		14						29	
00:30	0		0						0		12:30	24		15						39	
00:45	1	1	0						1	1	12:45	24	78	13	62					37	140
01:00	0		1						1		13:00	45		37						82	
01:15	0		0						0		13:15	23		49						72	
01:30	0		0						0		13:30	14		29						43	
01:45	0		0	1					0	1	13:45	15	97	22	137					37	234
02:00	0		1						1		14:00	27		28						55	
02:15	0		0						0		14:15	19		18						37	
02:30	0		0						0		14:30	22		20						42	
02:45	1	1	0	1					1	2	14:45	19	87	14	80					33	167
03:00	1		0						1		15:00	17		39						56	
03:15	0		1						1		15:15	14		16						30	
03:30	0		0						0		15:30	23		36						59	
03:45	0	1	0	1					0	2	15:45	32	86	30	121					62	207
04:00	0		0						0		16:00	27		19						46	
04:15	1		1						2		16:15	16		15						31	
04:30	0		1						1		16:30	27		15						42	
04:45	0	1	2	4					2	5	16:45	27	97	14	63					41	160
05:00	0		1						1		17:00	24		19						43	
05:15	2		2						4		17:15	18		13						31	
05:30	3		7						10		17:30	25		13						38	
05:45	3	8	6	16					9	24	17:45	26	93	14	59					40	152
06:00	2		11						13		18:00	22		16						38	
06:15	6		10						16		18:15	16		16						32	
06:30	6		14						20		18:30	12		20						32	
06:45	10	24	22	57					32	81	18:45	16	66	13	65					29	131
07:00	12		26						38		19:00	11		16						27	
07:15	12		16						28		19:15	11		11						22	
07:30	41		22						63		19:30	5		5						10	
07:45	41	106	30	94					71	200	19:45	6	33	8	40					14	73
08:00	31		30						61		20:00	3		8						11	
08:15	33		35						68		20:15	14		9						23	
08:30	10		20						30		20:30	10		8						18	
08:45	7	81	17	102					24	183	20:45	9	36	3	28					12	64
09:00	12		14						26		21:00	6		4						10	
09:15	11		13						24		21:15	8		4						12	
09:30	11		14						25		21:30	2		3						5	
09:45	9	43	11	52					20	95	21:45	3	19	2	13					5	32
10:00	0		18						18		22:00	0		1						1	
10:15	1		16						17		22:15	4		1						5	
10:30	14		12						26		22:30	3		1						4	
10:45	7	22	10	56					17	78	22:45	8	15	1	4					9	19
11:00	14		16						30		23:00	1		1						2	
11:15	19		25						44		23:15	1		0						1	
11:30	17		18						35		23:30	3		2						5	
11:45	22	72	18	77					40	149	23:45	0	5	2	5					2	10
TOTALS		360		461						821	TOTALS		712		677						1389
SPLIT %		43.8%		56.2%						37.1%	SPLIT %		51.3%		48.7%						62.9%

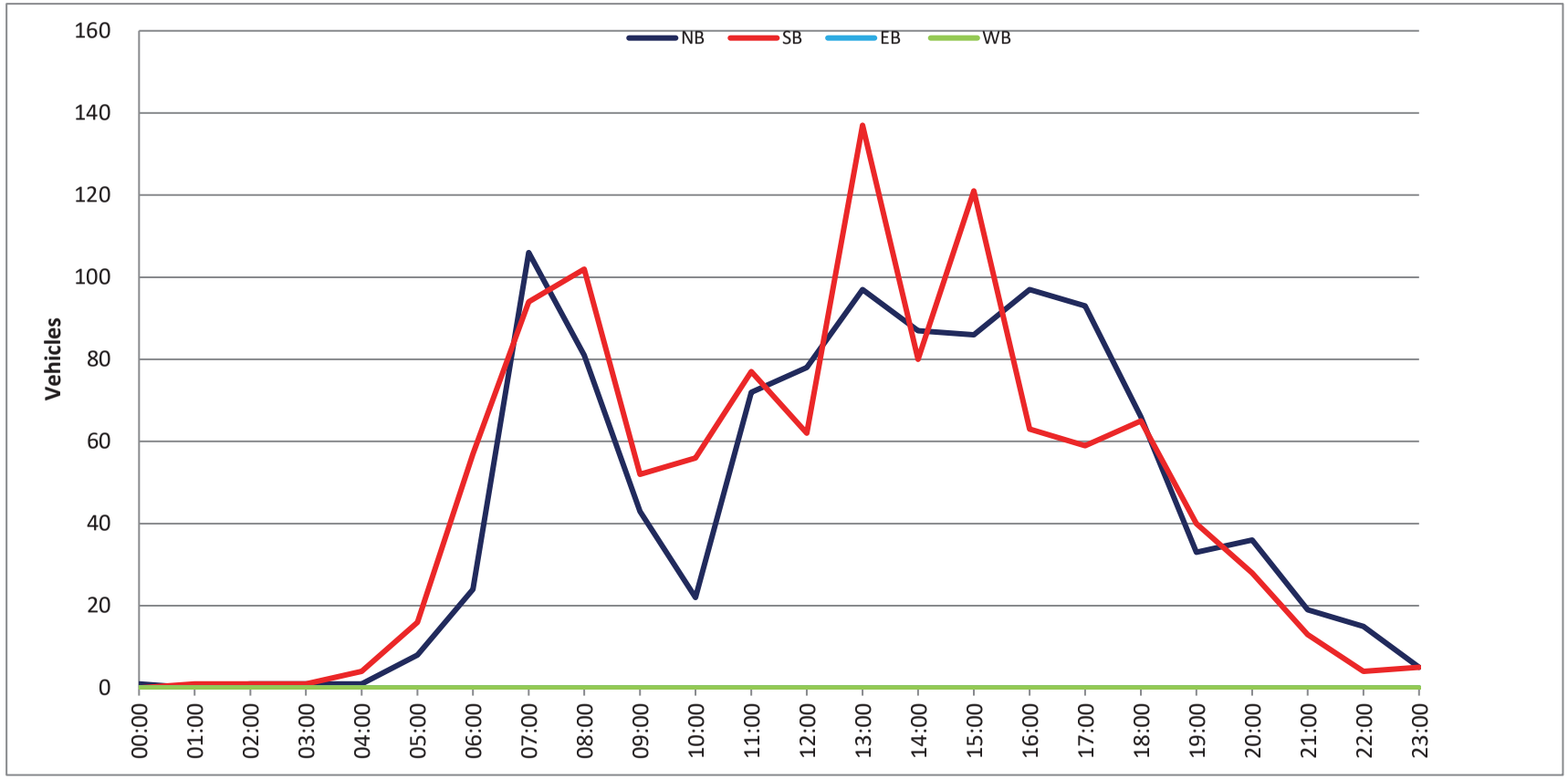
DAILY TOTALS	NB	SB	EB	WB	Total
	1,072	1,138	0	0	2,210

AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	12:30	13:00			12:45
AM Pk Volume	146	117			263	PM Pk Volume	116	137			234
Pk Hr Factor	0.890	0.836			0.926	Pk Hr Factor	0.644	0.699			0.713
7 - 9 Volume	187	196	0	0	383	4 - 6 Volume	190	122	0	0	312
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	146	117	0	0	263	4 - 6 Pk Volume	97	63	0	0	160
Pk Hr Factor	0.890	0.836	0.000	0.000	0.926	Pk Hr Factor	0.898	0.829	0.000	0.000	0.870

Prepared by NDS/ATD

Project #: CA15_4080_007 **City:** Chula Vista

Location: Jefferson Road Bet. SR-94 & Olive Vista **Date:** 3/10/2015



Prepared by NDS/ATD

VOLUME

Lyons Valley Rd Bet. SR-94 & Olive Vista Drive

Day: Tuesday
Date: 3/10/2015

City: Chula Vista
Project #: CA15_4080_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,392	2,799	6,191

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			10		0		10		12:00			33		32		65	
00:15			7		0		7		12:15			45		33		78	
00:30			5		1		6		12:30			49		36		85	
00:45			5	27	0	1	5	28	12:45			57	184	34	135	91	319
01:00			4		0		4		13:00			82		40		122	
01:15			0		1		1		13:15			59		61		120	
01:30			0		0		0		13:30			54		47		101	
01:45			5	9	0	1	5	10	13:45			33	228	39	187	72	415
02:00			5		0		5		14:00			44		40		84	
02:15			2		0		2		14:15			37		42		79	
02:30			2		0		2		14:30			56		47		103	
02:45			4	13	1	1	5	14	14:45			75	212	38	167	113	379
03:00			6		3		9		15:00			78		33		111	
03:15			8		1		9		15:15			66		46		112	
03:30			6		1		7		15:30			80		43		123	
03:45			3	23	0	5	3	28	15:45			67	291	37	159	104	450
04:00			4		5		9		16:00			67		35		102	
04:15			5		11		16		16:15			78		42		120	
04:30			10		6		16		16:30			84		31		115	
04:45			10	29	14	36	24	65	16:45			60	289	51	159	111	448
05:00			13		16		29		17:00			72		30		102	
05:15			21		33		54		17:15			65		41		106	
05:30			26		29		55		17:30			86		27		113	
05:45			33	93	39	117	72	210	17:45			68	291	35	133	103	424
06:00			30		43		73		18:00			77		30		107	
06:15			12		65		77		18:15			84		25		109	
06:30			19		81		100		18:30			54		47		101	
06:45			32	93	77	266	109	359	18:45			55	270	35	137	90	407
07:00			26		95		121		19:00			73		33		106	
07:15			36		63		99		19:15			47		31		78	
07:30			40		57		97		19:30			46		29		75	
07:45			40	142	90	305	130	447	19:45			46	212	15	108	61	320
08:00			28		65		93		20:00			43		19		62	
08:15			17		108		125		20:15			49		12		61	
08:30			39		77		116		20:30			45		16		61	
08:45			23	107	79	329	102	436	20:45			46	183	9	56	55	239
09:00			41		56		97		21:00			35		13		48	
09:15			30		59		89		21:15			40		10		50	
09:30			44		25		69		21:30			36		2		38	
09:45			44	159	27	167	71	326	21:45			29	140	9	34	38	174
10:00			29		35		64		22:00			22		7		29	
10:15			41		39		80		22:15			20		3		23	
10:30			33		29		62		22:30			21		4		25	
10:45			35	138	36	139	71	277	22:45			10	73	3	17	13	90
11:00			40		27		67		23:00			13		5		18	
11:15			41		33		74		23:15			12		3		15	
11:30			36		33		69		23:30			6		2		8	
11:45			27	144	36	129	63	273	23:45			11	42	1	11	12	53
TOTALS				977		1496		2473	TOTALS				2415		1303		3718
SPLIT %				39.5%		60.5%		39.9%	SPLIT %				65.0%		35.0%		60.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,392	2,799	6,191

AM Peak Hour			09:00	07:45	07:45	PM Peak Hour			17:30	13:00	14:45
AM Pk Volume			159	340	464	PM Pk Volume			315	187	459
Pk Hr Factor			0.903	0.787	0.892	Pk Hr Factor			0.916	0.766	0.933
7 - 9 Volume	0	0	249	634	883	4 - 6 Volume	0	0	580	292	872
7 - 9 Peak Hour			07:15	07:45	07:45	4 - 6 Peak Hour			16:15	16:00	16:00
7 - 9 Pk Volume	0	0	144	340	464	4 - 6 Pk Volume	0	0	294	159	448
Pk Hr Factor	0.000	0.000	0.900	0.787	0.892	Pk Hr Factor	0.000	0.000	0.875	0.779	0.933

Prepared by NDS/ATD

Project #: CA15_4080_006 **City:** Chula Vista

Location: Lyons Valley Rd Bet. SR-94 & Olive Vista **Date:** 3/10/2015

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-001 **Day:** Tuesday

City: Jamul **Date:** 3/10/2015

AM

NS/EW Streets:	SR-94			SR-94			Lyons Valley Rd			Lyons Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
7:00 AM	1	198	1	16	24	0	3	0	0	1	0	98	342
7:15 AM	4	170	1	36	39	1	4	1	2	0	1	56	315
7:30 AM	1	145	0	35	54	3	4	2	0	1	0	67	312
7:45 AM	2	144	0	42	46	2	3	1	1	0	0	86	327
8:00 AM	1	111	2	19	46	3	3	1	1	0	1	71	259
8:15 AM	6	95	0	23	47	9	5	3	0	0	2	98	288
8:30 AM	2	108	1	25	55	5	10	4	2	0	5	78	295
8:45 AM	0	114	2	19	54	3	3	2	1	0	2	71	271
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	17	1085	7	215	365	26	35	14	7	2	11	625	2409
APPROACH %'s :	1.53%	97.84%	0.63%	35.48%	60.23%	4.29%	62.50%	25.00%	12.50%	0.31%	1.72%	97.96%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	8	657	2	129	163	6	14	4	3	2	1	307	1296
PEAK HR FACTOR :		0.834			0.810			0.750			0.783		0.947

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : 2-Way Stop (EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-001 **Day:** Tuesday

City: Jamul **Date:** 3/10/2015

PM

NS/EW Streets:	SR-94			SR-94			Lyons Valley Rd			Lyons Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
4:00 PM	1	75	1	69	155	2	1	1	0	0	0	40	345
4:15 PM	0	79	1	70	154	2	1	0	0	0	0	34	341
4:30 PM	1	56	5	87	141	4	2	1	0	2	2	33	334
4:45 PM	1	71	0	58	147	4	1	0	0	0	0	45	327
5:00 PM	0	64	3	68	159	5	4	1	3	0	1	39	347
5:15 PM	1	70	0	72	139	1	2	1	0	1	0	32	319
5:30 PM	1	60	0	77	156	4	2	1	0	0	0	31	332
5:45 PM	0	63	1	71	140	3	0	0	1	0	0	29	308
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	538	11	572	1191	25	13	5	4	3	3	283	2653
APPROACH %'s :	0.90%	97.11%	1.99%	31.99%	66.61%	1.40%	59.09%	22.73%	18.18%	1.04%	1.04%	97.92%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	2	270	9	283	601	15	8	2	3	2	3	151	1349
PEAK HR FACTOR :		0.878			0.969			0.406			0.867		0.972

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : 2-Way Stop (EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-001 **Day:** Tuesday

City: Jamul **Date:** 3/10/2015

NOON

NS/EW Streets:	SR-94			SR-94			Lyons Valley Rd			Lyons Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : 2-Way Stop (EB/WB)

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-94 and Lyons Valley Rd , Jamul

Date: 3/10/2015

Day: Tuesday

Project #: 15-4079-001

City: Jamul

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (SR-94)

	Lanes 0	1	1		
AM	6	163	129	978	AM
NOON	0	0	0	0	NOON
PM	15	601	283	429	PM

Eastbound Approach (Lyons Valley Rd)

Lanes	AM	NOON	PM
	15	0	20
0	14	0	8
1	4	0	2
0	3	0	3

Westbound Approach

AM	NOON	PM	Lanes
307	0	151	0
1	0	3	1
2	0	2	0
135	0	294	

Northbound Approach

AM	168	8	657	2	AM
NOON	0	0	0	0	NOON
PM	606	2	270	9	PM
		1	1	0	Lanes

CONTROL

2-Way Stop (EB/WB)

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
298	978	AM
0	0	NOON
899	429	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
15	0	20	310	0	156
21	0	13	135	0	294

South Leg		
168	667	AM
0	0	NOON
606	281	PM

Total Volume Per Leg

North Leg
1276 AM
0 NOON
1328 PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
36	0	33	445	0	450

South Leg
835 AM
0 NOON
887 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-037

Day: Wednesday

City: Jamul

Date: 4/30/2014

AM

NS/EW Streets:	Jefferson Rd			Jefferson Rd			SR-94			SR-94			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	1	1	0	
7:00 AM	33	6	0	3	5	10	0	24	7	0	125	7	220
7:15 AM	26	6	1	8	6	15	3	27	11	3	116	6	228
7:30 AM	23	13	0	6	6	7	4	38	7	0	128	22	254
7:45 AM	16	13	1	9	11	7	6	24	4	1	92	24	208
8:00 AM	21	14	1	15	8	11	1	35	4	0	81	15	206
8:15 AM	25	14	1	10	10	10	2	30	6	1	77	12	198
8:30 AM	23	7	2	11	5	3	2	36	11	1	65	5	171
8:45 AM	18	3	1	14	4	5	2	33	5	0	77	4	166
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	185	76	7	76	55	68	20	247	55	6	761	95	1651
APPROACH %'s :	69.03%	28.36%	2.61%	38.19%	27.64%	34.17%	6.21%	76.71%	17.08%	0.70%	88.28%	11.02%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	98	38	2	26	28	39	13	113	29	4	461	59	910
PEAK HR FACTOR :		0.885			0.802			0.791			0.873		0.896

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-037

Day: Wednesday

City: Jamul

Date: 4/30/2014

PM

NS/EW Streets:	Jefferson Rd			Jefferson Rd			SR-94			SR-94			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	1	1	0	
4:00 PM	9	8	11	11	15	6	2	111	22	2	48	7	252
4:15 PM	11	17	9	16	6	3	6	93	20	1	57	11	250
4:30 PM	11	14	1	14	9	4	4	113	19	1	44	9	243
4:45 PM	19	11	3	13	5	7	6	100	28	1	35	6	234
5:00 PM	11	5	6	14	7	9	4	102	34	3	48	7	250
5:15 PM	10	7	0	8	9	3	9	96	28	1	50	5	226
5:30 PM	15	6	4	4	5	1	2	102	26	1	25	9	200
5:45 PM	23	4	4	13	8	3	2	139	28	1	43	7	275
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	109	72	38	93	64	36	35	856	205	11	350	61	1930
APPROACH %'s :	49.77%	32.88%	17.35%	48.19%	33.16%	18.65%	3.19%	78.10%	18.70%	2.61%	82.94%	14.45%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	50	50	24	54	35	20	18	417	89	5	184	33	979
PEAK HR FACTOR :		0.838			0.852			0.963			0.804		0.971

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-037 **Day:** Wednesday

City: Jamul **Date:** 4/30/2014

NOON

NS/EW Streets:	Jefferson Rd			Jefferson Rd			SR-94			SR-94			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	1	1	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

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

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Jefferson Rd and SR-94 , Jamul

Date: 4/30/2014

Day: Wednesday

Project #: 14-4114-037

City: Jamul

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (Jefferson Rd)

Lanes	0	1	0		
AM	39	28	26	110	AM
NOON	0	0	0	0	NOON
PM	20	35	54	101	PM

Eastbound Approach (SR-94)

Lanes	AM	NOON	PM
	598	0	254
1	13	0	18
1	113	0	417
0	29	0	89

Westbound Approach

Lanes	AM	NOON	PM
0	59	0	33
1	461	0	184
1	4	0	5
	141	0	495

Northbound Approach

AM	61	98	38	2	AM
NOON	0	0	0	0	NOON
PM	129	50	50	24	PM
Lanes		0	1	0	Lanes

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	93	110	AM
	0	0	NOON
	109	101	PM

West Leg			East Leg		
AM	NOON	PM			
598	0	254	524	0	222
155	0	524	141	0	495
			AM	NOON	PM

	South Leg	
AM	61	138
NOON	0	0
PM	129	124

Total Volume Per Leg

	North Leg
AM	203
NOON	0
PM	210

West Leg			East Leg		
AM	NOON	PM			
753	0	778	665	0	717
			AM	NOON	PM

	South Leg
AM	199
NOON	0
PM	253

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-003 **Day:** Tuesday

City: Jamul **Date:** 3/10/2015

AM

NS/EW Streets:	Schlee Canyon Rd			Schlee Canyon Rd			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
7:00 AM	0	0	24	2	0	0	0	0	0	3	0	0	29
7:15 AM	0	0	23	2	0	0	0	0	0	8	0	0	33
7:30 AM	0	0	25	1	0	0	0	0	0	5	0	0	31
7:45 AM	0	0	29	3	0	0	0	0	0	8	0	2	42
8:00 AM	0	0	19	2	0	0	0	0	0	13	0	1	35
8:15 AM	0	0	25	2	0	0	0	0	0	11	0	0	38
8:30 AM	0	0	17	0	0	0	0	0	0	11	0	1	29
8:45 AM	0	0	24	3	0	0	0	0	0	7	0	1	35
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	186	15	0	0	0	0	0	66	0	5	272
APPROACH %'s :	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	92.96%	0.00%	7.04%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	98	8	0	0	0	0	0	37	0	3	146
PEAK HR FACTOR :	0.845			0.667			0.000			0.714			0.869

UTURNS

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

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-003 **Day:** Tuesday

City: Jamul **Date:** 3/10/2015

PM

NS/EW Streets:	Schlee Canyon Rd			Schlee Canyon Rd			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
4:00 PM	0	0	13	0	0	0	0	0	0	24	0	0	37
4:15 PM	0	0	20	1	0	0	0	0	0	30	0	0	51
4:30 PM	0	0	5	0	0	0	0	0	0	22	0	1	28
4:45 PM	0	0	15	2	0	0	0	0	0	12	0	3	32
5:00 PM	0	0	7	0	0	0	0	0	0	29	0	3	39
5:15 PM	0	0	19	1	0	0	0	0	0	24	0	3	47
5:30 PM	0	0	8	0	0	0	0	0	0	16	0	0	24
5:45 PM	0	0	18	0	0	0	0	0	0	20	0	2	40
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	105	4	0	0	0	0	0	177	0	12	298
APPROACH %'s :	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	93.65%	0.00%	6.35%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	52	1	0	0	0	0	0	89	0	8	150
PEAK HR FACTOR :		0.684			0.250			0.000			0.758		0.798

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-003 **Day:** Tuesday

City: Jamul **Date:** 3/10/2015

NOON

NS/EW Streets:	Schlee Canyon Rd			Schlee Canyon Rd			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (WB)

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Schlee Canyon Rd and Proctor Valley Rd , Jamul

Date:	3/10/2015
Day:	Tuesday

Project #:	15-4079-003
City:	Jamul

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Schlee Canyon Rd)

	Left	Thru	Right		
Lanes	0	1	0		
AM	0	0	8	3	AM
NOON	0	0	0	0	NOON
PM	0	0	1	8	PM

Eastbound Approach (Proctor Valley Rd)

	AM	NOON	PM
	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	3	0	8	0
	0	0	0	1
	37	0	89	0
	106	0	53	
	AM	NOON	PM	

Northbound Approach

	Left	Thru	Right	
AM	37	0	0	98	AM
NOON	0	0	0	0	NOON
PM	89	0	0	52	PM
		0	1	0	Lanes

CONTROL

1-Way Stop (WB)

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	8	3	AM
NOON	0	0	NOON
PM	1	8	PM

West Leg	AM	NOON	PM
	0	0	0
	0	0	0

East Leg	AM	NOON	PM
	40	0	97
	106	0	53

	South Leg	
AM	37	98
NOON	0	0
PM	89	52

Total Volume Per Leg

North Leg	
11	AM
0	NOON
9	PM

West Leg	AM	NOON	PM
	0	0	0

East Leg	AM	NOON	PM
	146	0	150

	South Leg
AM	135
NOON	0
PM	141

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-036 **Day:** Wednesday

City: Jamul **Date:** 4/30/2014

AM

NS/EW Streets:	SR-94			SR-94			Maxfield Rd			Maxfield Rd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	1	1	0	0	1	0	0	1	0	0	0	0					
7:00 AM	1	132		0	28		2		1				164				
7:15 AM	1	140		0	32		1		2				176				
7:30 AM	0	137		0	38		3		0				178				
7:45 AM	3	117		0	32		3		0				155				
8:00 AM	3	88		1	51		6		2				151				
8:15 AM	2	88		0	36		3		1				130				
8:30 AM	2	68		0	46		3		2				121				
8:45 AM	0	90		0	51		3		0				144				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	12	860	0	1	314	0	24	0	8	0	0	0	1219	0	0	0	0
APPROACH %'s :	1.38%	98.62%	0.00%	0.32%	99.68%	0.00%	75.00%	0.00%	25.00%	#DIV/0!	#DIV/0!	#DIV/0!					
PEAK HR START TIME :	700 AM												TOTAL				
PEAK HR VOL :	5	526	0	0	130	0	9	0	3	0	0	0	673				
PEAK HR FACTOR :		0.941			0.855			1.000			0.000		0.945				

CONTROL : 1-Way Stop EB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-036 **Day:** Wednesday

City: Jamul **Date:** 4/30/2014

PM

NS/EW Streets:	SR-94			SR-94			Maxfield Rd			Maxfield Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	0	1	0	0	0	0	
4:00 PM	4	55		1	161		6		8	0			235
4:15 PM	2	44		0	116		5		7	0			174
4:30 PM	6	45		0	106		9		10	1			177
4:45 PM	2	43		0	122		7		3	0			177
5:00 PM	3	44		0	96		5		4	0			152
5:15 PM	2	40		0	108		4		4	1			159
5:30 PM	0	36		0	125		4		2	0			167
5:45 PM	2	42		0	111		0		4	1			160
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	21	349	0	1	945	0	40	0	42	3	0	0	1401
APPROACH %'s :	5.68%	94.32%	0.00%	0.11%	99.89%	0.00%	48.78%	0.00%	51.22%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	14	187	0	1	505	0	27	0	28	1	0	0	763
PEAK HR FACTOR :		0.852			0.781			0.724			0.250		0.812

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop EB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-036

Day: Wednesday

City: Jamul

Date: 4/30/2014

NOON

NS/EW Streets:	SR-94			SR-94			Maxfield Rd			Maxfield Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	0	1	0	0	0	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop EB

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-94 and Maxfield Rd , Jamul

Date: 4/30/2014

Day: Wednesday

Project #: 14-4114-036

City: Jamul

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (SR-94)

	Lanes 0	1	0	
AM	0	130	0	535 AM
NOON	0	0	0	0 NOON
PM	0	505	1	214 PM

Eastbound Approach (Maxfield Rd)

Lanes	AM	NOON	PM
	5	0	14
0	9	0	27
1	0	0	0
0	3	0	28

Westbound Approach

AM	NOON	PM	Lanes
0	0	0	0
0	0	0	0
0	0	1	0
0	0	1	

CONTROL

1-Way Stop EB

Northbound Approach

AM	133	5	526	0 AM
NOON	0	0	0	0 NOON
PM	534	14	187	0 PM
		1	1	0 Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	130	535	AM
	0	0	NOON
	506	214	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
5	0	14	0	0	1
12	0	55	0	0	1

	South Leg	
AM	133	531
NOON	0	0
PM	534	201

Total Volume Per Leg

	North Leg
AM	665
NOON	0
PM	720

West Leg AM	NOON	PM	East Leg AM	NOON	PM
17	0	69	0	0	2

	South Leg
AM	664
NOON	0
PM	735

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-005

Day: Tuesday

City: Jamul

Date: 3/10/2015

AM

NS/EW Streets:	Proctor Valley Rd			Proctor Valley Rd			Melody Rd			Melody Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0	0	0	0	0	1	15	2	0	0	2	0	20
7:15 AM	0	0	0	0	0	5	15	3	0	0	0	0	23
7:30 AM	0	0	0	1	0	6	14	3	0	0	1	0	25
7:45 AM	0	0	0	0	0	7	20	2	0	0	1	2	32
8:00 AM	0	0	0	1	0	9	10	4	0	0	0	1	25
8:15 AM	0	0	0	0	0	9	13	2	0	0	1	4	29
8:30 AM	0	0	0	0	0	4	13	3	0	0	0	0	20
8:45 AM	0	0	0	1	0	4	16	1	0	0	2	2	26
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	3	0	45	116	20	0	0	7	9	200
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	6.25%	0.00%	93.75%	85.29%	14.71%	0.00%	0.00%	43.75%	56.25%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	2	0	31	57	11	0	0	3	7	111
PEAK HR FACTOR :	0.000			0.825			0.773			0.500			0.867

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-005 **Day:** Tuesday

City: Jamul **Date:** 3/10/2015

PM

NS/EW Streets:	Proctor Valley Rd			Proctor Valley Rd			Melody Rd			Melody Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	0	0	0	1	0	15	4	2	0	0	2	1	25
4:15 PM	0	0	0	0	1	20	13	0	0	0	2	0	36
4:30 PM	0	0	0	1	0	16	6	0	0	0	2	0	25
4:45 PM	0	0	0	2	0	12	10	1	0	0	1	0	26
5:00 PM	0	0	0	2	0	19	6	0	0	0	0	3	30
5:15 PM	0	0	0	1	0	11	13	2	0	0	5	3	35
5:30 PM	0	0	0	0	0	6	5	4	0	0	0	1	16
5:45 PM	0	0	0	0	0	12	12	0	0	0	2	0	26
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	7	1	111	69	9	0	0	14	8	219
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	5.88%	0.84%	93.28%	88.46%	11.54%	0.00%	0.00%	63.64%	36.36%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	0	0	5	1	67	35	1	0	0	5	3	117
PEAK HR FACTOR :	0.000			0.869			0.692			0.667			0.813

UTURNS

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

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-005 **Day:** Tuesday

City: Jamul **Date:** 3/10/2015

NOON

NS/EW Streets:	Proctor Valley Rd			Proctor Valley Rd			Melody Rd			Melody Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (WB)

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Proctor Valley Rd and Melody Rd , Jamul

Date:	3/10/2015
Day:	Tuesday

Project #:	15-4079-005
City:	Jamul

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (Proctor Valley Rd)

	Lanes 0	1	0		
AM	31	0	2	64	AM
NOON	0	0	0	0	NOON
PM	67	1	5	38	PM

Eastbound Approach (Melody Rd)

Lanes	AM	NOON	PM
	34	0	72
0	57	0	35
1	11	0	1
0	0	0	0

Westbound Approach

AM	NOON	PM	Lanes
7	0	3	0
3	0	5	1
0	0	0	0
13	0	6	

CONTROL: 1-Way Stop (WB)

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	1	0	0	0	PM
		0	1	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	33	64	AM
	0	0	NOON
	73	38	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
34	0	72	10	0	8
68	0	36	13	0	6

	South Leg	
AM	0	0
NOON	0	0
PM	1	0

Total Volume Per Leg

	North Leg	
	97	AM
	0	NOON
	111	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
102	0	108	23	0	14

	South Leg
AM	0
NOON	0
PM	1

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-035 **Day:** Wednesday

City: Jamul **Date:** 4/30/2014

AM

NS/EW Streets:	SR-94			SR-94			Melody Rd			Melody Rd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	1	0	0	1	0	0	1	0	0	1	0					
7:00 AM	0	120	0	2	27	1	4		0	1		2	157				
7:15 AM	0	127	0	2	25	5	4		0	0		2	165				
7:30 AM	1	125	0	2	31	1	2		5	0		1	168				
7:45 AM	0	99	0	0	26	2	6		1	0		1	135				
8:00 AM	1	71	0	2	42	3	4		3	0		1	127				
8:15 AM	3	81	0	3	32	0	3		3	0		0	125				
8:30 AM	0	61	1	1	41	1	2		1	0		0	108				
8:45 AM	0	82	0	1	33	4	2		1	0		0	123				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	5	766	1	13	257	17	27	0	14	1	0	7	1108	0	0	0	0
APPROACH %'s :	0.65%	99.22%	0.13%	4.53%	89.55%	5.92%	65.85%	0.00%	34.15%	12.50%	0.00%	87.50%					
PEAK HR START TIME :	700 AM												TOTAL				
PEAK HR VOL :	1	471	0	6	109	9	16	0	6	1	0	6	625				
PEAK HR FACTOR :		0.929			0.912			0.786			0.583		0.930				

CONTROL : 1-Way Stop EB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-035 **Day:** Wednesday

City: Jamul **Date:** 4/30/2014

PM

NS/EW Streets:	SR-94			SR-94			Melody Rd			Melody Rd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	1	0	0	1	0	0	1	0	0	1	0					
4:00 PM	0	47	0	0	152	7	4		1			0	211				
4:15 PM	1	37	1	1	109	2	2		0			2	155				
4:30 PM	1	41	0	0	109	2	2		0			2	157				
4:45 PM	3	29	0	0	114	3	4		0			0	153				
5:00 PM	2	34	0	1	90	7	5		2			0	141				
5:15 PM	3	34	0	0	102	2	0		2			0	143				
5:30 PM	1	31	0	1	111	5	0		1			1	151				
5:45 PM	1	35	0	0	112	2	1		0			0	151				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	12	288	1	3	899	30	18	0	6	0	0	5	1262	0	0	0	0
APPROACH %'s :	3.99%	95.68%	0.33%	0.32%	96.46%	3.22%	75.00%	0.00%	25.00%	0.00%	0.00%	100.00%					
PEAK HR START TIME :	400 PM												TOTAL				
PEAK HR VOL :	5	154	1	1	484	14	12	0	1	0	0	4	676				
PEAK HR FACTOR :		0.851			0.785			0.650			0.500		0.801				

CONTROL : 1-Way Stop EB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-035 **Day:** Wednesday

City: Jamul **Date:** 4/30/2014

NOON

NS/EW Streets:	SR-94			SR-94			Melody Rd			Melody Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop EB

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-94 and Melody Rd , Jamul

Date:	4/30/2014
Day:	Wednesday

Project #:	14-4114-035
City:	Jamul

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (SR-94)

Lanes	0	1	0		
AM	9	109	6	493	AM
NOON	0	0	0	0	NOON
PM	14	484	1	170	PM

Eastbound Approach (Melody Rd)

	AM	NOON	PM
	10	0	19
0	16	0	12
1	0	0	0
0	6	0	1
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
6	0	4	0
0	0	0	1
1	0	0	0
6	0	2	
AM	NOON	PM	

CONTROL

1-Way Stop EB

Northbound Approach

AM	116	1	471	0	AM
NOON	0	0	0	0	NOON
PM	485	5	154	1	PM
		0	1	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg

124	493	AM
0	0	NOON
499	170	PM

West Leg

AM	NOON	PM
10	0	19
22	0	13

East Leg

AM	NOON	PM
7	0	4
6	0	2

South Leg

AM	116	472
NOON	0	0
PM	485	160

Total Volume Per Leg

North Leg

617	AM
0	NOON
669	PM

West Leg

AM	NOON	PM
32	0	32

East Leg

AM	NOON	PM
13	0	6

South Leg

AM	588
NOON	0
PM	645

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-007

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

AM

NS/EW Streets:	SR-125 SB Off-Ramp			SR-125 SB Off-Ramp			San Miguel Ranch Rd			San Miguel Ranch Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	2	0	0	2	0	
7:00 AM	0	0	0	7	0	2	0	44	0	0	73	0	126
7:15 AM	0	0	0	16	0	0	0	98	0	0	58	0	172
7:30 AM	0	0	0	8	0	2	0	89	0	0	65	0	164
7:45 AM	0	0	0	16	0	2	0	77	0	0	70	0	165
8:00 AM	0	0	0	19	0	5	0	54	0	0	81	0	159
8:15 AM	0	0	0	19	0	5	0	75	0	0	64	0	163
8:30 AM	0	0	0	9	0	2	0	59	0	0	68	0	138
8:45 AM	0	0	0	8	0	1	0	49	0	0	56	0	114
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	102	0	19	0	545	0	0	535	0	1201
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	84.30%	0.00%	15.70%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	59	0	9	0	318	0	0	274	0	660
PEAK HR FACTOR :	0.000			0.708			0.811			0.846			0.959

UTURNS

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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-007 **Day:** Tuesday

City: Chula Vista **Date:** 3/10/2015

PM

NS/EW Streets:	SR-125 SB Off-Ramp			SR-125 SB Off-Ramp			San Miguel Ranch Rd			San Miguel Ranch Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	2	0	0	2	0	
4:00 PM	0	0	0	40	0	8	0	110	0	0	73	0	231
4:15 PM	0	0	0	38	0	6	0	114	0	0	62	0	220
4:30 PM	0	0	0	57	0	3	0	129	0	0	74	0	263
4:45 PM	0	0	0	35	0	7	0	108	0	0	70	0	220
5:00 PM	0	0	0	40	0	11	0	123	0	0	81	0	255
5:15 PM	0	0	0	42	0	7	0	125	0	0	60	0	234
5:30 PM	0	0	0	39	0	6	0	126	0	0	63	0	234
5:45 PM	0	0	0	35	0	11	0	103	0	0	54	0	203
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	326	0	59	0	938	0	0	537	0	1860
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	84.68%	0.00%	15.32%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	0	0	174	0	28	0	485	0	0	285	0	972
PEAK HR FACTOR :	0.000			0.842			0.940			0.880			0.924

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-007

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

NOON

NS/EW Streets:	SR-125 SB Off-Ramp			SR-125 SB Off-Ramp			San Miguel Ranch Rd			San Miguel Ranch Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	2	0	0	2	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-125 SB Off-Ramp and San Miguel Ranch Rd , Chula Vista

Date: 3/10/2015

Day: Tuesday

Project #: 15-4079-007

City: Chula Vista

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (SR-125 SB Off-Ramp)

	Lanes 1	0	1		
AM	9	0	59	0	AM
NOON	0	0	0	0	NOON
PM	28	0	174	0	PM

Eastbound Approach (San Miguel Ranch Rd)

Lanes	AM	NOON	PM
	283	0	313
0	0	0	0
2	318	0	485
0	0	0	0

Westbound Approach

AM	NOON	PM	Lanes
0	0	0	0
274	0	285	2
0	0	0	0
377	0	659	

CONTROL: Signalized

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM
		0	0	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	68	0	AM
	0	0	NOON
	202	0	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
283	0	313	274	0	285
318	0	485	377	0	659

	South Leg	
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg	
	68	AM
	0	NOON
	202	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
601	0	798	651	0	944

	South Leg
AM	0
NOON	0
PM	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-008

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

AM

NS/EW Streets:	SR-125 NB On-Ramp			SR-125 NB On-Ramp			San Miguel Ranch Rd			San Miguel Ranch Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	1	2	0	0	2	0	
7:00 AM	0	0	0	0	0	0	12	44	0	0	75	67	198
7:15 AM	0	0	0	0	0	0	13	96	0	0	57	81	247
7:30 AM	0	0	0	0	0	0	11	89	0	0	71	73	244
7:45 AM	0	0	0	0	0	0	9	82	0	0	63	42	196
8:00 AM	0	0	0	0	0	0	6	71	0	0	87	48	212
8:15 AM	0	0	0	0	0	0	9	82	0	0	61	50	202
8:30 AM	0	0	0	0	0	0	6	63	0	0	71	56	196
8:45 AM	0	0	0	0	0	0	6	52	0	0	55	41	154
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	72	579	0	0	540	458	1649
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	11.06%	88.94%	0.00%	0.00%	54.11%	45.89%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	39	338	0	0	278	244	899
PEAK HR FACTOR :	0.000			0.000			0.865			0.906			0.910

UTURNS

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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-008 **Day:** Tuesday

City: Chula Vista **Date:** 3/10/2015

PM

NS/EW Streets:	SR-125 NB On-Ramp			SR-125 NB On-Ramp			San Miguel Ranch Rd			San Miguel Ranch Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	1	2	0	0	2	0	
4:00 PM	0	0	0	0	0	0	1	142	0	0	71	20	234
4:15 PM	0	0	0	0	0	0	3	153	0	0	66	13	235
4:30 PM	0	0	0	0	0	0	4	180	0	0	76	24	284
4:45 PM	0	0	0	0	0	0	4	144	0	0	66	15	229
5:00 PM	0	0	0	0	0	0	1	156	0	0	85	28	270
5:15 PM	0	0	0	0	0	0	5	154	0	0	54	18	231
5:30 PM	0	0	0	0	0	0	2	169	0	0	63	17	251
5:45 PM	0	0	0	0	0	0	0	142	0	0	62	19	223
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	20	1240	0	0	543	154	1957
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1.59%	98.41%	0.00%	0.00%	77.91%	22.09%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	12	633	0	0	293	80	1018
PEAK HR FACTOR :	0.000			0.000			0.876			0.825			0.896

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-008

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

NOON

NS/EW Streets:	SR-125 NB On-Ramp			SR-125 NB On-Ramp			San Miguel Ranch Rd			San Miguel Ranch Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	1	2	0	0	2	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-125 NB On-Ramp and San Miguel Ranch Rd , Chula Vista

Date: 3/10/2015

Day: Tuesday

Project #: 15-4079-008

City: Chula Vista

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach

SR-125 NB On-Ramp

	Lanes 0	0	0		
AM	0	0	0	283	AM
NOON	0	0	0	0	NOON
PM	0	0	0	92	PM

Eastbound Approach

San Miguel Ranch Rd

Lanes	AM	NOON	PM
	278	0	293
1	39	0	12
2	338	0	633
0	0	0	0

Westbound Approach

AM	NOON	PM	Lanes
244	0	80	0
278	0	293	2
0	0	0	0
338	0	633	

CONTROL

Signalized

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM
		0	0	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	283	AM
	0	0	NOON
	0	92	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
278	0	293	522	0	373
377	0	645	338	0	633

	South Leg	
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg
AM	283
NOON	0
PM	92

West Leg AM	NOON	PM	East Leg AM	NOON	PM
655	0	938	860	0	1006

	South Leg
AM	0
NOON	0
PM	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-009

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

AM

NS/EW Streets:	I-805 SB Off-Ramp			I-805 SB Off-Ramp			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	2	0	0	1	0	2.5	0.5	1	2	0	
7:00 AM	0	0	157	0	0	180	0	187	64	81	201	0	870
7:15 AM	0	0	210	0	0	171	0	208	76	87	249	0	1001
7:30 AM	0	0	296	0	0	152	0	257	87	148	338	0	1278
7:45 AM	0	0	244	0	0	190	0	224	80	124	256	0	1118
8:00 AM	0	0	196	0	0	151	0	230	50	114	256	0	997
8:15 AM	0	0	188	0	0	116	0	213	48	102	204	0	871
8:30 AM	0	0	217	0	0	130	0	220	53	92	219	0	931
8:45 AM	0	0	222	0	0	151	0	193	47	94	202	0	909
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	1730	0	0	1241	0	1732	505	842	1925	0	7975
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	77.43%	22.57%	30.43%	69.57%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	946	0	0	664	0	919	293	473	1099	0	4394
PEAK HR FACTOR :		0.799			0.874			0.881			0.809		0.860

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-009

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

PM

NS/EW Streets:	I-805 SB Off-Ramp			I-805 SB Off-Ramp			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	2	0	0	1	0	2.5	0.5	1	2	0	
4:00 PM	0	0	399	0	0	154	0	332	67	107	246	0	1305
4:15 PM	0	0	419	0	0	161	0	336	53	117	232	0	1318
4:30 PM	0	0	424	0	0	158	0	345	75	125	230	0	1357
4:45 PM	0	0	447	0	0	157	0	331	73	114	202	0	1324
5:00 PM	0	0	400	0	0	190	0	370	67	115	246	0	1388
5:15 PM	0	0	445	0	0	168	0	317	53	125	190	0	1298
5:30 PM	0	0	430	0	0	175	0	329	58	116	214	0	1322
5:45 PM	0	0	453	0	0	147	0	284	50	101	179	0	1214
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	3417	0	0	1310	0	2644	496	920	1739	0	10526
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	84.20%	15.80%	34.60%	65.40%	0.00%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	0	1690	0	0	666	0	1382	268	471	910	0	5387
PEAK HR FACTOR :		0.945			0.876			0.944			0.956		0.970

UTURNS			
NB	SB	EB	WB
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-009 **Day:** Tuesday

City: Chula Vista **Date:** 3/10/2015

NOON

NS/EW Streets:	I-805 SB Off-Ramp			I-805 SB Off-Ramp			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	2	0	0	1	0	2.5	0.5	1	2	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

I-805 SB Off-Ramp and E H St , Chula Vista

Date: 3/10/2015

Day: Tuesday

Project #: 15-4079-009

City: Chula Vista

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (I-805 SB Off-Ramp)

Lanes	1	0	0		
AM	664	0	0	0	AM
NOON	0	0	0	0	NOON
PM	666	0	0	0	PM

Eastbound Approach (E H St)

	AM	NOON	PM
	1763	0	1576
0	0	0	0
2.5	919	0	1382
0.5	293	0	268
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
0	0	0	0
1099	0	910	2
473	0	471	1
1865	0	3072	
AM	NOON	PM	

Northbound Approach

AM	766	0	0	946	AM
NOON	0	0	0	0	NOON
PM	739	0	0	1690	PM
		0	0	2	Lanes

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	664	0	AM
	0	0	NOON
	666	0	PM

West Leg	AM	NOON	PM
	1763	0	1576
	1212	0	1650

East Leg	AM	NOON	PM
	1572	0	1381
	1865	0	3072

South Leg		
AM	766	946
NOON	0	0
PM	739	1690

Total Volume Per Leg

North Leg
664 AM
0 NOON
666 PM

West Leg	AM	NOON	PM
	2975	0	3226

East Leg	AM	NOON	PM
	3437	0	4453

South Leg	
AM	1712
NOON	0
PM	2429

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-010

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

AM

NS/EW Streets:	I-805 NB On-Ramp			I-805 NB On-Ramp			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0	1.5	0	0	0	0	2.5	0.5	0	2	1	
7:00 AM	78	0	53	0	0	0	0	224	109	0	214	366	1044
7:15 AM	96	0	102	0	0	0	0	321	109	0	258	327	1213
7:30 AM	121	0	123	0	0	0	0	454	88	0	353	304	1443
7:45 AM	82	0	119	0	0	0	0	382	92	0	284	341	1300
8:00 AM	67	0	92	0	0	0	0	297	123	0	310	357	1246
8:15 AM	57	0	76	0	0	0	0	315	94	0	240	333	1115
8:30 AM	62	0	95	0	0	0	0	336	95	0	254	341	1183
8:45 AM	73	0	98	0	0	0	0	315	97	0	233	351	1167
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	636	0	758	0	0	0	0	2644	807	0	2146	2720	9711
APPROACH %'s :	45.62%	0.00%	54.38%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	76.62%	23.38%	0.00%	44.10%	55.90%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	366	0	436	0	0	0	0	1454	412	0	1205	1329	5202
PEAK HR FACTOR :	0.822			0.000			0.861			0.950			0.901

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-010

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

PM

NS/EW Streets:	I-805 NB On-Ramp			I-805 NB On-Ramp			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0	1.5	0	0	0	0	2.5	0.5	0	2	1	
4:00 PM	92	0	149	0	0	0	0	604	141	0	267	288	1541
4:15 PM	70	0	117	0	0	0	0	609	140	0	281	278	1495
4:30 PM	70	0	133	0	0	0	0	620	128	0	279	272	1502
4:45 PM	78	0	115	0	0	0	0	690	115	0	243	292	1533
5:00 PM	92	0	120	0	0	0	0	606	132	0	262	311	1523
5:15 PM	86	0	145	0	0	0	0	660	132	0	241	323	1587
5:30 PM	75	0	122	0	0	0	0	639	108	0	248	245	1437
5:45 PM	68	0	131	0	0	0	0	641	106	0	215	250	1411
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	631	0	1032	0	0	0	0	5069	1002	0	2036	2259	12029
APPROACH %'s :	37.94%	0.00%	62.06%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	83.50%	16.50%	0.00%	47.40%	52.60%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	326	0	513	0	0	0	0	2576	507	0	1025	1198	6145
PEAK HR FACTOR :		0.908			0.000			0.957			0.970		0.968

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-010

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

NOON

NS/EW Streets:	I-805 NB On-Ramp			I-805 NB On-Ramp			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0	1.5	0	0	0	0	2.5	0.5	0	2	1	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

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

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

I-805 NB On-Ramp and E H St , Chula Vista

Date: 3/10/2015

Day: Tuesday

Project #: 15-4079-010

City: Chula Vista

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (I-805 NB On-Ramp)

	Lanes 0	0	0		
AM	0	0	0	1329	AM
NOON	0	0	0	0	NOON
PM	0	0	0	1198	PM

Eastbound Approach (E H St)

Lanes	AM	NOON	PM
	1571	0	1351
0	0	0	0
2.5	1454	0	2576
0.5	412	0	507

Westbound Approach

AM	NOON	PM	Lanes
1329	0	1198	1
1205	0	1025	2
0	0	0	0
1890	0	3089	

Northbound Approach

AM	412	366	0	436	AM
NOON	0	0	0	0	NOON
PM	507	326	0	513	PM
		1.5	0	1.5	Lanes

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	1329	AM
	0	0	NOON
	0	1198	PM

West Leg AM	NOON	PM		East Leg AM	NOON	PM
1571	0	1351		2534	0	2223
1866	0	3083		1890	0	3089

	South Leg	
AM	412	802
NOON	0	0
PM	507	839

Total Volume Per Leg

	North Leg
AM	1329
NOON	0
PM	1198

West Leg AM	NOON	PM		East Leg AM	NOON	PM
3437	0	4434		4424	0	5312

	South Leg
AM	1214
NOON	0
PM	1346

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-011

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

AM

NS/EW Streets:	Terra Nova Dr			Terra Nova Dr			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0.5	0.5	0.5	0.5	1	1	3	0	1	3	0	
7:00 AM	16	1	8	7	1	26	12	206	1	3	454	3	738
7:15 AM	10	1	2	10	0	38	12	365	1	0	482	8	929
7:30 AM	10	1	9	15	1	53	18	530	1	0	511	2	1151
7:45 AM	17	0	3	7	0	43	20	452	4	2	487	10	1045
8:00 AM	18	1	3	8	0	40	24	316	3	4	535	15	967
8:15 AM	17	4	2	10	1	34	20	281	3	3	452	31	858
8:30 AM	10	8	3	22	4	35	20	306	3	0	426	27	864
8:45 AM	6	1	2	3	0	39	30	304	3	3	448	7	846
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	104	17	32	82	7	308	156	2760	19	15	3795	103	7398
APPROACH %'s :	67.97%	11.11%	20.92%	20.65%	1.76%	77.58%	5.32%	94.04%	0.65%	0.38%	96.98%	2.63%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	55	3	17	40	1	174	74	1663	9	6	2015	35	4092
PEAK HR FACTOR :		0.852			0.779			0.795			0.928		0.889

UTURNS			
NB	SB	EB	WB
		1	1
		0	0
		3	0
		0	0
		4	1
		1	1
		0	0
		3	0
NB	SB	EB	WB
0	0	12	3

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-011

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

PM

NS/EW Streets:	Terra Nova Dr			Terra Nova Dr			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0.5	0.5	0.5	0.5	1	1	3	0	1	3	0	
4:00 PM	12	0	0	13	1	22	34	569	15	2	391	10	1069
4:15 PM	18	0	4	12	1	18	33	582	12	2	389	9	1080
4:30 PM	7	0	2	12	0	19	37	599	4	1	417	6	1104
4:45 PM	7	1	1	6	0	16	32	638	16	9	369	12	1107
5:00 PM	14	1	4	7	1	23	31	567	10	6	456	8	1128
5:15 PM	10	0	4	10	1	17	29	636	9	5	398	19	1138
5:30 PM	10	0	3	7	0	27	36	647	3	2	336	8	1079
5:45 PM	9	0	4	8	1	21	46	623	4	3	337	7	1063
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	87	2	22	75	5	163	278	4861	73	30	3093	79	8768
APPROACH %'s :	78.38%	1.80%	19.82%	30.86%	2.06%	67.08%	5.33%	93.27%	1.40%	0.94%	96.60%	2.47%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	38	2	11	35	2	75	129	2440	39	21	1640	45	4477
PEAK HR FACTOR :		0.671			0.903			0.950			0.907		0.984

UTURNS			
NB	SB	EB	WB
		5	0
		6	0
		5	0
		5	1
		2	0
		2	0
		4	0
		3	0
NB	SB	EB	WB
0	0	32	1

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-011

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

NOON

NS/EW Streets:	Terra Nova Dr			Terra Nova Dr			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0.5	0.5	0.5	0.5	1	1	3	0	1	3	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Terra Nova Dr and E H St , Chula Vista

Date: 3/10/2015

Day: Tuesday

Project #: 15-4079-011

City: Chula Vista

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Terra Nova Dr)

	Lanes 1	0.5	0.5		
AM	174	1	40	112	AM
NOON	0	0	0	0	NOON
PM	75	2	35	176	PM

Eastbound Approach (E H St)

Lanes	AM	NOON	PM
	2244	0	1753
1	74	0	129
3	1663	0	2440
0	9	0	39

Westbound Approach

Lanes	AM	NOON	PM
0	35	0	45
3	2015	0	1640
1	6	0	21
	1720	0	2486

Northbound Approach

				Lanes
AM	16	55	3	17	AM
NOON	0	0	0	0	NOON
PM	62	38	2	11	PM
		1	0.5	0.5	

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	AM	NOON	PM
North Leg	215	0	112
	112	0	176
East Leg	2056	0	1706
	1720	0	2486
South Leg	16	0	62
	75	0	51
West Leg	2244	0	1753
	1746	0	2608

Total Volume Per Leg

	AM	NOON	PM
North Leg	327	0	288
East Leg	3776	0	4192
South Leg	91	0	113
West Leg	3990	0	4361

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-012

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

AM

NS/EW Streets:	Del Rey Blvd			Del Rey Blvd			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	2	3	0	0	3	0	
7:00 AM	0	0	0	4	0	62	12	237	0	0	420	8	743
7:15 AM	0	0	0	7	0	62	24	339	0	0	419	9	860
7:30 AM	0	0	0	7	0	65	45	515	0	0	447	11	1090
7:45 AM	0	0	0	12	0	69	38	414	0	0	431	9	973
8:00 AM	0	0	0	4	0	73	35	265	0	0	492	15	884
8:15 AM	0	0	0	9	0	61	21	284	0	0	410	10	795
8:30 AM	0	0	0	13	0	41	16	298	0	0	379	11	758
8:45 AM	0	0	0	5	0	40	18	300	0	0	439	10	812
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	61	0	473	209	2652	0	0	3437	83	6915
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	11.42%	0.00%	88.58%	7.31%	92.69%	0.00%	0.00%	97.64%	2.36%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	30	0	269	142	1533	0	0	1789	44	3807
PEAK HR FACTOR :	0.000			0.923			0.748			0.904			0.873

UTURNS

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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-012

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

PM

NS/EW Streets:	Del Rey Blvd			Del Rey Blvd			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	2	3	0	0	3	0	
4:00 PM	0	0	0	10	0	31	56	544	0	0	344	27	1012
4:15 PM	0	0	0	13	0	44	43	512	0	0	358	19	989
4:30 PM	0	0	0	7	0	43	51	601	0	0	388	14	1104
4:45 PM	0	0	0	12	0	32	46	555	0	0	372	15	1032
5:00 PM	0	0	0	8	0	22	44	556	0	0	438	21	1089
5:15 PM	0	0	0	11	0	21	55	564	0	0	365	15	1031
5:30 PM	0	0	0	15	0	31	55	595	0	0	326	25	1047
5:45 PM	0	0	0	12	0	19	57	585	0	0	354	19	1046
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	88	0	243	407	4512	0	0	2945	155	8350
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	26.59%	0.00%	73.41%	8.27%	91.73%	0.00%	0.00%	95.00%	5.00%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	0	0	38	0	118	196	2276	0	0	1563	65	4256
PEAK HR FACTOR :	0.000			0.780			0.948			0.887			0.964

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-012 **Day:** Tuesday

City: Chula Vista **Date:** 3/10/2015

NOON

NS/EW Streets:	Del Rey Blvd			Del Rey Blvd			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	2	3	0	0	3	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Del Rey Blvd and E H St , Chula Vista

Date: 3/10/2015

Day: Tuesday

Project #: 15-4079-012

City: Chula Vista

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Del Rey Blvd)

	Lanes 1	0	1		
AM	269	0	30	186	AM
NOON	0	0	0	0	NOON
PM	118	0	38	261	PM

Eastbound Approach (E H St)

Lanes	AM	NOON	PM
	2058	0	1681
2	142	0	196
3	1533	0	2276
0	0	0	0

Westbound Approach

	AM	NOON	PM	Lanes
	44	0	65	0
	1789	0	1563	3
	0	0	0	0
	1563	0	2314	

CONTROL: Signalized

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM
		0	0	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	299	186	AM
	0	0	NOON
	156	261	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
2058	0	1681	1833	0	1628
1675	0	2472	1563	0	2314

	South Leg	
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg	
	485	AM
	0	NOON
	417	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
3733	0	4153	3396	0	3942

	South Leg
AM	0
NOON	0
PM	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-013

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

AM

NS/EW Streets:	Paseo Del Rey			Paseo Del Rey			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	1	2	3	1	2	3	1	
7:00 AM	52	9	45	3	2	18	22	220	20	23	343	11	768
7:15 AM	71	10	68	9	6	25	21	290	23	20	338	17	898
7:30 AM	38	10	112	7	8	22	28	468	20	39	409	13	1174
7:45 AM	50	25	75	7	5	26	35	382	22	47	357	15	1046
8:00 AM	53	12	30	13	9	34	29	208	25	46	410	18	887
8:15 AM	48	10	45	7	7	36	29	244	32	29	358	16	861
8:30 AM	37	22	57	7	10	39	30	245	30	30	299	15	821
8:45 AM	47	27	44	12	9	35	39	253	15	20	361	26	888
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	396	125	476	65	56	235	233	2310	187	254	2875	131	7343
APPROACH %'s :	39.72%	12.54%	47.74%	18.26%	15.73%	66.01%	8.53%	84.62%	6.85%	7.79%	88.19%	4.02%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	212	57	285	36	28	107	113	1348	90	152	1514	63	4005
PEAK HR FACTOR :		0.866			0.763			0.751			0.912		0.853

UTURNS

	NB	SB	EB	WB
7:00 AM			0	0
7:15 AM			0	0
7:30 AM			0	0
7:45 AM			0	0
8:00 AM			0	0
8:15 AM			0	0
8:30 AM			1	1
8:45 AM			0	0
	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	1	1

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-013

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

PM

NS/EW Streets:	Paseo Del Rey			Paseo Del Rey			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL
4:00 PM	33	26	44	33	22	33	51	425	62	48	318	26	1121
4:15 PM	33	23	50	27	29	55	51	427	61	61	296	21	1134
4:30 PM	23	28	39	28	31	42	52	473	76	51	317	18	1178
4:45 PM	32	19	50	31	21	37	34	439	79	51	326	21	1140
5:00 PM	37	25	47	20	25	40	52	465	71	80	398	28	1288
5:15 PM	41	43	63	31	27	38	52	430	76	39	282	26	1148
5:30 PM	27	31	70	30	23	58	56	506	63	50	294	33	1241
5:45 PM	22	22	36	33	24	50	60	465	58	68	277	26	1141
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	248	217	399	233	202	353	408	3630	546	448	2508	199	9391
APPROACH %'s :	28.70%	25.12%	46.18%	29.57%	25.63%	44.80%	8.90%	79.19%	11.91%	14.20%	79.49%	6.31%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	127	121	216	114	99	186	220	1866	268	237	1251	113	4818
PEAK HR FACTOR :		0.789			0.899			0.942			0.791		0.935

UTURNS

	NB	SB	EB	WB
4:00 PM		1	0	1
4:15 PM		0	0	1
4:30 PM		0	0	2
4:45 PM		0	0	1
5:00 PM		0	1	4
5:15 PM		0	0	0
5:30 PM		0	0	3
5:45 PM		0	0	4
	NB	SB	EB	WB
TOTAL VOLUMES :	0	1	1	16

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-013

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

NOON

NS/EW Streets:	Paseo Del Rey			Paseo Del Rey			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Paseo Del Rey and E H St , Chula Vista

Date:	3/10/2015
Day:	Tuesday

Project #:	15-4079-013
City:	Chula Vista

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Paseo Del Rey)

Lanes	1	2	2		
AM	107	28	36	233	AM
NOON	0	0	0	0	NOON
PM	186	99	114	454	PM

Eastbound Approach (E H St)

Lanes	AM	NOON	PM
	1833	0	1564
2	113	0	220
3	1348	0	1866
1	90	0	268

Westbound Approach

Lanes	AM	NOON	PM
1	63	0	113
3	1514	0	1251
2	152	0	237
	1669	0	2196

Northbound Approach

					Lanes
AM	270	212	57	285	AM
NOON	0	0	0	0	NOON
PM	604	127	121	216	PM
		2	2	1	Lanes

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	171	233	AM
	0	0	NOON
	399	454	PM

West Leg			East Leg		
AM	NOON	PM			
1833	0	1564	1729	0	1601
1551	0	2354	1669	0	2196
			AM	NOON	PM

	South Leg	
AM	270	554
NOON	0	0
PM	604	464

Total Volume Per Leg

	North Leg
AM	404
NOON	0
PM	853

West Leg			East Leg		
AM	NOON	PM			
3384	0	3918	3398	0	3797
			AM	NOON	PM

	South Leg
AM	824
NOON	0
PM	1068

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-014

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

AM

NS/EW Streets:	Paseo Ranchero			Paseo Ranchero			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	0	1	2	0	2	3	0	2	3	0	
7:00 AM	102	26	38	14	37	47	19	161	47	32	229	22	774
7:15 AM	105	56	69	27	45	48	45	233	32	36	231	14	941
7:30 AM	121	75	102	39	30	53	42	369	40	43	297	20	1231
7:45 AM	120	111	97	56	61	57	51	382	28	51	292	37	1343
8:00 AM	78	45	33	32	56	78	34	224	34	34	369	35	1052
8:15 AM	104	30	32	14	49	56	28	199	24	15	232	9	792
8:30 AM	86	30	44	23	20	44	22	195	31	29	244	17	785
8:45 AM	99	39	32	13	17	45	29	251	23	46	287	11	892
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	815	412	447	218	315	428	270	2014	259	286	2181	165	7810
APPROACH %'s :	48.69%	24.61%	26.70%	22.68%	32.78%	44.54%	10.62%	79.20%	10.18%	10.87%	82.86%	6.27%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	424	287	301	154	192	236	172	1208	134	164	1189	106	4567
PEAK HR FACTOR :		0.771			0.836			0.821			0.833		0.850

UTURNS

	NB	SB	EB	WB
7:00 AM	0		0	5
7:15 AM	0		1	0
7:30 AM	0		2	6
7:45 AM	1		0	12
8:00 AM	1		1	3
8:15 AM	5		1	4
8:30 AM	1		2	7
8:45 AM	4		0	13
	NB	SB	EB	WB
TOTAL VOLUMES :	12	0	7	50

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-014

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

PM

NS/EW Streets:	Paseo Ranchero			Paseo Ranchero			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	0	1	2	0	2	3	0	2	3	0	
4:00 PM	82	46	39	11	44	35	71	299	95	45	231	14	1012
4:15 PM	77	46	33	37	58	45	61	291	103	43	247	12	1053
4:30 PM	54	37	36	19	34	42	60	348	114	41	306	24	1115
4:45 PM	71	59	56	24	38	58	53	324	131	35	235	25	1109
5:00 PM	52	41	39	19	52	57	83	365	126	49	259	19	1161
5:15 PM	83	45	50	24	57	45	68	372	102	50	269	19	1184
5:30 PM	59	40	35	19	48	53	70	404	111	44	237	16	1136
5:45 PM	66	48	38	33	47	54	82	335	104	46	244	33	1130
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	544	362	326	186	378	389	548	2738	886	353	2028	162	8900
APPROACH %'s :	44.16%	29.38%	26.46%	19.52%	39.66%	40.82%	13.14%	65.63%	21.24%	13.88%	79.75%	6.37%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	260	174	162	95	204	209	303	1476	443	189	1009	87	4611
PEAK HR FACTOR :		0.837			0.948			0.950			0.950		0.974

UTURNS

	NB	SB	EB	WB
4:00 PM	1		0	5
4:15 PM	4		0	3
4:30 PM	1		2	3
4:45 PM	2		1	0
5:00 PM	0		0	3
5:15 PM	2		2	3
5:30 PM	0		2	2
5:45 PM	0		1	2
	NB	SB	EB	WB
TOTAL VOLUMES :	10	0	8	21

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-014 **Day:** Tuesday

City: Chula Vista **Date:** 3/10/2015

NOON

NS/EW Streets:	Paseo Ranchero			Paseo Ranchero			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	0	1	2	0	2	3	0	2	3	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Paseo Ranchero and E H St , Chula Vista

Date:	3/10/2015
Day:	Tuesday

Project #:	15-4079-014
City:	Chula Vista

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Paseo Ranchero)

Lanes	0	2	1		
AM	236	192	154	565	AM
NOON	0	0	0	0	NOON
PM	209	204	95	564	PM

Eastbound Approach (E H St)

Lanes	AM	NOON	PM
	1849	0	1478
2	172	0	303
3	1208	0	1476
0	134	0	443

Westbound Approach

Lanes	AM	NOON	PM
0	106	0	87
3	1189	0	1009
2	164	0	189
	1663	0	1733

Northbound Approach

Lanes	2	1	0	
AM	490	424	287	301	AM
NOON	0	0	0	0	NOON
PM	836	260	174	162	PM

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	582	565	AM
NOON	0	0	NOON
PM	508	564	PM

West Leg	AM	NOON	PM	East Leg	AM	NOON	PM
	1849	0	1478		1459	0	1285
	1514	0	2222		1663	0	1733

	South Leg	
AM	490	1012
NOON	0	0
PM	836	596

Total Volume Per Leg

North Leg
1147 AM
0 NOON
1072 PM

West Leg	AM	NOON	PM	East Leg	AM	NOON	PM
	3363	0	3700		3122	0	3018

South Leg	
AM	1502
NOON	0
PM	1432

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-001

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM

NS/EW Streets:	Otay Lakes Rd			Otay Lakes Rd			East H St			East H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 1	WT 2	WR 1	TOTAL
7:00 AM	83	182	6	93	123	62	63	106	58	52	239	38	1105
7:15 AM	84	155	14	44	123	44	38	83	62	15	171	47	880
7:30 AM	81	147	11	50	163	46	72	129	89	27	188	60	1063
7:45 AM	65	173	12	88	178	86	80	149	133	34	207	70	1275
8:00 AM	90	130	10	80	130	51	41	144	71	25	206	49	1027
8:15 AM	60	98	9	68	106	24	21	104	77	11	207	55	840
8:30 AM	85	97	10	66	127	28	42	112	105	23	152	48	895
8:45 AM	88	114	18	59	156	34	14	82	96	42	181	59	943
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	636	1096	90	548	1106	375	371	909	691	229	1551	426	8028
APPROACH %'s :	34.91%	60.15%	4.94%	27.01%	54.51%	18.48%	18.82%	46.12%	35.06%	10.38%	70.31%	19.31%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	313	657	43	275	587	238	253	467	342	128	805	215	4323
PEAK HR FACTOR :		0.935			0.781			0.733			0.872		0.848

UTURNS

	NB	SB	EB	WB
7:00 AM	0	62	2	6
7:15 AM	0	10	0	1
7:30 AM	2	8	1	0
7:45 AM	0	24	1	4
8:00 AM	2	27	0	1
8:15 AM	2	14	1	0
8:30 AM	0	5	0	2
8:45 AM	4	9	1	2
	NB	SB	EB	WB
TOTAL VOLUMES :	10	159	6	16

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-001

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Otay Lakes Rd			Otay Lakes Rd			East H St			East H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	3	1	2	2	2	1	2	1	
4:00 PM	99	121	22	100	186	37	33	219	109	14	131	46	1117
4:15 PM	113	150	22	88	167	43	38	188	100	13	129	55	1106
4:30 PM	96	126	14	102	171	43	40	175	98	19	137	57	1078
4:45 PM	88	137	12	109	162	63	24	176	78	28	147	53	1077
5:00 PM	94	160	16	123	202	46	48	160	94	12	127	45	1127
5:15 PM	79	137	27	103	186	35	40	220	97	27	170	50	1171
5:30 PM	104	104	15	124	185	44	33	201	107	19	146	45	1127
5:45 PM	85	156	23	100	201	45	41	151	100	49	138	57	1146
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	758	1091	151	849	1460	356	297	1490	783	181	1125	408	8949
APPROACH %'s :	37.90%	54.55%	7.55%	31.86%	54.78%	13.36%	11.56%	57.98%	30.47%	10.56%	65.64%	23.80%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	362	557	81	450	774	170	162	732	398	107	581	197	4571
PEAK HR FACTOR :		0.926			0.939			0.905			0.896		0.976

UTURNS

	NB	SB	EB	WB
4:00 PM	2	12	1	1
4:15 PM	8	4	1	4
4:30 PM	5	4	5	2
4:45 PM	1	9	1	3
5:00 PM	5	14	0	1
5:15 PM	4	9	2	4
5:30 PM	7	13	1	4
5:45 PM	0	15	2	14
	NB	SB	EB	WB
TOTAL VOLUMES :	32	80	13	33

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-001

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

NOON

NS/EW Streets:	Otay Lakes Rd			Otay Lakes Rd			East H St			East H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 1	WT 2	WR 1	TOTAL
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL 0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Otay Lakes Rd and East H St , Chula Vista

Date: 4/30/2014

Day: Wednesday

Project #: 14-4114-001

City: Chula Vista

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Otay Lakes Rd)

Lanes	1	3	2		
AM	238	587	275	1125	AM
NOON	0	0	0	0	NOON
PM	170	774	450	916	PM

Eastbound Approach (East H St)

Lanes	AM	NOON	PM
	1356	0	1113
2	253	0	162
2	467	0	732
2	342	0	398

Westbound Approach

Lanes	AM	NOON	PM
1	215	0	197
2	805	0	581
1	128	0	107
	785	0	1263

Northbound Approach

Lanes	2	3	1	
AM	313	657	43	AM
NOON	0	0	0	NOON
PM	362	557	81	PM
	1057	1013		
NOON	0	0		
PM	1279	1000		

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	1100	1125	AM
NOON	0	0	NOON
PM	1394	916	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1356	0	1113	1148	0	885
1062	0	1292	785	0	1263

	South Leg	
AM	1057	1013
NOON	0	0
PM	1279	1000

Total Volume Per Leg

	North Leg
AM	2225
NOON	0
PM	2310

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
2418	0	2405	1933	0	2148

	South Leg
AM	2070
NOON	0
PM	2279

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-016

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

AM

NS/EW Streets:	SR-125 SB On-Off Ramp			SR-125 SB On-Off Ramp			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	0	3	1	0	2	1	
7:00 AM	0	0	0	21	0	22	0	125	10	0	124	30	332
7:15 AM	0	0	0	19	0	17	0	178	20	0	147	37	418
7:30 AM	0	0	0	48	0	19	0	156	26	0	204	52	505
7:45 AM	0	0	0	55	0	27	0	151	24	0	242	35	534
8:00 AM	0	0	0	29	0	22	0	171	26	0	177	26	451
8:15 AM	0	0	0	29	0	26	0	149	13	0	150	17	384
8:30 AM	0	0	0	29	0	16	0	131	8	0	146	21	351
8:45 AM	0	0	0	34	0	13	0	126	8	0	125	15	321
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	264	0	162	0	1187	135	0	1315	233	3296
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	61.97%	0.00%	38.03%	0.00%	89.79%	10.21%	0.00%	84.95%	15.05%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	151	0	85	0	656	96	0	770	150	1908
PEAK HR FACTOR :	0.000			0.720			0.949			0.830			0.893

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-016

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

PM

NS/EW Streets:	SR-125 SB On-Off Ramp			SR-125 SB On-Off Ramp			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	0	3	1	0	2	1	
4:00 PM	0	0	0	60	0	42	0	157	13	0	138	11	421
4:15 PM	0	0	0	66	0	42	0	191	15	0	168	10	492
4:30 PM	0	0	0	57	0	52	0	184	9	0	151	18	471
4:45 PM	0	0	0	75	0	55	0	182	8	0	173	11	504
5:00 PM	0	0	0	55	0	37	0	170	9	0	164	16	451
5:15 PM	0	0	0	66	0	57	0	217	10	0	156	19	525
5:30 PM	0	0	0	65	0	51	0	187	9	0	144	12	468
5:45 PM	0	0	0	75	0	46	0	212	5	0	150	14	502
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	519	0	382	0	1500	78	0	1244	111	3834
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	57.60%	0.00%	42.40%	0.00%	95.06%	4.94%	0.00%	91.81%	8.19%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	0	0	253	0	201	0	753	36	0	644	64	1951
PEAK HR FACTOR :	0.000			0.873			0.869			0.962			0.929

UTURNS

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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-016

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

NOON

NS/EW Streets:	SR-125 SB On-Off Ramp			SR-125 SB On-Off Ramp			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	0	3	1	0	2	1	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-125 SB On-Off Ramp and E H St , Chula Vista

Date:	3/10/2015
Day:	Tuesday

Project #:	15-4079-016
City:	Chula Vista

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (SR-125 SB On-Off Ramp)

	Lanes 1	0	2		
AM	85	0	151	150	AM
NOON	0	0	0	0	NOON
PM	201	0	253	64	PM

Eastbound Approach (E H St)

Lanes	AM	NOON	PM
	855	0	845
0	0	0	0
3	656	0	753
1	96	0	36

Westbound Approach

Lanes	AM	NOON	PM
1	150	0	64
2	770	0	644
0	0	0	0
	807	0	1006

CONTROL: Signalized

Northbound Approach

AM	96	0	0	0	AM
NOON	0	0	0	0	NOON
PM	36	0	0	0	PM
		0	0	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	236	150	AM
	0	0	NOON
	454	64	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
855	0	845	920	0	708
752	0	789	807	0	1006

	South Leg	
AM	96	0
NOON	0	0
PM	36	0

Total Volume Per Leg

	North Leg
AM	386
NOON	0
PM	518

West Leg AM	NOON	PM	East Leg AM	NOON	PM
1607	0	1634	1727	0	1714

	South Leg
AM	96
NOON	0
PM	36

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-017

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

AM

NS/EW Streets:	SR-125 NB On-Off Ramp			SR-125 NB On-Off Ramp			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	2	0	0	0	0	3	1	0	3	1	
7:00 AM	10	0	17	0	0	0	0	89	49	0	152	90	407
7:15 AM	9	0	10	0	0	0	0	144	60	0	169	115	507
7:30 AM	9	0	7	0	0	0	0	155	43	0	270	104	588
7:45 AM	8	0	10	0	0	0	0	173	40	0	244	96	571
8:00 AM	5	0	10	0	0	0	0	149	39	0	212	92	507
8:15 AM	1	0	5	0	0	0	0	136	37	0	153	68	400
8:30 AM	4	0	8	0	0	0	0	136	33	0	175	72	428
8:45 AM	4	0	6	0	0	0	0	116	42	0	130	57	355
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	50	0	73	0	0	0	0	1098	343	0	1505	694	3763
APPROACH %'s :	40.65%	0.00%	59.35%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	76.20%	23.80%	0.00%	68.44%	31.56%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	31	0	37	0	0	0	0	621	182	0	895	407	2173
PEAK HR FACTOR :	0.895			0.000			0.942			0.870			0.924

UTURNS

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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-017

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

PM

NS/EW Streets:	SR-125 NB On-Off Ramp			SR-125 NB On-Off Ramp			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	2	0	0	0	0	3	1	0	3	1	
4:00 PM	14	0	22	0	0	0	0	208	15	0	156	33	448
4:15 PM	13	0	13	0	0	0	0	225	17	0	148	37	453
4:30 PM	16	0	15	0	0	0	0	229	23	0	172	33	488
4:45 PM	15	0	29	0	0	0	0	218	21	0	146	30	459
5:00 PM	20	0	29	0	0	0	0	222	25	0	169	48	513
5:15 PM	20	0	28	0	0	0	0	252	19	0	149	26	494
5:30 PM	16	0	23	0	0	0	0	243	17	0	143	37	479
5:45 PM	15	0	14	0	0	0	0	251	21	0	154	26	481
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	129	0	173	0	0	0	0	1848	158	0	1237	270	3815
APPROACH %'s :	42.72%	0.00%	57.28%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	92.12%	7.88%	0.00%	82.08%	17.92%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	71	0	94	0	0	0	0	968	82	0	615	137	1967
PEAK HR FACTOR :	0.842			0.000			0.965			0.866			0.959

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-017

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

NOON

NS/EW Streets:	SR-125 NB On-Off Ramp			SR-125 NB On-Off Ramp			E H St			E H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	2	0	0	0	0	3	1	0	3	1	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-125 NB On-Off Ramp and E H St , Chula Vista

Date: 3/10/2015

Day: Tuesday

Project #: 15-4079-017

City: Chula Vista

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (SR-125 NB On-Off Ramp)

	Lanes 0	0	0		
AM	0	0	0	407	AM
NOON	0	0	0	0	NOON
PM	0	0	0	137	PM

Eastbound Approach (E H St)

Lanes	AM	NOON	PM
	926	0	686
0	0	0	0
3	621	0	968
1	182	0	82

Westbound Approach

Lanes	AM	NOON	PM
1	407	0	137
3	895	0	615
0	0	0	0
	658	0	1062

CONTROL: Signalized

Northbound Approach

AM	182	31	0	37	AM
NOON	0	0	0	0	NOON
PM	82	71	0	94	PM
		1	0	2	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
0	407	AM
0	0	NOON
0	137	PM

West Leg			East Leg		
AM	NOON	PM			
926	0	686	1302	0	752
803	0	1050	658	0	1062
			AM	NOON	PM

South Leg		
182	68	AM
0	0	NOON
82	165	PM

Total Volume Per Leg

North Leg
407 AM
0 NOON
137 PM

West Leg			East Leg		
AM	NOON	PM			
1729	0	1736	1960	0	1814
			AM	NOON	PM

South Leg
250 AM
0 NOON
247 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-018

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

AM

NS/EW Streets:	Mt Miguel Rd			Mt Miguel Rd			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	2	2	3	0	2	3	0	
7:00 AM	43	22	1	22	17	50	28	51	17	0	140	86	477
7:15 AM	52	38	6	46	20	70	68	63	14	1	165	92	635
7:30 AM	65	29	14	77	34	114	56	100	19	4	205	67	784
7:45 AM	44	9	19	102	46	84	19	139	31	5	206	73	777
8:00 AM	38	29	7	58	29	59	22	99	31	7	200	75	654
8:15 AM	47	36	15	60	18	48	18	97	30	3	140	76	588
8:30 AM	75	34	19	52	20	42	22	85	20	0	123	60	552
8:45 AM	20	15	4	44	17	30	25	97	11	1	143	46	453
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	384	212	85	461	201	497	258	731	173	21	1322	575	4920
APPROACH %'s :	56.39%	31.13%	12.48%	39.78%	17.34%	42.88%	22.20%	62.91%	14.89%	1.09%	68.93%	29.98%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	199	105	46	283	129	327	165	401	95	17	776	307	2850
PEAK HR FACTOR :		0.810			0.796			0.874			0.968		0.909

UTURNS

	NB	SB	EB	WB
7:00 AM			1	0
7:15 AM			0	1
7:30 AM			0	0
7:45 AM			0	1
8:00 AM			0	2
8:15 AM			0	1
8:30 AM			0	0
8:45 AM			0	1
	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	1	6

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-018

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

PM

NS/EW Streets:	Mt Miguel Rd			Mt Miguel Rd			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	2	2	3	0	2	3	0	
4:00 PM	18	12	1	74	22	38	50	133	35	1	127	61	572
4:15 PM	23	11	4	84	34	58	39	153	57	5	104	73	645
4:30 PM	38	19	2	99	36	49	45	147	40	4	121	73	673
4:45 PM	26	18	3	69	46	42	59	152	49	5	113	50	632
5:00 PM	34	23	1	90	31	35	53	140	51	5	140	81	684
5:15 PM	31	22	5	79	45	43	39	174	72	1	109	68	688
5:30 PM	34	21	1	82	54	48	58	143	43	5	90	60	639
5:45 PM	28	16	9	86	33	42	40	191	52	2	112	67	678
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	232	142	26	663	301	355	383	1233	399	28	916	533	5211
APPROACH %'s :	58.00%	35.50%	6.50%	50.27%	22.82%	26.91%	19.01%	61.19%	19.80%	1.90%	62.02%	36.09%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	127	82	16	337	163	168	190	648	218	13	451	276	2689
PEAK HR FACTOR :		0.970			0.908			0.926			0.819		0.977

UTURNS

	NB	SB	EB	WB
4:00 PM			0	0
4:15 PM			0	0
4:30 PM			1	2
4:45 PM			0	1
5:00 PM			0	0
5:15 PM			0	0
5:30 PM			0	0
5:45 PM			0	0
	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	1	3

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-018

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

NOON

NS/EW Streets:	Mt Miguel Rd			Mt Miguel Rd			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	2	2	3	0	2	3	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Mt Miguel Rd and Proctor Valley Rd , Chula Vista

Date: 3/10/2015

Day: Tuesday

Project #: 15-4079-018

City: Chula Vista

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Mt Miguel Rd)

Lanes	2	2	1		
AM	327	129	283	577	AM
NOON	0	0	0	0	NOON
PM	168	163	337	548	PM

Eastbound Approach (Proctor Valley Rd)

Lanes	AM	NOON	PM
	1302	0	746
2	165	0	190
3	401	0	648
0	95	0	218

Westbound Approach

AM	NOON	PM	Lanes
307	0	276	0
776	0	451	3
17	0	13	2
730	0	1001	

Northbound Approach

AM	241	199	105	46	AM
NOON	0	0	0	0	NOON
PM	394	127	82	16	PM
		1	2	0	Lanes

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	739	577	AM
	0	0	NOON
	668	548	PM

West Leg			East Leg		
AM	NOON	PM			
1302	0	746	1100	0	740
661	0	1056	730	0	1001
			AM	NOON	PM

	South Leg	
AM	241	350
NOON	0	0
PM	394	225

Total Volume Per Leg

	North Leg
	1316 AM
	0 NOON
	1216 PM

West Leg			East Leg		
AM	NOON	PM			
1963	0	1802	1830	0	1741
			AM	NOON	PM

	South Leg
AM	591
NOON	0
PM	619

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-019

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

AM

NS/EW Streets:	Lane Ave			Lane Ave			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	0	1	3	0	1	3	0	
7:00 AM	56	16	18	2	7	18	1	38	33	10	143	4	346
7:15 AM	39	6	8	4	8	27	5	70	35	9	183	0	394
7:30 AM	40	2	24	15	14	21	5	151	50	23	215	10	570
7:45 AM	36	3	25	13	10	15	5	170	65	22	215	11	590
8:00 AM	40	3	10	3	8	12	6	104	48	16	219	5	474
8:15 AM	40	3	19	3	6	27	4	87	58	20	144	3	414
8:30 AM	40	9	17	2	13	14	5	77	57	21	112	2	369
8:45 AM	37	6	15	2	6	16	6	78	54	23	102	0	345
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	328	48	136	44	72	150	37	775	400	144	1333	35	3502
APPROACH %'s :	64.06%	9.38%	26.56%	16.54%	27.07%	56.39%	3.05%	63.94%	33.00%	9.52%	88.16%	2.31%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	156	11	78	34	38	75	20	512	221	81	793	29	2048
PEAK HR FACTOR :		0.928			0.735			0.784			0.910		0.868

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-019

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

PM

NS/EW Streets:	Lane Ave			Lane Ave			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	0	1	3	0	1	3	0	
4:00 PM	71	21	18	1	9	10	17	114	45	14	92	1	413
4:15 PM	83	17	23	0	13	7	13	121	65	21	85	1	449
4:30 PM	79	16	21	3	15	7	16	138	63	27	93	2	480
4:45 PM	74	17	23	3	15	11	13	125	67	27	98	1	474
5:00 PM	93	23	30	0	11	6	12	127	65	21	92	3	483
5:15 PM	73	19	24	3	12	6	17	176	81	13	83	6	513
5:30 PM	48	19	23	0	14	9	12	157	69	19	84	6	460
5:45 PM	74	23	32	2	18	5	20	147	72	10	72	3	478
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	595	155	194	12	107	61	120	1105	527	152	699	23	3750
APPROACH %'s :	63.03%	16.42%	20.55%	6.67%	59.44%	33.89%	6.85%	63.07%	30.08%	17.39%	79.98%	2.63%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	319	75	98	9	53	30	58	566	276	88	366	12	1950
PEAK HR FACTOR :		0.842			0.793			0.821			0.925		0.950

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-019 **Day:** Tuesday

City: Chula Vista **Date:** 3/10/2015

NOON

NS/EW Streets:	Lane Ave			Lane Ave			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	0	1	3	0	1	3	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Lane Ave and Proctor Valley Rd , Chula Vista

Date: 3/10/2015

Day: Tuesday

Project #: 15-4079-019

City: Chula Vista

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Lane Ave)

Lanes	0	1	1		
AM	75	38	34	60	AM
NOON	0	0	0	0	NOON
PM	30	53	9	145	PM

Eastbound Approach (Proctor Valley Rd)

Lanes	AM	NOON	PM
	1024	0	715
1	20	0	58
3	512	0	566
0	221	0	276

Westbound Approach

AM	NOON	PM	Lanes
29	0	12	0
793	0	366	3
81	0	88	1
624	0	673	

Northbound Approach

AM	340	156	11	78	AM
NOON	0	0	0	0	NOON
PM	417	319	75	98	PM
		1	1	1	Lanes

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	AM	NOON	PM
North Leg	147	0	92
	60	0	145
West Leg	1024	0	715
	753	0	900
East Leg	903	0	466
	624	0	673
South Leg	340	0	417
	245	0	492

Total Volume Per Leg

	AM	NOON	PM
North Leg	207	0	237
West Leg	1777	0	1615
East Leg	1527	0	1139
South Leg	585	0	909

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-002

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM

NS/EW Streets:	Huente Parkway			Huente Parkway			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	1	1	2	0	1	3	1	2	3	0	
7:00 AM	44	9	9	0	9	21	9	33	27	7	88	1	257
7:15 AM	58	4	6	1	3	18	7	63	12	8	108	0	288
7:30 AM	67	1	15	2	1	15	5	109	23	25	132	1	396
7:45 AM	76	0	39	4	2	15	10	164	45	44	167	1	567
8:00 AM	112	6	26	0	5	12	12	137	120	61	179	1	671
8:15 AM	96	8	20	0	2	31	10	46	93	15	99	1	421
8:30 AM	47	9	16	0	1	22	12	31	98	10	81	0	327
8:45 AM	42	8	16	1	8	11	10	63	103	8	65	1	336
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	542	45	147	8	31	145	75	646	521	178	919	6	3263
APPROACH %'s :	73.84%	6.13%	20.03%	4.35%	16.85%	78.80%	6.04%	52.01%	41.95%	16.14%	83.32%	0.54%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	351	15	100	6	10	73	37	456	281	145	577	4	2055
PEAK HR FACTOR :		0.809			0.674			0.719			0.753		0.766

UTURNS

	NB	SB	EB	WB
7:00 AM			1	
7:15 AM			0	
7:30 AM			0	
7:45 AM			0	
8:00 AM			1	
8:15 AM			0	
8:30 AM			0	
8:45 AM			0	
TOTAL VOLUMES :	0	0	2	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-002

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Huente Parkway			Huente Parkway			Proctor Valley Rd			Proctor Valley Rd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	2	1	1	1	2	0	1	3	1	2	3	0					
4:00 PM	34	7	9	0	11	13	9	84	49	9	74	1	300	0	0	0	0
4:15 PM	29	5	15	0	9	8	16	94	45	8	55	0	284	1	0	1	0
4:30 PM	24	4	22	0	7	9	19	79	62	15	52	2	295	0	0	1	0
4:45 PM	33	9	15	2	15	14	16	85	56	13	52	0	310	0	0	0	1
5:00 PM	29	10	14	1	7	7	17	82	52	5	68	1	293	0	1	0	0
5:15 PM	22	6	8	1	6	10	20	92	50	8	61	0	284	0	0	0	1
5:30 PM	23	4	13	1	7	14	18	85	66	7	54	0	292	0	0	2	0
5:45 PM	33	4	10	0	3	12	15	89	49	20	65	0	300	0	0	1	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	227	49	106	5	65	87	130	690	429	85	481	4	2358	1	1	5	2
APPROACH %'s :	59.42%	12.83%	27.75%	3.18%	41.40%	55.41%	10.41%	55.24%	34.35%	14.91%	84.39%	0.70%					
PEAK HR START TIME :	400 PM												TOTAL				
PEAK HR VOL :	120	25	61	2	42	44	60	342	212	45	233	3	1189				
PEAK HR FACTOR :		0.904			0.710			0.959			0.836		0.959				

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-002

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

NOON

NS/EW Streets:	Huente Parkway			Huente Parkway			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	1	1	2	0	1	3	1	2	3	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Huente Parkway and Proctor Valley Rd , Chula Vista

Date: 4/30/2014

Day: Wednesday

Project #: 14-4114-002

City: Chula Vista

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (Huente Parkway)

	Lanes 0	2	1		
AM	73	10	6	56	AM
NOON	0	0	0	0	NOON
PM	44	42	2	88	PM

Eastbound Approach (Proctor Valley Rd)

Lanes	AM	NOON	PM
	1001	0	397
1	37	0	60
3	456	0	342
1	281	0	212

Westbound Approach

Lanes	AM	NOON	PM
0	4	0	3
3	577	0	233
2	145	0	45
	562	0	405

Northbound Approach

	2	1	1	
AM	436	351	15	100	AM
NOON	0	0	0	0	NOON
PM	299	120	25	61	PM

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	89	56	AM
	0	0	NOON
	88	88	PM

West Leg	AM	NOON	PM
	1001	0	397
	774	0	614

East Leg	AM	NOON	PM
	726	0	281
	562	0	405

South Leg		
AM	436	466
NOON	0	0
PM	299	206

Total Volume Per Leg

North Leg		
145	0	176
AM	NOON	PM

West Leg	AM	NOON	PM
	1775	0	1011

East Leg	AM	NOON	PM
	1288	0	686

South Leg	
AM	902
NOON	0
PM	505

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-021

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

AM

NS/EW Streets:	Northwoods Dr			Northwoods Dr			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	1	1	0	1	0	
7:00 AM	7	7	0	0	2	26	10	0	3	0	2	0	57
7:15 AM	5	3	1	0	9	35	6	2	3	1	2	0	67
7:30 AM	12	6	2	0	10	40	10	3	3	0	4	0	90
7:45 AM	20	8	1	1	28	23	9	0	15	1	1	0	107
8:00 AM	16	11	0	0	9	20	11	1	11	1	0	0	80
8:15 AM	11	7	0	1	2	23	20	6	8	1	0	1	80
8:30 AM	10	6	0	0	5	16	10	1	3	0	0	0	51
8:45 AM	5	1	0	0	2	25	21	2	9	0	0	0	65
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	86	49	4	2	67	208	97	15	55	4	9	1	597
APPROACH %'s :	61.87%	35.25%	2.88%	0.72%	24.19%	75.09%	58.08%	8.98%	32.93%	28.57%	64.29%	7.14%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	59	32	3	2	49	106	50	10	37	3	5	1	357
PEAK HR FACTOR :		0.810			0.755			0.713			0.563		0.834

UTURNS

	NB	SB	EB	WB
7:00 AM	0	0		0
7:15 AM	0	0		1
7:30 AM	0	0		0
7:45 AM	1	0		0
8:00 AM	0	0		0
8:15 AM	0	1		0
8:30 AM	0	0		0
8:45 AM	0	0		0
TOTAL VOLUMES :	1	1	0	1

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-021

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

PM

NS/EW Streets:	Northwoods Dr			Northwoods Dr			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	1	1	0	1	0	
4:00 PM	7	2	1	0	2	22	14	1	9	0	0	1	59
4:15 PM	3	5	1	1	2	9	24	1	9	0	3	0	58
4:30 PM	2	4	0	0	2	17	18	0	3	0	1	0	47
4:45 PM	5	11	0	0	2	16	22	4	11	0	2	0	73
5:00 PM	10	8	0	0	2	17	24	5	6	0	4	0	76
5:15 PM	7	4	0	0	8	11	26	3	10	0	2	1	72
5:30 PM	5	2	1	0	4	21	22	3	8	0	2	1	69
5:45 PM	3	2	0	0	6	9	17	1	8	1	3	1	51
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	42	38	3	1	28	122	167	18	64	1	17	4	505
APPROACH %'s :	50.60%	45.78%	3.61%	0.66%	18.54%	80.79%	67.07%	7.23%	25.70%	4.55%	77.27%	18.18%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	27	25	1	0	16	65	94	15	35	0	10	2	290
PEAK HR FACTOR :		0.736			0.810			0.923			0.750		0.954

UTURNS			
NB	SB	EB	WB
		1	
		0	
		1	
		0	
		1	
		4	
		1	
		0	
NB	SB	EB	WB
0	0	8	0

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-021

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

NOON

NS/EW Streets:	Northwoods Dr			Northwoods Dr			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	1	1	0	1	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : 4-Way Stop

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Northwoods Dr and Proctor Valley Rd , Chula Vista

Date: 3/10/2015

Day: Tuesday

Project #: 15-4079-021

City: Chula Vista

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Northwoods Dr)

Lanes	0	1	0		
AM	106	49	2	83	AM
NOON	0	0	0	0	NOON
PM	65	16	0	121	PM

Eastbound Approach (Proctor Valley Rd)

Lanes	AM	NOON	PM
	170	0	102
1	50	0	94
1	10	0	15
1	37	0	35

Westbound Approach

AM	NOON	PM	Lanes
1	0	2	0
5	0	10	1
3	0	0	0
15	0	16	

CONTROL: 4-Way Stop

Northbound Approach

AM	89	59	32	3	AM
NOON	0	0	0	0	NOON
PM	51	27	25	1	PM
		1	1	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	157	83	AM
	0	0	NOON
	81	121	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
170	0	102	9	0	12
97	0	144	15	0	16

	South Leg	
AM	89	94
NOON	0	0
PM	51	53

Total Volume Per Leg

	North Leg
AM	240
NOON	0
PM	202

West Leg AM	NOON	PM	East Leg AM	NOON	PM
267	0	246	24	0	28

	South Leg
AM	183
NOON	0
PM	104

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-022

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

AM

NS/EW Streets:	Eastlake Pkwy			Eastlake Pkwy			Fenton St			Fenton St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	1	2	0	0.5	0.5	1	2	1	0	
7:00 AM	14	84	31	5	44	10	5	18	2	32	5	3	253
7:15 AM	4	42	33	6	41	9	3	8	2	19	5	3	175
7:30 AM	13	77	46	17	30	11	5	19	4	20	6	8	256
7:45 AM	18	84	65	21	55	15	12	12	2	26	24	7	341
8:00 AM	24	98	58	21	60	15	9	17	5	42	16	5	370
8:15 AM	30	113	69	20	70	22	16	24	8	47	22	9	450
8:30 AM	19	103	48	12	59	20	15	31	5	45	21	8	386
8:45 AM	18	95	49	21	77	14	15	23	11	43	22	15	403
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	140	696	399	123	436	116	80	152	39	274	121	58	2634
APPROACH %'s :	11.34%	56.36%	32.31%	18.22%	64.59%	17.19%	29.52%	56.09%	14.39%	60.49%	26.71%	12.80%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	91	409	224	74	266	71	55	95	29	177	81	37	1609
PEAK HR FACTOR :		0.854			0.917			0.877			0.922		0.894

UTURNS

	NB	SB	EB	WB
7:00 AM	0	0		
7:15 AM	0	0		
7:30 AM	1	0		
7:45 AM	1	0		
8:00 AM	0	0		
8:15 AM	0	0		
8:30 AM	0	1		
8:45 AM	0	0		
	NB	SB	EB	WB
TOTAL VOLUMES :	2	1	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-022

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

PM

NS/EW Streets:	Eastlake Pkwy			Eastlake Pkwy			Fenton St			Fenton St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	1	2	0	0.5	0.5	1	2	1	0	
4:00 PM	30	127	54	24	131	27	35	56	10	69	36	11	610
4:15 PM	32	153	38	20	138	40	28	41	12	68	25	13	608
4:30 PM	30	158	48	26	153	30	23	47	25	88	29	21	678
4:45 PM	34	136	53	33	177	28	31	41	15	103	35	26	712
5:00 PM	43	138	38	26	163	29	34	42	17	85	44	16	675
5:15 PM	32	167	27	24	150	39	35	41	23	67	26	21	652
5:30 PM	38	153	45	19	141	32	42	38	15	59	45	10	637
5:45 PM	42	121	50	38	134	27	33	42	20	69	31	19	626
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	281	1153	353	210	1187	252	261	348	137	608	271	137	5198
APPROACH %'s :	15.72%	64.52%	19.75%	12.73%	71.98%	15.28%	34.99%	46.65%	18.36%	59.84%	26.67%	13.48%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	139	599	166	109	643	126	123	171	80	343	134	84	2717
PEAK HR FACTOR :		0.958			0.922			0.944			0.855		0.954

UTURNS

	NB	SB	EB	WB
4:00 PM	0	2		
4:15 PM	0	0		
4:30 PM	2	0		
4:45 PM	0	0		
5:00 PM	1	1		
5:15 PM	0	1		
5:30 PM	0	0		
5:45 PM	2	0		
	NB	SB	EB	WB
TOTAL VOLUMES :	5	4	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-022

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

NOON

NS/EW Streets:	Eastlake Pkwy			Eastlake Pkwy			Fenton St			Fenton St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	1	2	0	0.5	0.5	1	2	1	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Eastlake Pkwy and Fenton St , Chula Vista

Date: 3/10/2015

Day: Tuesday

Project #: 15-4079-022

City: Chula Vista

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Eastlake Pkwy)

Lanes	0	2	1		
AM	71	266	74	501	AM
NOON	0	0	0	0	NOON
PM	126	643	109	806	PM

Eastbound Approach (Fenton St)

	AM	NOON	PM
	243	0	399
0.5	55	0	123
0.5	95	0	171
1	29	0	80
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
37	0	84	0
81	0	134	1
177	0	343	2
393	0	446	
AM	NOON	PM	

Northbound Approach

AM	472	91	409	224	AM
NOON	0	0	0	0	NOON
PM	1066	139	599	166	PM
		2	2	0	Lanes

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	411	501	AM
	0	0	NOON
	878	806	PM

West Leg			East Leg		
AM	NOON	PM			
243	0	399	295	0	561
179	0	374	393	0	446
			AM	NOON	PM

	South Leg	
AM	472	724
NOON	0	0
PM	1066	904

Total Volume Per Leg

	North Leg
	912 AM
	0 NOON
	1684 PM

West Leg			East Leg		
AM	NOON	PM			
422	0	773	688	0	1007
			AM	NOON	PM

	South Leg
AM	1196
NOON	0
PM	1970

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-023

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

AM

NS/EW Streets:	Lane Ave			Lane Ave			Fenton St			Fenton St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	1	1	1	1	
7:00 AM	1	81	20	4	46	31	23	9	5	4	4	10	238
7:15 AM	0	66	25	13	51	17	14	16	4	6	10	13	235
7:30 AM	5	47	39	20	46	16	9	18	3	3	7	7	220
7:45 AM	13	66	88	34	60	30	14	30	6	11	16	10	378
8:00 AM	11	54	46	31	54	23	12	15	11	15	17	10	299
8:15 AM	9	75	43	43	42	31	24	29	5	9	20	10	340
8:30 AM	6	44	35	28	48	27	25	29	10	22	24	20	318
8:45 AM	11	54	49	21	59	32	16	27	4	16	18	15	322
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	56	487	345	194	406	207	137	173	48	86	116	95	2350
APPROACH %'s :	6.31%	54.84%	38.85%	24.04%	50.31%	25.65%	38.27%	48.32%	13.41%	28.96%	39.06%	31.99%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	39	239	212	136	204	111	75	103	32	57	77	50	1335
PEAK HR FACTOR :		0.734			0.909			0.820			0.697		0.883

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-023 **Day:** Tuesday

City: Chula Vista **Date:** 3/10/2015

PM

NS/EW Streets:	Lane Ave			Lane Ave			Fenton St			Fenton St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
4:00 PM	11	82	22	25	65	23	43	38	12	33	37	25	416
4:15 PM	9	70	21	27	83	31	38	25	10	38	38	30	420
4:30 PM	14	81	26	26	105	34	32	36	10	38	41	40	483
4:45 PM	17	98	41	36	115	32	32	48	21	37	64	51	592
5:00 PM	10	87	23	20	92	43	60	41	18	77	61	46	578
5:15 PM	5	100	23	35	77	25	40	28	17	37	34	23	444
5:30 PM	8	72	16	29	72	36	33	41	8	38	50	38	441
5:45 PM	12	103	34	38	70	38	44	40	13	33	40	39	504
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	86	693	206	236	679	262	322	297	109	331	365	292	3878
APPROACH %'s :	8.73%	70.36%	20.91%	20.05%	57.69%	22.26%	44.23%	40.80%	14.97%	33.50%	36.94%	29.55%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	46	366	113	117	389	134	164	153	66	189	200	160	2097
PEAK HR FACTOR :		0.841			0.874			0.805			0.746		0.886

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4079-023

Day: Tuesday

City: Chula Vista

Date: 3/10/2015

NOON

NS/EW Streets:	Lane Ave			Lane Ave			Fenton St			Fenton St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	1	1	1	1	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Lane Ave and Fenton St , Chula Vista

Date: 3/10/2015

Day: Tuesday

Project #: 15-4079-023

City: Chula Vista

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Lane Ave)

	Lanes 0	2	1	
AM	111	204	136	364
NOON	0	0	0	0
PM	134	389	117	690

Eastbound Approach (Fenton St)

Lanes	AM	NOON	PM
	227	0	380
1	75	0	164
1	103	0	153
1	32	0	66

Westbound Approach

	AM	NOON	PM	Lanes
	50	0	160	1
	77	0	200	1
	57	0	189	1
	451	0	383	

Northbound Approach

				Lanes
AM	293	39	239	212
NOON	0	0	0	0
PM	644	46	366	113
		1	2	0

CONTROL: Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg			East Leg			South Leg			West Leg		
	AM	NOON	PM	AM	NOON	PM	AM	NOON	PM	AM	NOON	PM
AM	451	364		227	0	380	293	490		210	0	383
NOON	0	0		0	0	0	0	0		0	0	0
PM	640	690		184	0	549	644	525		46	366	113
				451	0	383						

Total Volume Per Leg

	North Leg	East Leg			South Leg	West Leg		
	AM	NOON	PM	AM	NOON	PM	AM	NOON	PM
AM	815			437	0	763	783		
NOON	0			0	0	0	0		
PM	1330			635	0	932	1169		

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-009

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM

NS/EW Streets:	Paseo Ranchero/Heritage Rd			Paseo Ranchero/Heritage Rd			Telegraph Canyon Rd			Telegraph Canyon Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 0	EL 2	ET 3	ER 1	WL 2	WT 3	WR 0	TOTAL
7:00 AM	93	226	27	59	186	45	55	249	69	9	237	80	1335
7:15 AM	116	258	40	69	145	64	73	300	64	16	283	78	1506
7:30 AM	153	147	49	51	166	65	33	326	60	19	347	47	1463
7:45 AM	129	128	51	25	80	46	35	366	56	20	345	31	1312
8:00 AM	96	83	20	22	70	37	41	249	49	20	291	16	994
8:15 AM	106	63	16	16	62	31	23	286	48	12	288	28	979
8:30 AM	85	61	31	12	38	24	35	326	50	12	288	18	980
8:45 AM	70	84	22	16	56	20	39	304	41	23	271	32	978
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	848	1050	256	270	803	332	334	2406	437	131	2350	330	9547
APPROACH %'s :	39.37%	48.75%	11.88%	19.22%	57.15%	23.63%	10.51%	75.73%	13.76%	4.66%	83.60%	11.74%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	491	759	167	204	577	220	196	1241	249	64	1212	236	5616
PEAK HR FACTOR :		0.856			0.863			0.922			0.915		0.932

UTURNS

	NB	SB	EB	WB
7:00 AM	0	0	0	
7:15 AM	0	1	1	
7:30 AM	0	0	0	
7:45 AM	2	0	0	
8:00 AM	0	0	0	
8:15 AM	0	0	1	
8:30 AM	0	0	0	
8:45 AM	0	0	0	
	NB	SB	EB	WB
TOTAL VOLUMES :	2	1	2	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-009

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Paseo Ranchero/Heritage Rd			Paseo Ranchero/Heritage Rd			Telegraph Canyon Rd			Telegraph Canyon Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	0	2	3	1	2	3	0	
4:00 PM	49	57	19	23	60	13	28	333	90	27	254	20	973
4:15 PM	62	68	28	35	73	20	28	364	106	24	276	23	1107
4:30 PM	60	66	31	40	65	15	25	326	128	35	216	21	1028
4:45 PM	69	87	43	30	88	12	33	339	127	27	328	34	1217
5:00 PM	63	67	30	24	82	18	33	359	111	32	315	23	1157
5:15 PM	60	87	29	37	119	12	32	327	103	33	303	32	1174
5:30 PM	73	66	29	26	88	13	39	343	114	34	272	32	1129
5:45 PM	58	70	34	29	86	31	43	381	123	35	228	23	1141
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	494	568	243	244	661	134	261	2772	902	247	2192	208	8926
APPROACH %'s :	37.85%	43.52%	18.62%	23.48%	63.62%	12.90%	6.63%	70.44%	22.92%	9.33%	82.81%	7.86%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	265	307	131	117	377	55	137	1368	455	126	1218	121	4677
PEAK HR FACTOR :		0.883			0.817			0.974			0.942		0.961

UTURNS	NB	SB	EB	WB
4:00 PM	0		0	1
4:15 PM	1		0	1
4:30 PM	0		0	0
4:45 PM	1		0	0
5:00 PM	0		0	1
5:15 PM	0		2	0
5:30 PM	1		2	0
5:45 PM	0		0	0
	NB	SB	EB	WB
TOTAL VOLUMES :	3	0	4	3

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-009

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

NOON

NS/EW Streets:	Paseo Ranchero/Heritage Rd			Paseo Ranchero/Heritage Rd			Telegraph Canyon Rd			Telegraph Canyon Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	0	2	3	1	2	3	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Paseo Ranchero/Heritage Rd and Telegraph Canyon Rd , Chula Vista

Date: 4/30/2014

Day: Wednesday

Project #: 14-4114-009

City: Chula Vista

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Paseo Ranchero/Heritage Rd)

	Lanes 0	2	2		
AM	220	577	204	1191	AM
NOON	0	0	0	0	NOON
PM	55	377	117	565	PM

Eastbound Approach (Telegraph Canyon Rd)

Lanes	AM	NOON	PM
	1923	0	1538
2	196	0	137
3	1241	0	1368
1	249	0	455

Westbound Approach

AM	NOON	PM	Lanes
236	0	121	0
1212	0	1218	3
64	0	126	2
1612	0	1616	

Northbound Approach

	2	2	1	Lanes
AM 890	491	759	167	AM
NOON 0	0	0	0	NOON
PM 958	265	307	131	PM

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	1001	1191	AM
	0	0	NOON
	549	565	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
1923	0	1538	1512	0	1465
1686	0	1960	1612	0	1616

	South Leg	
AM	890	1417
NOON	0	0
PM	958	703

Total Volume Per Leg

	North Leg
AM	2192
NOON	0
PM	1114

West Leg AM	NOON	PM	East Leg AM	NOON	PM
3609	0	3498	3124	0	3081

	South Leg
AM	2307
NOON	0
PM	1661

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-010

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM

NS/EW Streets:	La Media Rd			La Media Rd			Telegraph Canyon Rd/Otay Lakes Rd			Telegraph Canyon Rd/Otay Lakes Rd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	2	2	2	2	3	1	2	3	1	2	3	1					
7:00 AM	137	182	64	19	123	24	69	174	100	52	193	74	1211	0	0	1	0
7:15 AM	118	168	80	27	87	24	67	184	104	61	220	52	1192	0	0	0	0
7:30 AM	114	226	100	42	91	34	76	240	99	38	255	60	1375	0	0	0	0
7:45 AM	78	209	131	43	74	29	155	290	30	48	232	64	1383	0	0	0	0
8:00 AM	41	130	76	35	73	35	61	200	34	54	233	66	1038	1	0	0	1
8:15 AM	58	151	79	38	69	27	60	230	28	46	222	60	1068	1	1	0	1
8:30 AM	50	171	75	35	74	42	114	214	17	44	160	57	1053	1	0	0	0
8:45 AM	54	167	75	66	87	67	100	198	19	35	201	71	1140	0	0	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	650	1404	680	305	678	282	702	1730	431	378	1716	504	9460	3	1	1	2
APPROACH %'s :	23.77%	51.35%	24.87%	24.11%	53.60%	22.29%	24.52%	60.43%	15.05%	14.55%	66.05%	19.40%					
PEAK HR START TIME :	700 AM												TOTAL				
PEAK HR VOL :	447	785	375	131	375	111	367	888	333	199	900	250	5161				
PEAK HR FACTOR :		0.913			0.924			0.836			0.955		0.933				

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-010

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	La Media Rd			La Media Rd			Telegraph Canyon Rd/Otay Lakes Rd			Telegraph Canyon Rd/Otay Lakes Rd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	2	2	2	2	3	1	2	3	1	2	3	1					
4:00 PM	22	127	74	83	142	46	35	252	54	71	220	61	1187	1	0		1
4:15 PM	38	127	66	88	116	44	67	279	56	77	218	59	1235	1	0		1
4:30 PM	35	121	71	91	162	41	55	300	39	77	260	68	1320	1	1		0
4:45 PM	51	126	73	118	119	42	49	273	62	57	240	92	1302	0	0		0
5:00 PM	45	106	65	99	145	42	52	281	51	77	253	63	1279	0	1		0
5:15 PM	34	112	86	79	135	47	63	258	68	100	298	83	1363	0	0		0
5:30 PM	32	117	59	104	145	46	76	260	58	100	273	85	1355	0	0		0
5:45 PM	32	124	93	98	159	69	79	283	51	71	170	88	1317	0	0		0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	289	960	587	760	1123	377	476	2186	439	630	1932	599	10358	3	2	0	2
APPROACH %'s :	15.74%	52.29%	31.97%	33.63%	49.69%	16.68%	15.35%	70.49%	14.16%	19.93%	61.12%	18.95%					

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	143	459	303	380	584	204	270	1082	228	348	994	319	5314
PEAK HR FACTOR :		0.909			0.896			0.956			0.863		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-010

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

NOON

NS/EW Streets:	La Media Rd			La Media Rd			Telegraph Canyon Rd/Otay Lakes Rd			Telegraph Canyon Rd/Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	2	2	3	1	2	3	1	2	3	1	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

La Media Rd and Telegraph Canyon Rd/Otay Lakes Rd , Chula Vista

Date: 4/30/2014

Day: Wednesday

Project #: 14-4114-010

City: Chula Vista

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (La Media Rd)

	Lane 1	Lane 3	Lane 2	
AM	111	375	131	1402
NOON	0	0	0	0
PM	204	584	380	1048

Eastbound Approach (Telegraph Canyon Rd/Otay Lakes Rd)

Lanes	AM	NOON	PM
	1458	0	1341
2	367	0	270
3	888	0	1082
1	333	0	228

Westbound Approach

Lanes	AM	NOON	PM
1	250	0	319
3	900	0	994
2	199	0	348
	1394	0	1765

Northbound Approach

	Lane 2	Lane 2	Lane 2	
AM	907	447	785	375
NOON	0	0	0	0
PM	1160	143	459	303

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	617	1402	AM
NOON	0	0	NOON
PM	1168	1048	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1458	0	1341	1349	0	1661
1588	0	1580	1394	0	1765

	South Leg	
AM	907	1607
NOON	0	0
PM	1160	905

Total Volume Per Leg

	North Leg
AM	2019
NOON	0
PM	2216

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
3046	0	2921	2743	0	3426

	South Leg
AM	2514
NOON	0
PM	2065

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-012

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM

NS/EW Streets:	SR-125 SB Ramps			SR-125 SB Ramps			Otay Lakes Rd			Otay Lakes Rd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	0	0	2	0	1	1	3	0	0	3	1					
7:00 AM				31		7		275	8		266	15	602				
7:15 AM				40		6		286	10		263	33	638				
7:30 AM				52		6		332	16		301	41	748				
7:45 AM				53		13		435	14		281	31	827				
8:00 AM				60		11		311	7		299	22	710				
8:15 AM				67		12		369	5		297	18	768				
8:30 AM				68		11		348	6		270	20	723				
8:45 AM				58		12		375	3		293	23	764				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	0	429	0	78	0	2731	69	0	2270	203	5780	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	84.62%	0.00%	15.38%	0.00%	97.54%	2.46%	0.00%	91.79%	8.21%					
PEAK HR START TIME :	730 AM												TOTAL				
PEAK HR VOL :	0	0	0	232	0	42	0	1447	42	0	1178	112	3053				
PEAK HR FACTOR :		0.000			0.867			0.829			0.943		0.923				

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-012

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	SR-125 SB Ramps			SR-125 SB Ramps			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	3	0	0	3	1	
4:00 PM				98		21		393	6		355	12	885
4:15 PM				105		17		440	5		359	8	934
4:30 PM				99		21		415	4		388	28	955
4:45 PM				108		22		466	8		355	19	978
5:00 PM				113		23		438	6		387	17	984
5:15 PM				111		22		417	4		409	13	976
5:30 PM				114		29		387	5		442	10	987
5:45 PM				114		25		451	3		309	7	909
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	862	0	180	0	3407	41	0	3004	114	7608
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	82.73%	0.00%	17.27%	0.00%	98.81%	1.19%	0.00%	96.34%	3.66%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	446	0	96	0	1708	23	0	1593	59	3925
PEAK HR FACTOR :		0.000			0.948			0.913			0.914		0.994

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-012

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

NOON

NS/EW Streets:	SR-125 SB Ramps			SR-125 SB Ramps			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	3	0	0	3	1	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-125 SB Ramps and Otay Lakes Rd , Chula Vista

Date: 4/30/2014

Day: Wednesday

Project #: 14-4114-012

City: Chula Vista

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (SR-125 SB Ramps)

	Lanes 1	0	2		
AM	42	0	232	112	AM
NOON	0	0	0	0	NOON
PM	96	0	446	59	PM

Eastbound Approach (Otay Lakes Rd)

Lanes	AM	NOON	PM
	1220	0	1689
1	0	0	0
3	1447	0	1708
0	42	0	23

Westbound Approach

Lanes	AM	NOON	PM
1	112	0	59
3	1178	0	1593
0	0	0	0
	1679	0	2154

Northbound Approach

AM	42	0	0	0
NOON	0	0	0	0
PM	23	0	0	0
Lanes		0	0	0

CONTROL

Signalized

Count Periods	Start	End
AM		
NOON		
PM		

Total Ins & Outs

	AM	NOON	PM
North Leg	274	0	542
	112	0	59
West Leg	1220	0	1689
	1489	0	1731
East Leg	1290	0	1652
	1679	0	2154
South Leg	42	0	23
	0	0	0

Total Volume Per Leg

	AM	NOON	PM
North Leg	386	0	601
West Leg	2709	0	3420
East Leg	2969	0	3806
South Leg	42	0	23

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-013

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM

NS/EW Streets:	SR-125 NB Ramps			SR-125 NB Ramps			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	2	0	0	0	1	3	0	0	3	1	
7:00 AM	1		9					270	37		268	135	720
7:15 AM	3		11					270	44		286	131	745
7:30 AM	4		17					319	64		348	118	870
7:45 AM	3		20					453	40		301	112	929
8:00 AM	2		23					341	27		324	116	833
8:15 AM	2		18					384	57		306	110	877
8:30 AM	1		17					376	23		293	107	817
8:45 AM	6		15					408	22		307	103	861
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	22	0	130	0	0	0	0	2821	314	0	2433	932	6652
APPROACH %'s :	14.47%	0.00%	85.53%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	89.98%	10.02%	0.00%	72.30%	27.70%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	11	0	78	0	0	0	0	1497	188	0	1279	456	3509
PEAK HR FACTOR :		0.890			0.000			0.854			0.931		0.944

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-013

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	SR-125 NB Ramps			SR-125 NB Ramps			Otay Lakes Rd			Otay Lakes Rd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	1	0	2	0	0	0	1	3	0	0	3	1					
4:00 PM	5		30					477	9		347	69	937				
4:15 PM	9		23					547	9		364	48	1000				
4:30 PM	6		29					501	11		399	67	1013				
4:45 PM	7		27					566	16		369	71	1056				
5:00 PM	6		31					531	14		396	75	1053				
5:15 PM	5		34					519	12		420	71	1061				
5:30 PM	5		24					476	13		436	71	1025				
5:45 PM	5		25					542	15		316	58	961				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	48	0	223	0	0	0	0	4159	99	0	3047	530	8106	0	0	0	0
APPROACH %'s :	17.71%	0.00%	82.29%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	97.67%	2.33%	0.00%	85.18%	14.82%					
PEAK HR START TIME :	445 PM												TOTAL				
PEAK HR VOL :	23	0	116	0	0	0	0	2092	55	0	1621	288	4195				
PEAK HR FACTOR :		0.891			0.000			0.922			0.941		0.988				

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-013

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

NOON

NS/EW Streets:	SR-125 NB Ramps			SR-125 NB Ramps			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	2	0	0	0	1	3	0	0	3	1	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-125 NB Ramps and Otay Lakes Rd , Chula Vista

Date: 4/30/2014

Day: Wednesday

Project #: 14-4114-013

City: Chula Vista

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (SR-125 NB Ramps)

	Lanes 0	0	0		
AM	0	0	0	456	AM
NOON	0	0	0	0	NOON
PM	0	0	0	288	PM

Eastbound Approach (Otay Lakes Rd)

Lanes	AM	NOON	PM
	1290	0	1644
1	0	0	0
3	1497	0	2092
0	188	0	55

Westbound Approach

Lanes	AM	NOON	PM
1	456	0	288
3	1279	0	1621
0	0	0	0
	1575	0	2208

Northbound Approach

					Lanes
AM	188	11	0	78	AM
NOON	0	0	0	0	NOON
PM	55	23	0	116	PM
		1	0	2	Lanes

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	456	AM
	0	0	NOON
	0	288	PM

West Leg	AM	NOON	PM
	1290	0	1644
	1685	0	2147

East Leg	AM	NOON	PM
	1735	0	1909
	1575	0	2208

South Leg		
AM	188	89
NOON	0	0
PM	55	139

Total Volume Per Leg

North Leg	
456	AM
0	NOON
288	PM

West Leg	AM	NOON	PM
	2975	0	3791

East Leg	AM	NOON	PM
	3310	0	4117

South Leg	
AM	277
NOON	0
PM	194

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-014

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM

NS/EW Streets:	Eastlake Pkwy			Eastlake Pkwy			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	1	2	3	2	2	3	0	
7:00 AM	172	108	112	7	81	112	30	126	112	52	169	5	1086
7:15 AM	165	63	56	5	33	56	47	137	58	36	173	5	834
7:30 AM	132	51	29	6	37	29	61	162	63	44	238	5	857
7:45 AM	135	97	69	7	46	69	77	230	66	38	200	10	1044
8:00 AM	128	64	36	11	53	36	72	214	72	53	227	15	981
8:15 AM	148	83	36	15	81	36	93	201	72	50	183	18	1016
8:30 AM	124	87	50	15	59	50	89	155	71	43	184	27	954
8:45 AM	125	87	47	12	74	47	120	183	72	49	181	20	1017
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1129	640	435	78	464	435	589	1408	586	365	1555	105	7789
APPROACH %'s :	51.23%	29.04%	19.74%	7.98%	47.49%	44.52%	22.80%	54.51%	22.69%	18.02%	76.79%	5.19%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	535	331	191	48	239	191	331	800	281	184	794	70	3995
PEAK HR FACTOR :		0.878			0.905			0.946			0.888		0.957

UTURNS

NB	SB	EB	WB
	0		
	0		
	0		
	0		
	0		
	0		
	1		
	1		
NB	SB	EB	WB
0	2	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-014

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Eastlake Pkwy			Eastlake Pkwy			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	1	2	3	2	2	3	0	
4:00 PM	127	124	48	28	124	48	108	184	161	81	185	8	1226
4:15 PM	114	83	44	25	136	44	110	185	164	71	140	17	1133
4:30 PM	136	100	49	22	137	52	121	189	151	104	183	7	1251
4:45 PM	120	120	53	26	135	53	103	220	142	80	165	12	1229
5:00 PM	118	107	36	34	157	36	91	221	175	92	201	22	1290
5:15 PM	129	120	49	37	121	49	102	193	168	84	159	22	1233
5:30 PM	130	108	51	24	121	51	88	200	164	101	186	16	1240
5:45 PM	105	104	64	35	146	64	88	207	195	82	161	11	1262
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	979	866	394	231	1077	397	811	1599	1320	695	1380	115	9864
APPROACH %'s :	43.72%	38.68%	17.60%	13.55%	63.17%	23.28%	21.74%	42.87%	35.39%	31.74%	63.01%	5.25%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	482	439	200	130	545	200	369	821	702	359	707	71	5025
PEAK HR FACTOR :		0.940			0.893			0.965			0.902		0.974

UTURNS

	NB	SB	EB	WB
4:00 PM		5		0
4:15 PM		3		0
4:30 PM		0		1
4:45 PM		3		1
5:00 PM		2		0
5:15 PM		0		1
5:30 PM		1		0
5:45 PM		2		0
	NB	SB	EB	WB
TOTAL VOLUMES :	0	16	0	3

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-014 **Day:** Wednesday

City: Chula Vista **Date:** 4/30/2014

NOON

NS/EW Streets:	Eastlake Pkwy			Eastlake Pkwy			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	1	2	3	2	2	3	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Eastlake Pkwy and Otay Lakes Rd , Chula Vista

Date: 4/30/2014

Day: Wednesday

Project #: 14-4114-014

City: Chula Vista

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Eastlake Pkwy)

	Lanes 1	2	2		
AM	191	239	48	732	AM
NOON	0	0	0	0	NOON
PM	200	545	130	879	PM

Eastbound Approach (Otay Lakes Rd)

Lanes	AM	NOON	PM
	1520	0	1389
2	331	0	369
3	800	0	821
2	281	0	702

Westbound Approach

Lanes	AM	NOON	PM
0	70	0	71
3	794	0	707
2	184	0	359
	1039	0	1151

CONTROL: Signalized

Northbound Approach

					Lanes
AM	704	535	331	191	AM
NOON	0	0	0	0	NOON
PM	1606	482	439	200	PM
		2	2	1	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	478	732	AM
	0	0	NOON
	875	879	PM

West Leg AM	NOON	PM		East Leg AM	NOON	PM
1520	0	1389		1048	0	1137
1412	0	1892		1039	0	1151

	South Leg	
AM	704	1057
NOON	0	0
PM	1606	1121

Total Volume Per Leg

	North Leg
AM	1210
NOON	0
PM	1754

West Leg AM	NOON	PM		East Leg AM	NOON	PM
2932	0	3281		2087	0	2288

	South Leg
AM	1761
NOON	0
PM	2727

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-015

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM

NS/EW Streets:	Lane Ave			Lane Ave			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	0	1.5	2	3	0	0	3	0	
7:00 AM				8		46	156	97			169	12	488
7:15 AM				3		43	92	95			144	8	385
7:30 AM				8		65	89	111			218	13	504
7:45 AM				11		59	144	154			236	21	625
8:00 AM				9		22	113	132			210	31	517
8:15 AM				10		32	140	129			195	28	534
8:30 AM				11		40	101	128			159	58	497
8:45 AM				16		40	100	127			161	50	494
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	76	0	347	935	973	0	0	1492	221	4044
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	17.97%	0.00%	82.03%	49.00%	51.00%	0.00%	0.00%	87.10%	12.90%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	38	0	178	486	526	0	0	859	93	2180
PEAK HR FACTOR :	0.000			0.740			0.849			0.926			0.872

UTURNS

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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-015

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Lane Ave			Lane Ave			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	0	1.5	2	3	0	0	3	0	
4:00 PM				22		112	81	170			147	18	550
4:15 PM				23		101	99	164			165	15	567
4:30 PM				23		120	95	176			152	8	574
4:45 PM				30		92	87	195			151	18	573
5:00 PM				38		162	101	172			164	16	653
5:15 PM				37		98	93	212			143	15	598
5:30 PM				29		120	74	173			126	11	533
5:45 PM				27		76	109	204			143	29	588
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	229	0	881	739	1466	0	0	1191	130	4636
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	20.63%	0.00%	79.37%	33.51%	66.49%	0.00%	0.00%	90.16%	9.84%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	0	0	128	0	472	376	755	0	0	610	57	2398
PEAK HR FACTOR :		0.000			0.750			0.927			0.926		0.918

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-015

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

NOON

NS/EW Streets:	Lane Ave			Lane Ave			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	0	1.5	2	3	0	0	3	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Lane Ave and Otay Lakes Rd , Chula Vista

Date: 4/30/2014

Day: Wednesday

Project #: 14-4114-015

City: Chula Vista

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Lane Ave)

	Left	Thru	Right	Total
Lanes	1.5	0	1.5	
AM	178	0	38	579
NOON	0	0	0	0
PM	472	0	128	433

Eastbound Approach (Otay Lakes Rd)

	AM	NOON	PM
	1037	0	1082
2	486	0	376
3	526	0	755
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	93	0	57	0
	859	0	610	3
	0	0	0	0
	564	0	883	
	AM	NOON	PM	

Northbound Approach

	Left	Thru	Right	Total
AM	0	0	0	0
NOON	0	0	0	0
PM	0	0	0	0
Lanes		0	0	0

CONTROL

Signalized

Count Periods	Start	End
AM		
NOON		
PM		

Total Ins & Outs

	North Leg			East Leg			South Leg			West Leg		
AM	216	579	AM	952	0	667	0	0	AM	1037	0	1082
NOON	0	0	NOON	564	0	883	0	0	NOON	1012	0	1131
PM	600	433	PM				0	0	PM			

Total Volume Per Leg

	North Leg			East Leg			South Leg			West Leg		
AM	795	AM	1516	0	1550	0	AM	2049	0	2213
NOON	0	NOON				0	NOON			
PM	1033	PM				0	PM			

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-017

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM

NS/EW Streets:	Hunte Parkway			Hunte Parkway			Otay Lakes Rd			Otay Lakes Rd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	2	2	1	2	2	1	2	3	0	2	3	1					
7:00 AM	92	78	19	2	52	44	44	42	33	12	53	2	473	1	0	0	
7:15 AM	87	76	7	1	36	37	35	15	30	10	39	12	385	0	0	0	
7:30 AM	95	136	21	5	73	73	46	28	32	9	81	10	609	0	0	0	
7:45 AM	90	166	30	4	83	66	80	28	35	43	133	29	787	0	0	0	
8:00 AM	85	125	15	19	109	76	61	33	55	63	109	41	791	0	2	0	
8:15 AM	95	44	11	9	68	55	37	25	58	22	118	6	548	0	0	0	
8:30 AM	129	33	12	8	39	42	22	49	54	8	103	4	503	0	0	0	
8:45 AM	128	48	12	6	25	35	21	59	39	5	103	5	486	0	0	1	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	801	706	127	54	485	428	346	279	336	172	739	109	4582	1	2	1	0
APPROACH %'s :	49.02%	43.21%	7.77%	5.58%	50.16%	44.26%	36.00%	29.03%	34.96%	16.86%	72.45%	10.69%					
PEAK HR START TIME :	730 AM												TOTAL				
PEAK HR VOL :	365	471	77	37	333	270	224	114	180	137	441	86	2735				
PEAK HR FACTOR :		0.798			0.784			0.869			0.779		0.864				

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-017

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Hunte Parkway			Hunte Parkway			Otay Lakes Rd			Otay Lakes Rd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	2	2	1	2	2	1	2	3	0	2	3	1					
4:00 PM	66	62	16	5	53	36	41	63	78	17	60	4	501	0		0	0
4:15 PM	51	37	8	16	63	36	48	74	82	12	57	6	490	0		1	0
4:30 PM	53	53	20	10	54	42	48	67	94	13	58	10	522	0		2	0
4:45 PM	78	42	11	10	61	50	39	78	111	9	68	7	564	0		0	0
5:00 PM	60	45	15	15	67	41	49	96	113	11	55	6	573	2		1	1
5:15 PM	66	51	10	11	77	30	41	87	109	10	65	4	561	0		0	0
5:30 PM	60	49	8	12	45	35	53	88	110	13	59	4	536	0		0	0
5:45 PM	72	45	12	11	49	47	42	82	129	11	70	13	583	0		0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	506	384	100	90	469	317	361	635	826	96	492	54	4330	2	0	4	1
APPROACH %'s :	51.11%	38.79%	10.10%	10.27%	53.54%	36.19%	19.81%	34.85%	45.33%	14.95%	76.64%	8.41%					
PEAK HR START TIME :	500 PM												TOTAL				
PEAK HR VOL :	258	190	45	49	238	153	185	353	461	45	249	27	2253				
PEAK HR FACTOR :		0.955			0.894			0.968			0.854		0.966				

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-017

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

NOON

NS/EW Streets:	Hunte Parkway			Hunte Parkway			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	1	2	3	0	2	3	1	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hunte Parkway and Otay Lakes Rd , Chula Vista

Date: 4/30/2014

Day: Wednesday

Project #: 14-4114-017

City: Chula Vista

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Hunte Parkway)

Lanes	1	2	2		
AM	270	333	37	781	AM
NOON	0	0	0	0	NOON
PM	153	238	49	402	PM

Eastbound Approach (Otay Lakes Rd)

Lanes	AM	NOON	PM
	1076	0	660
2	224	0	185
3	114	0	353
0	180	0	461

Westbound Approach

Lanes	AM	NOON	PM
1	86	0	27
3	441	0	249
2	137	0	45
	228	0	447

Northbound Approach

				Lanes
AM	650	365	471	77	AM
NOON	0	0	0	0	NOON
PM	744	258	190	45	PM
		2	2	1	Lanes

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	640	781	AM
	0	0	NOON
	440	402	PM

West Leg			East Leg		
AM	NOON	PM			
1076	0	660	664	0	321
518	0	999	228	0	447
			AM	NOON	PM

	South Leg	
AM	650	913
NOON	0	0
PM	744	493

Total Volume Per Leg

	North Leg
AM	1421
NOON	0
PM	842

West Leg			East Leg		
AM	NOON	PM			
1594	0	1659	892	0	768
			AM	NOON	PM

	South Leg
AM	1563
NOON	0
PM	1237

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-027

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM

NS/EW Streets:	Eastlake Pkwy			Eastlake Pkwy			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 2	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL
7:00 AM	46	32	3	30	39	86	41	58	21	32	255	22	665
7:15 AM	44	35	9	21	25	51	30	80	41	14	216	6	572
7:30 AM	54	45	9	16	42	38	45	97	35	20	308	14	723
7:45 AM	53	70	15	7	44	38	77	139	73	32	189	8	745
8:00 AM	88	50	7	17	41	46	44	103	67	11	203	23	700
8:15 AM	80	64	8	20	41	46	36	87	51	20	217	31	701
8:30 AM	44	67	10	22	33	41	26	76	38	13	180	20	570
8:45 AM	37	48	11	26	35	41	38	97	27	7	170	24	561
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	446	411	72	159	300	387	337	737	353	149	1738	148	5237
APPROACH %'s :	48.01%	44.24%	7.75%	18.79%	35.46%	45.74%	23.62%	51.65%	24.74%	7.32%	85.41%	7.27%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	275	229	39	60	168	168	202	426	226	83	917	76	2869
PEAK HR FACTOR :		0.893			0.925			0.739			0.787		0.963

UTURNS	NB	SB	EB	WB
7:00 AM	0	0	1	
7:15 AM	0	0	0	
7:30 AM	0	0	0	
7:45 AM	0	0	0	
8:00 AM	1	0	0	
8:15 AM	0	0	0	
8:30 AM	0	0	0	
8:45 AM	0	1	0	
	NB	SB	EB	WB
TOTAL VOLUMES :	1	1	1	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-027

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Eastlake Pkwy			Eastlake Pkwy			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 2	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL
4:00 PM	48	75	23	39	105	51	65	184	61	33	98	18	800
4:15 PM	56	91	15	36	97	50	50	187	61	29	127	28	827
4:30 PM	56	86	28	46	108	59	62	168	59	32	121	22	847
4:45 PM	68	107	23	44	106	52	81	161	66	26	128	22	884
5:00 PM	65	81	26	45	135	67	62	220	80	20	125	30	956
5:15 PM	70	111	24	47	124	53	60	196	63	36	127	31	942
5:30 PM	63	95	31	37	119	49	80	173	59	40	133	33	912
5:45 PM	64	78	29	43	109	40	73	205	70	36	121	22	890
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	490	724	199	337	903	421	533	1494	519	252	980	206	7058
APPROACH %'s :	34.68%	51.24%	14.08%	20.29%	54.36%	25.35%	20.93%	58.68%	20.38%	17.52%	68.15%	14.33%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	262	365	110	172	487	209	275	794	272	132	506	116	3700
PEAK HR FACTOR :		0.899			0.879			0.926			0.915		0.968

UTURNS

	NB	SB	EB	WB
4:00 PM	0	0	1	1
4:15 PM	0	1	0	2
4:30 PM	0	1	0	0
4:45 PM	0	0	0	0
5:00 PM	1	1	0	0
5:15 PM	0	1	0	0
5:30 PM	2	1	0	0
5:45 PM	0	0	0	1
	NB	SB	EB	WB
TOTAL VOLUMES :	3	5	1	4

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-027 **Day:** Wednesday

City: Chula Vista **Date:** 4/30/2014

NOON

NS/EW Streets:	Eastlake Pkwy			Eastlake Pkwy			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	3	2	2	3	1	2	3	1	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Eastlake Pkwy and Olympic Parkway , Chula Vista

Date:	4/30/2014
Day:	Wednesday

Project #:	14-4114-027
City:	Chula Vista

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Eastlake Pkwy)

	Lanes 2	3	2		
AM	168	168	60	507	AM
NOON	0	0	0	0	NOON
PM	209	487	172	756	PM

Eastbound Approach (Olympic Parkway)

Lanes	AM	NOON	PM
	1360	0	977
2	202	0	275
3	426	0	794
1	226	0	272

Westbound Approach

Lanes	AM	NOON	PM
1	76	0	116
3	917	0	506
2	83	0	132
	525	0	1076

Northbound Approach

	2	3	1	
AM	477	275	229	39	AM
NOON	0	0	0	0	NOON
PM	891	262	365	110	PM

Lanes

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	396	507	AM
	0	0	NOON
	868	756	PM

West Leg	AM	NOON	PM
	1360	0	977
	854	0	1341

East Leg	AM	NOON	PM
	1076	0	754
	525	0	1076

South Leg		
AM	477	543
NOON	0	0
PM	891	737

Total Volume Per Leg

North Leg	
903	AM
0	NOON
1624	PM

West Leg	AM	NOON	PM
	2214	0	2318

East Leg	AM	NOON	PM
	1601	0	1830

South Leg	
AM	1020
NOON	0
PM	1628

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-028

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM

NS/EW Streets:	Hunte Parkway			Hunte Parkway			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	2	3	1	2	3	0	2	2	1	
7:00 AM	6	19	2	13	25	115	37	56	5	3	98	11	390
7:15 AM	11	23	3	7	9	92	52	27	3	4	101	12	344
7:30 AM	12	37	8	7	31	114	78	33	2	1	113	27	463
7:45 AM	9	50	2	12	45	79	85	44	6	14	76	24	446
8:00 AM	12	43	12	10	42	108	54	31	5	8	71	5	401
8:15 AM	7	42	7	8	54	94	55	36	7	3	50	27	390
8:30 AM	12	30	2	14	14	89	69	45	5	3	59	28	370
8:45 AM	4	15	1	14	12	76	47	51	5	1	61	6	293
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	73	259	37	85	232	767	477	323	38	37	629	140	3097
APPROACH %'s :	19.78%	70.19%	10.03%	7.84%	21.40%	70.76%	56.92%	38.54%	4.53%	4.59%	78.04%	17.37%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	40	172	29	37	172	395	272	144	20	26	310	83	1700
PEAK HR FACTOR :		0.899			0.944			0.807			0.743		0.918

UTURNS

	NB	SB	EB	WB
7:00 AM		0		1
7:15 AM		0		0
7:30 AM		0		0
7:45 AM		0		0
8:00 AM		1		0
8:15 AM		0		0
8:30 AM		0		0
8:45 AM		0		0
	NB	SB	EB	WB
TOTAL VOLUMES :	0	1	0	1

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-028

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Hunte Parkway			Hunte Parkway			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	2	3	1	2	3	0	2	2	1	
4:00 PM	4	25	5	17	25	70	88	101	5	6	62	13	421
4:15 PM	8	16	8	13	18	58	87	88	8	1	55	17	377
4:30 PM	3	29	9	22	21	70	76	91	12	4	60	12	409
4:45 PM	3	27	6	17	21	74	86	92	5	3	76	17	427
5:00 PM	6	21	9	12	29	59	101	90	12	4	66	12	421
5:15 PM	2	30	10	19	34	68	84	89	11	6	73	12	438
5:30 PM	4	26	2	15	17	69	84	103	7	2	59	12	400
5:45 PM	3	23	3	11	23	60	89	98	8	3	57	15	393
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	33	197	52	126	188	528	695	752	68	29	508	110	3286
APPROACH %'s :	11.70%	69.86%	18.44%	14.96%	22.33%	62.71%	45.87%	49.64%	4.49%	4.48%	78.52%	17.00%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	14	107	34	70	105	271	347	362	40	17	275	53	1695
PEAK HR FACTOR :		0.923			0.921			0.922			0.898		0.967

UTURNS

	NB	SB	EB	WB
4:00 PM		0	1	0
4:15 PM		0	0	0
4:30 PM		2	0	1
4:45 PM		1	0	1
5:00 PM		0	0	0
5:15 PM		0	0	0
5:30 PM		0	0	0
5:45 PM		0	0	0
	NB	SB	EB	WB
TOTAL VOLUMES :	0	3	1	2

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-028

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

NOON

NS/EW Streets:	Hunte Parkway			Hunte Parkway			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	2	3	1	2	3	0	2	2	1	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hunte Parkway and Olympic Parkway , Chula Vista

Date: 4/30/2014

Day: Wednesday

Project #: 14-4114-028

City: Chula Vista

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Hunte Parkway)

Lanes	1	3	2		
AM	395	172	37	527	AM
NOON	0	0	0	0	NOON
PM	271	105	70	507	PM

Eastbound Approach (Olympic Parkway)

Lanes	AM	NOON	PM
	745	0	560
2	272	0	347
3	144	0	362
0	20	0	40

Westbound Approach

AM	NOON	PM	Lanes
83	0	53	1
310	0	275	2
26	0	17	2
210	0	466	

Northbound Approach

	2	3	0	Lanes
AM	218	40	172	29	AM
NOON	0	0	0	0	NOON
PM	162	14	107	34	PM

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	604	527	AM
	0	0	NOON
	446	507	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
745	0	560	419	0	345
436	0	749	210	0	466

	South Leg	
AM	218	241
NOON	0	0
PM	162	155

Total Volume Per Leg

	North Leg
AM	1131
NOON	0
PM	953

West Leg AM	NOON	PM	East Leg AM	NOON	PM
1181	0	1309	629	0	811

	South Leg
AM	459
NOON	0
PM	317

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4167-001

Day: Tuesday

City: Chula Vista

Date: 6/2/2015

AM

NS/EW Streets:	Fenton St			Fenton St			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	1	3	0	0	3	0	
7:00 AM	0	0	0	11	0	5	15	86	0	0	160	12	289
7:15 AM	0	0	0	7	0	1	17	59	0	0	156	15	255
7:30 AM	0	0	0	5	0	1	15	71	0	0	146	13	251
7:45 AM	0	0	0	2	0	7	24	92	0	0	196	30	351
8:00 AM	0	0	0	13	0	6	38	131	0	0	232	46	466
8:15 AM	0	0	0	20	0	6	31	85	0	0	221	44	407
8:30 AM	0	0	0	7	0	4	34	75	0	0	151	39	310
8:45 AM	0	0	0	14	0	4	35	73	0	0	101	38	265
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	79	0	34	209	672	0	0	1363	237	2594
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	69.91%	0.00%	30.09%	23.72%	76.28%	0.00%	0.00%	85.19%	14.81%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	0	0	42	0	23	127	383	0	0	800	159	1534
PEAK HR FACTOR :	0.000			0.625			0.754			0.862			0.823

UTURNS

	NB	SB	EB	WB
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	1	0
8:45 AM	0	0	1	0
	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	2	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4167-001 **Day:** Tuesday

City: Chula Vista **Date:** 6/2/2015

PM

NS/EW Streets:	Fenton St			Fenton St			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	1	3	0	0	3	0	
4:00 PM	0	0	0	38	0	26	27	182	0	0	127	30	430
4:15 PM	0	0	0	31	0	18	40	163	0	0	127	34	413
4:30 PM	0	0	0	29	0	45	22	156	0	0	108	25	385
4:45 PM	0	0	0	25	0	29	47	167	0	0	133	53	454
5:00 PM	0	0	0	52	0	44	28	174	0	0	100	24	422
5:15 PM	0	0	0	29	0	26	36	151	0	0	126	33	401
5:30 PM	0	0	0	29	0	32	29	157	0	0	115	26	388
5:45 PM	0	0	0	36	0	33	21	113	0	0	78	26	307
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	269	0	253	250	1263	0	0	914	251	3200
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	51.53%	0.00%	48.47%	16.52%	83.48%	0.00%	0.00%	78.45%	21.55%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	0	123	0	118	136	668	0	0	495	142	1682
PEAK HR FACTOR :	0.000			0.814			0.939			0.856			0.926

UTURNS

	NB	SB	EB	WB
4:00 PM	0	0	0	0
4:15 PM	0	0	1	0
4:30 PM	0	0	0	0
4:45 PM	0	0	1	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	1	0
5:45 PM	0	0	0	0
	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	3	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4167-001 **Day:** Tuesday

City: Chula Vista **Date:** 6/2/2015

NOON

NS/EW Streets:	Fenton St			Fenton St			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	1	3	0	0	3	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	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

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Fenton St and Otay Lakes Rd , Chula Vista

Date:	6/2/2015
Day:	Tuesday

Project #:	15-4167-001
City:	Chula Vista

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (Fenton St)

	Lanes 1	0	1		
AM	23	0	42	286	AM
NOON	0	0	0	0	NOON
PM	118	0	123	278	PM

Eastbound Approach (Otay Lakes Rd)

Lanes	AM	NOON	PM
	823	0	613
1	127	0	136
3	383	0	668
0	0	0	0

Westbound Approach

	AM	NOON	PM	Lanes
	159	0	142	0
	800	0	495	3
	0	0	0	0
	425	0	791	

CONTROL: Signalized

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM
		0	0	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg	
AM	65	286
NOON	0	0
PM	241	278

West Leg	AM	NOON	PM
	823	0	613
	510	0	804

East Leg	AM	NOON	PM
	959	0	637
	425	0	791

South Leg		
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

North Leg	
351	AM
0	NOON
519	PM

West Leg	AM	NOON	PM
	1333	0	1417

East Leg	AM	NOON	PM
	1384	0	1428

South Leg	
AM	0
NOON	0
PM	0

Appendix B

Analysis Worksheets – Existing Conditions

Intersection	
Int Delay, s/veh	21.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	14	4	3	2	1	307	8	657	2	129	163	6
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	325	-	-	165	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	78	78	78	83	83	83	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	5	4	3	1	394	10	792	2	159	201	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1336	1336	205	1340	1339	793	209	0	0	794	0	0
Stage 1	523	523	-	812	812	-	-	-	-	-	-	-
Stage 2	813	813	-	528	527	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	130	153	836	130	153	~ 389	1362	-	-	827	-	-
Stage 1	537	530	-	373	392	-	-	-	-	-	-	-
Stage 2	372	392	-	534	528	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	123	836	106	123	~ 389	1362	-	-	827	-	-
Mov Cap-2 Maneuver	-	123	-	106	123	-	-	-	-	-	-	-
Stage 1	533	428	-	370	389	-	-	-	-	-	-	-
Stage 2	-	389	-	424	426	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		81.5	0.1	4.5
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1362	-	-	-	111	389	827	-	-
HCM Lane V/C Ratio	0.007	-	-	-	0.035	1.012	0.193	-	-
HCM Control Delay (s)	7.7	-	-	-	38.6	81.9	10.4	-	-
HCM Lane LOS	A	-	-	-	E	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	12.4	0.7	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	113	29	4	461	59	98	38	2	26	28	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	16	143	24	5	530	45	111	43	1	32	35	37
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.79	0.79	0.79	0.87	0.87	0.87	0.88	0.88	0.88	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	691	116	10	734	62	347	89	2	191	126	102
Arrive On Green	0.02	0.44	0.44	0.01	0.43	0.43	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1774	1556	261	1774	1694	144	1020	525	10	341	743	598
Grp Volume(v), veh/h	16	0	167	5	0	575	155	0	0	104	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1817	1774	0	1837	1555	0	0	1681	0	0
Q Serve(g_s), s	0.3	0.0	2.0	0.1	0.0	9.2	1.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	2.0	0.1	0.0	9.2	3.0	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.08	0.72		0.01	0.31		0.36
Lane Grp Cap(c), veh/h	29	0	807	10	0	796	438	0	0	418	0	0
V/C Ratio(X)	0.55	0.00	0.21	0.52	0.00	0.72	0.35	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	205	0	1561	205	0	1579	879	0	0	903	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	0.0	6.0	17.6	0.0	8.3	13.4	0.0	0.0	13.0	0.0	0.0
Incr Delay (d2), s/veh	15.1	0.0	0.1	37.3	0.0	1.3	0.5	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.0	0.1	0.0	4.8	1.4	0.0	0.0	0.9	0.0	0.0
LnGrp Delay(d),s/veh	32.4	0.0	6.2	54.9	0.0	9.5	13.9	0.0	0.0	13.3	0.0	0.0
LnGrp LOS	C		A	D		A	B			B		
Approach Vol, veh/h		183			580			155			104	
Approach Delay, s/veh		8.5			9.9			13.9			13.3	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		10.5	4.7	20.3		10.5	5.1	19.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		16.9	4.1	30.5		16.9	4.1	30.5
Max Q Clear Time (g_c+I1), s		5.0	2.1	4.0		3.9	2.3	11.2
Green Ext Time (p_c), s		1.0	0.0	4.6		1.1	0.0	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	37	3	0	98	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	85	85	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	4	0	115	12	0

Major/Minor	Major2		Major1		Minor2	
Conflicting Flow All	115	-	0	0	58	221
Stage 1	-	-	-	-	0	106
Stage 2	-	-	-	-	58	115
Critical Hdwy	4.12	-	-	-	6.42	6.52
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.42	5.52
Follow-up Hdwy	2.218	-	-	-	3.518	4.018
Pot Cap-1 Maneuver	1474	-	-	-	949	678
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	965	800
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1474	-	-	-	916	0
Mov Cap-2 Maneuver	-	-	-	-	916	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	-	965	0

Approach	WB	NB	SB
HCM Control Delay, s	7	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	WBL	WBR	SBLn1
Capacity (veh/h)	-	-	1474	-	916
HCM Lane V/C Ratio	-	-	0.035	-	0.013
HCM Control Delay (s)	-	-	7.5	-	9
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	57	11	3	7	2	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	50	50	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	14	6	14	2	37

Major/Minor	Major1		Minor1		Major2	
Conflicting Flow All	37	0	204	14	14	-
Stage 1	-	-	162	-	-	-
Stage 2	-	-	42	-	-	-
Critical Hdwy	-	-	6.52	6.22	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	-	-	692	1066	1604	-
Stage 1	-	-	764	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-				-
Mov Cap-1 Maneuver	-	-	0	1066	1604	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s		8.4	0.4
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBLn1	SBL	SBR
Capacity (veh/h)	-	-	1066	1604	-
HCM Lane V/C Ratio	-	-	0.019	0.002	-
HCM Control Delay (s)	-	-	8.4	7.2	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	16	0	6	1	0	6	1	471	0	6	109	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	58	58	58	93	93	93	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	0	8	2	0	10	1	506	0	7	120	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	652	647	125	651	652	506	130	0	0	506	0	0
Stage 1	138	138	-	509	509	-	-	-	-	-	-	-
Stage 2	514	509	-	142	143	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	381	390	926	382	387	566	1455	-	-	1059	-	-
Stage 1	865	782	-	547	538	-	-	-	-	-	-	-
Stage 2	543	538	-	861	779	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	372	387	926	377	384	566	1455	-	-	1059	-	-
Mov Cap-2 Maneuver	372	387	-	377	384	-	-	-	-	-	-	-
Stage 1	864	777	-	546	537	-	-	-	-	-	-	-
Stage 2	533	537	-	848	774	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	12	0	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	445	528	1059	-	-
HCM Lane V/C Ratio	0.001	-	-	0.063	0.023	0.006	-	-
HCM Control Delay (s)	7.5	0	-	13.6	12	8.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	318	274	0	59	9
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	0	393	322	0	83	6
Adj No. of Lanes	0	2	2	0	1	1
Peak Hour Factor	0.81	0.81	0.85	0.85	0.71	0.71
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	698	698	0	1179	1052
Arrive On Green	0.00	0.20	0.20	0.00	0.66	0.66
Sat Flow, veh/h	0	3725	3725	0	1774	1583
Grp Volume(v), veh/h	0	393	322	0	83	6
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1774	1583
Q Serve(g_s), s	0.0	6.5	5.2	0.0	1.1	0.1
Cycle Q Clear(g_c), s	0.0	6.5	5.2	0.0	1.1	0.1
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	698	698	0	1179	1052
V/C Ratio(X)	0.00	0.56	0.46	0.00	0.07	0.01
Avail Cap(c_a), veh/h	0	1661	1661	0	1179	1052
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.99	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	23.6	23.0	0.0	3.8	3.7
Incr Delay (d2), s/veh	0.0	0.7	0.5	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	2.6	0.0	0.5	0.0
LnGrp Delay(d),s/veh	0.0	24.3	23.5	0.0	4.0	3.7
LnGrp LOS		C	C		A	A
Approach Vol, veh/h		393	322		89	
Approach Delay, s/veh		24.3	23.5		3.9	
Approach LOS		C	C		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				17.3		47.7		17.3
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				30.5		25.5		30.5
Max Q Clear Time (g_c+I1), s				8.5		3.1		7.2
Green Ext Time (p_c), s				4.3		0.2		4.4

Intersection Summary	
HCM 2010 Ctrl Delay	21.7
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	39	338	278	244	0	0
Number	7	4	8	18		
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900		
Adj Flow Rate, veh/h	45	389	305	235		
Adj No. of Lanes	1	2	2	0		
Peak Hour Factor	0.87	0.87	0.91	0.91		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	61	1304	511	384		
Arrive On Green	0.07	0.74	0.27	0.27		
Sat Flow, veh/h	1774	3632	2021	1449		
Grp Volume(v), veh/h	45	389	279	261		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1607		
Q Serve(g_s), s	1.6	2.4	9.0	9.3		
Cycle Q Clear(g_c), s	1.6	2.4	9.0	9.3		
Prop In Lane	1.00			0.90		
Lane Grp Cap(c), veh/h	61	1304	469	426		
V/C Ratio(X)	0.74	0.30	0.60	0.61		
Avail Cap(c_a), veh/h	423	3294	1103	1001		
HCM Platoon Ratio	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.87	0.87	1.00	1.00		
Uniform Delay (d), s/veh	30.0	5.7	20.8	21.0		
Incr Delay (d2), s/veh	14.3	0.1	1.2	1.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.0	1.2	4.5	4.2		
LnGrp Delay(d),s/veh	44.3	5.8	22.1	22.4		
LnGrp LOS	D	A	C	C		
Approach Vol, veh/h		434	540			
Approach Delay, s/veh		9.8	22.2			
Approach LOS		A	C			

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4			7	8
Phs Duration (G+Y+Rc), s				28.5			6.7	21.7
Change Period (Y+Rc), s				4.5			4.5	4.5
Max Green Setting (Gmax), s				60.5			15.5	40.5
Max Q Clear Time (g_c+I1), s				4.4			3.6	11.3
Green Ext Time (p_c), s				6.4			0.0	6.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	919	293	473	1099	0	946
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	0	1863
Adj Flow Rate, veh/h	1044	219	584	1357	0	807
Adj No. of Lanes	3	0	1	2	0	2
Peak Hour Factor	0.88	0.88	0.81	0.81	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	1743	365	675	3174	0	0
Arrive On Green	0.41	0.41	0.38	0.90	0.00	0.00
Sat Flow, veh/h	4382	883	1774	3632	0	
Grp Volume(v), veh/h	840	423	584	1357	0.0	
Grp Sat Flow(s),veh/h/ln	1695	1707	1774	1770		
Q Serve(g_s), s	8.4	8.4	13.3	2.8		
Cycle Q Clear(g_c), s	8.4	8.4	13.3	2.8		
Prop In Lane		0.52	1.00			
Lane Grp Cap(c), veh/h	1402	706	675	3174		
V/C Ratio(X)	0.60	0.60	0.87	0.43		
Avail Cap(c_a), veh/h	1475	743	967	3834		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.0	10.0	12.5	0.4		
Incr Delay (d2), s/veh	0.6	1.2	5.9	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.0	4.1	7.4	1.2		
LnGrp Delay(d),s/veh	10.6	11.2	18.4	0.5		
LnGrp LOS	B	B	B	A		
Approach Vol, veh/h	1263			1941		
Approach Delay, s/veh	10.8			5.9		
Approach LOS	B			A		

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4				8
Phs Duration (G+Y+Rc), s			21.1	22.6				43.7
Change Period (Y+Rc), s			4.5	4.5				4.5
Max Green Setting (Gmax), s			23.8	19.0				47.3
Max Q Clear Time (g_c+I1), s			15.3	10.4				4.8
Green Ext Time (p_c), s			1.3	7.6				28.2

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1454	412	0	1205	366	436
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	1691	0	0	1268	547	277
Adj No. of Lanes	3	1	0	2	2	1
Peak Hour Factor	0.86	0.86	0.95	0.95	0.82	0.82
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	2954	920	0	2056	875	390
Arrive On Green	0.58	0.00	0.00	0.58	0.25	0.25
Sat Flow, veh/h	5253	1583	0	3725	3548	1583
Grp Volume(v), veh/h	1691	0	0	1268	547	277
Grp Sat Flow(s),veh/h/ln	1695	1583	0	1770	1774	1583
Q Serve(g_s), s	10.9	0.0	0.0	12.2	7.2	8.3
Cycle Q Clear(g_c), s	10.9	0.0	0.0	12.2	7.2	8.3
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2954	920	0	2056	875	390
V/C Ratio(X)	0.57	0.00	0.00	0.62	0.63	0.71
Avail Cap(c_a), veh/h	3170	987	0	2206	1599	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.9	0.0	0.0	7.1	17.5	17.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.7	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	5.9	3.6	3.9
LnGrp Delay(d),s/veh	7.1	0.0	0.0	7.6	18.2	20.3
LnGrp LOS	A			A	B	C
Approach Vol, veh/h	1691			1268	824	
Approach Delay, s/veh	7.1			7.6	18.9	
Approach LOS	A			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		17.4		34.8				34.8
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		23.5		32.5				32.5
Max Q Clear Time (g_c+I1), s		10.3		12.9				14.2
Green Ext Time (p_c), s		2.5		17.1				16.1

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	74	1663	9	6	2015	35	55	3	17	40	1	174
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	92	2079	7	6	2167	27	65	4	16	50	1	181
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	0	1	1
Peak Hour Factor	0.80	0.80	0.80	0.93	0.93	0.93	0.85	0.85	0.85	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	3027	10	11	2687	33	279	53	211	340	6	255
Arrive On Green	0.07	0.58	0.58	0.01	0.52	0.52	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1774	5232	18	1774	5177	64	1197	326	1306	1278	34	1583
Grp Volume(v), veh/h	92	1347	739	6	1418	776	65	0	20	51	0	181
Grp Sat Flow(s),veh/h/ln	1774	1695	1860	1774	1695	1851	1197	0	1632	1312	0	1583
Q Serve(g_s), s	2.7	14.8	14.8	0.2	18.4	18.4	2.7	0.0	0.6	1.7	0.0	5.8
Cycle Q Clear(g_c), s	2.7	14.8	14.8	0.2	18.4	18.4	4.9	0.0	0.6	2.2	0.0	5.8
Prop In Lane	1.00		0.01	1.00		0.03	1.00		0.80	0.98		1.00
Lane Grp Cap(c), veh/h	117	1961	1076	11	1759	961	279	0	263	346	0	255
V/C Ratio(X)	0.79	0.69	0.69	0.53	0.81	0.81	0.23	0.00	0.08	0.15	0.00	0.71
Avail Cap(c_a), veh/h	157	1961	1076	137	1843	1006	489	0	549	590	0	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.5	7.8	7.8	26.3	10.6	10.6	21.8	0.0	18.9	19.8	0.0	21.1
Incr Delay (d2), s/veh	17.0	1.0	1.8	33.5	2.6	4.8	0.4	0.0	0.1	0.2	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	7.0	7.9	0.2	9.1	10.5	0.9	0.0	0.3	0.7	0.0	2.7
LnGrp Delay(d),s/veh	41.5	8.9	9.7	59.8	13.2	15.4	22.2	0.0	19.1	20.0	0.0	24.7
LnGrp LOS	D	A	A	E	B	B	C		B	C		C
Approach Vol, veh/h		2178			2200			85			232	
Approach Delay, s/veh		10.5			14.1			21.5			23.7	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		13.1	4.8	35.3		13.1	8.0	32.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		17.9	4.1	29.5		17.9	4.7	28.9
Max Q Clear Time (g_c+I1), s		6.9	2.2	16.8		7.8	4.7	20.4
Green Ext Time (p_c), s		0.9	0.0	12.5		0.8	0.0	7.1

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	142	1533	1789	44	30	269
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	189	2044	1988	38	33	205
Adj No. of Lanes	2	3	3	0	1	1
Peak Hour Factor	0.75	0.75	0.90	0.90	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	291	3436	2632	50	295	263
Arrive On Green	0.08	0.68	0.51	0.51	0.17	0.17
Sat Flow, veh/h	3442	5253	5305	98	1774	1583
Grp Volume(v), veh/h	189	2044	1311	715	33	205
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1845	1774	1583
Q Serve(g_s), s	3.0	12.4	17.5	17.6	0.9	7.1
Cycle Q Clear(g_c), s	3.0	12.4	17.5	17.6	0.9	7.1
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	291	3436	1737	945	295	263
V/C Ratio(X)	0.65	0.59	0.75	0.76	0.11	0.78
Avail Cap(c_a), veh/h	344	3533	1749	952	511	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	5.0	11.1	11.1	20.2	22.8
Incr Delay (d2), s/veh	3.3	0.3	1.9	3.5	0.2	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	5.8	8.5	9.7	0.5	6.3
LnGrp Delay(d),s/veh	28.6	5.3	13.0	14.5	20.3	27.7
LnGrp LOS	C	A	B	B	C	C
Approach Vol, veh/h		2233	2026		238	
Approach Delay, s/veh		7.2	13.5		26.7	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				43.0		14.0	9.3	33.7
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				39.6		16.4	5.7	29.4
Max Q Clear Time (g_c+I1), s				14.4		9.1	5.0	19.6
Green Ext Time (p_c), s				24.0		0.4	0.0	9.6

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	113	1348	90	152	1514	63	212	57	285	36	28	107
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	151	1797	80	167	1664	47	244	66	213	40	31	85
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.75	0.75	0.75	0.91	0.91	0.91	0.87	0.87	0.87	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	2322	723	253	2349	731	338	617	276	107	379	170
Arrive On Green	0.07	0.46	0.46	0.07	0.46	0.46	0.10	0.17	0.17	0.03	0.11	0.11
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	151	1797	80	167	1664	47	244	66	213	40	31	85
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	2.9	20.2	2.0	3.2	17.8	1.1	4.7	1.1	8.7	0.8	0.5	3.4
Cycle Q Clear(g_c), s	2.9	20.2	2.0	3.2	17.8	1.1	4.7	1.1	8.7	0.8	0.5	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	2322	723	253	2349	731	338	617	276	107	379	170
V/C Ratio(X)	0.64	0.77	0.11	0.66	0.71	0.06	0.72	0.11	0.77	0.37	0.08	0.50
Avail Cap(c_a), veh/h	283	2352	732	278	2349	731	379	1091	488	202	910	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	15.5	10.6	30.7	14.7	10.2	29.8	23.7	26.8	32.3	27.4	28.7
Incr Delay (d2), s/veh	3.6	1.6	0.1	5.0	1.0	0.0	5.8	0.1	4.6	2.1	0.1	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	9.7	0.9	1.7	8.5	0.5	2.5	0.5	4.2	0.4	0.3	1.6
LnGrp Delay(d),s/veh	34.5	17.2	10.7	35.7	15.7	10.2	35.6	23.7	31.4	34.5	27.5	31.0
LnGrp LOS	C	B	B	D	B	B	D	C	C	C	C	C
Approach Vol, veh/h		2028			1878			523			156	
Approach Delay, s/veh		18.2			17.3			32.4			31.2	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	16.4	9.5	35.6	11.2	11.8	9.2	36.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	21.0	5.5	31.5	7.5	17.5	5.6	31.4
Max Q Clear Time (g_c+I1), s	2.8	10.7	5.2	22.2	6.7	5.4	4.9	19.8
Green Ext Time (p_c), s	0.0	1.1	0.0	8.9	0.1	1.2	0.0	11.1

Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	172	1208	134	164	1189	106	424	287	301	154	192	236
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	210	1473	108	198	1433	74	551	373	209	183	229	150
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.82	0.82	0.82	0.83	0.83	0.83	0.77	0.77	0.77	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	1579	116	213	1589	82	548	714	394	218	289	182
Arrive On Green	0.07	0.33	0.33	0.06	0.32	0.32	0.31	0.32	0.32	0.12	0.14	0.14
Sat Flow, veh/h	3442	4836	355	3442	4952	256	1774	2202	1216	1774	2087	1313
Grp Volume(v), veh/h	210	1033	548	198	981	526	551	299	283	183	193	186
Grp Sat Flow(s),veh/h/ln	1721	1695	1800	1721	1695	1818	1774	1770	1648	1774	1770	1631
Q Serve(g_s), s	5.9	28.7	28.7	5.6	26.9	26.9	30.0	13.3	13.6	9.8	10.2	10.8
Cycle Q Clear(g_c), s	5.9	28.7	28.7	5.6	26.9	26.9	30.0	13.3	13.6	9.8	10.2	10.8
Prop In Lane	1.00		0.20	1.00		0.14	1.00		0.74	1.00		0.81
Lane Grp Cap(c), veh/h	232	1107	588	213	1088	583	548	574	534	218	245	226
V/C Ratio(X)	0.91	0.93	0.93	0.93	0.90	0.90	1.01	0.52	0.53	0.84	0.79	0.83
Avail Cap(c_a), veh/h	232	1117	593	213	1117	599	548	574	534	329	291	269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	31.7	31.7	45.4	31.5	31.5	33.6	26.7	26.8	41.7	40.5	40.7
Incr Delay (d2), s/veh	35.0	13.7	21.9	43.0	10.0	16.7	39.9	0.8	1.0	11.3	11.4	16.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	15.4	17.7	3.9	14.1	16.1	20.7	6.6	6.4	5.5	5.8	5.9
LnGrp Delay(d),s/veh	80.0	45.4	53.6	88.4	41.6	48.2	73.5	27.5	27.8	53.0	51.9	56.9
LnGrp LOS	F	D	D	F	D	D	F	C	C	D	D	E
Approach Vol, veh/h		1791			1705			1133			562	
Approach Delay, s/veh		52.0			49.0			50.0			53.9	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	35.7	34.0	17.4	10.5	35.2	16.0	35.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	32.0	30.0	16.0	6.0	32.0	18.0	28.0
Max Q Clear Time (g_c+I1), s	7.6	30.7	32.0	12.8	7.9	28.9	11.8	15.6
Green Ext Time (p_c), s	0.0	1.0	0.0	0.7	0.0	2.3	0.2	4.5

Intersection Summary	
HCM 2010 Ctrl Delay	50.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	253	467	342	128	805	215	313	657	43	275	587	238
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	347	640	331	147	925	178	333	699	0	353	753	0
Adj No. of Lanes	1	2	1	1	2	1	2	3	1	2	3	1
Peak Hour Factor	0.73	0.73	0.73	0.87	0.87	0.87	0.94	0.94	0.94	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	362	1354	606	204	1038	464	395	936	292	395	936	292
Arrive On Green	0.20	0.38	0.38	0.11	0.29	0.29	0.11	0.18	0.00	0.11	0.18	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	347	640	331	147	925	178	333	699	0	353	753	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	15.2	10.7	12.8	6.3	19.6	7.0	7.4	10.2	0.0	7.9	11.1	0.0
Cycle Q Clear(g_c), s	15.2	10.7	12.8	6.3	19.6	7.0	7.4	10.2	0.0	7.9	11.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	362	1354	606	204	1038	464	395	936	292	395	936	292
V/C Ratio(X)	0.96	0.47	0.55	0.72	0.89	0.38	0.84	0.75	0.00	0.89	0.80	0.00
Avail Cap(c_a), veh/h	362	1354	606	204	1038	464	395	1037	323	395	1037	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.9	18.3	18.9	33.5	26.5	22.1	34.0	30.3	0.0	34.3	30.6	0.0
Incr Delay (d2), s/veh	36.5	1.2	3.5	11.9	11.5	2.4	15.2	2.7	0.0	21.9	4.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	5.4	6.2	3.7	11.2	3.3	4.3	5.0	0.0	5.0	5.5	0.0
LnGrp Delay(d),s/veh	67.4	19.4	22.4	45.4	38.0	24.5	49.3	33.0	0.0	56.2	34.9	0.0
LnGrp LOS	E	B	C	D	D	C	D	C		E	C	
Approach Vol, veh/h		1318			1250			1032			1106	
Approach Delay, s/veh		32.8			37.0			38.2			41.7	
Approach LOS		C			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	34.0	13.0	18.4	20.0	27.0	13.0	18.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	30.0	9.0	16.0	16.0	23.0	9.0	16.0
Max Q Clear Time (g_c+I1), s	8.3	14.8	9.4	13.1	17.2	21.6	9.9	12.2
Green Ext Time (p_c), s	0.5	4.4	0.0	1.3	0.0	0.9	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	37.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	656	96	0	770	150	0	0	0	151	0	85
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	691	0	0	928	133				210	0	90
Adj No. of Lanes	0	3	1	0	2	1				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.83	0.83	0.83				0.72	0.72	0.72
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	3082	960	0	2145	1166				449	0	206
Arrive On Green	0.00	0.61	0.00	0.00	0.61	0.61				0.13	0.00	0.13
Sat Flow, veh/h	0	5253	1583	0	3632	1583				3442	0	1583
Grp Volume(v), veh/h	0	691	0	0	928	133				210	0	90
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1770	1583				1721	0	1583
Q Serve(g_s), s	0.0	2.1	0.0	0.0	4.8	0.8				1.9	0.0	1.8
Cycle Q Clear(g_c), s	0.0	2.1	0.0	0.0	4.8	0.8				1.9	0.0	1.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3082	960	0	2145	1166				449	0	206
V/C Ratio(X)	0.00	0.22	0.00	0.00	0.43	0.11				0.47	0.00	0.44
Avail Cap(c_a), veh/h	0	5733	1785	0	3990	1991				1763	0	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	3.1	0.0	0.0	3.6	1.3				13.8	0.0	13.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.1	0.0				0.8	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.0	0.0	2.2	0.5				1.0	0.0	0.9
LnGrp Delay(d),s/veh	0.0	3.1	0.0	0.0	3.7	1.3				14.5	0.0	15.1
LnGrp LOS		A			A	A				B		B
Approach Vol, veh/h		691			1061						300	
Approach Delay, s/veh		3.1			3.4						14.7	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				25.2		9.0		25.2
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				38.5		17.5		38.5
Max Q Clear Time (g_c+I1), s				4.1		3.9		6.8
Green Ext Time (p_c), s				14.4		0.8		13.9

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	621	182	0	895	407	31	0	37	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	661	130	0	1029	0	34	0	30			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.94	0.94	0.94	0.87	0.87	0.87	0.90	0.90	0.90			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3056	1146	0	3056	952	218	0	342			
Arrive On Green	0.00	0.60	0.60	0.00	0.60	0.00	0.12	0.00	0.12			
Sat Flow, veh/h	0	5253	1583	0	5253	1583	1774	0	2787			
Grp Volume(v), veh/h	0	661	130	0	1029	0	34	0	30			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583	1774	0	1393			
Q Serve(g_s), s	0.0	1.9	0.8	0.0	3.3	0.0	0.6	0.0	0.3			
Cycle Q Clear(g_c), s	0.0	1.9	0.8	0.0	3.3	0.0	0.6	0.0	0.3			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3056	1146	0	3056	952	218	0	342			
V/C Ratio(X)	0.00	0.22	0.11	0.00	0.34	0.00	0.16	0.00	0.09			
Avail Cap(c_a), veh/h	0	5541	1920	0	5541	1725	1116	0	1753			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	3.0	1.4	0.0	3.3	0.0	12.8	0.0	12.7			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.1	0.0	0.3	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.5	0.0	1.5	0.0	0.3	0.0	0.1			
LnGrp Delay(d),s/veh	0.0	3.0	1.4	0.0	3.3	0.0	13.1	0.0	12.8			
LnGrp LOS		A	A		A		B		B			
Approach Vol, veh/h		791			1029			64				
Approach Delay, s/veh		2.8			3.3			13.0				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		8.5		24.1				24.1
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		35.5				35.5
Max Q Clear Time (g_c+I1), s		2.6		3.9				5.3
Green Ext Time (p_c), s		0.1		14.6				14.3

Intersection Summary	
HCM 2010 Ctrl Delay	3.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	165	401	95	17	776	307	199	105	46	283	129	327
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	190	461	75	18	800	213	246	130	45	354	161	272
Adj No. of Lanes	2	3	1	2	3	0	1	2	0	1	2	2
Peak Hour Factor	0.87	0.87	0.87	0.97	0.97	0.97	0.81	0.81	0.81	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	1715	804	59	1087	287	303	314	105	412	644	739
Arrive On Green	0.08	0.34	0.34	0.02	0.27	0.27	0.17	0.12	0.12	0.23	0.18	0.18
Sat Flow, veh/h	3442	5085	1583	3442	4008	1059	1774	2610	869	1774	3539	2787
Grp Volume(v), veh/h	190	461	75	18	676	337	246	87	88	354	161	272
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1676	1774	1770	1709	1774	1770	1393
Q Serve(g_s), s	3.3	4.1	1.5	0.3	11.1	11.3	8.2	2.8	3.0	11.8	2.4	4.9
Cycle Q Clear(g_c), s	3.3	4.1	1.5	0.3	11.1	11.3	8.2	2.8	3.0	11.8	2.4	4.9
Prop In Lane	1.00		1.00	1.00		0.63	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	286	1715	804	59	920	455	303	213	206	412	644	739
V/C Ratio(X)	0.66	0.27	0.09	0.30	0.73	0.74	0.81	0.41	0.43	0.86	0.25	0.37
Avail Cap(c_a), veh/h	319	1715	804	224	1021	505	549	527	509	563	1083	1084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	14.8	7.8	29.8	20.4	20.4	24.5	25.0	25.1	22.6	21.5	18.4
Incr Delay (d2), s/veh	4.4	0.1	0.0	2.8	2.5	5.2	5.2	1.2	1.4	9.7	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.9	0.7	0.2	5.5	5.8	4.5	1.4	1.5	6.8	1.2	1.9
LnGrp Delay(d),s/veh	31.7	14.9	7.9	32.7	22.9	25.6	29.8	26.2	26.5	32.3	21.7	18.7
LnGrp LOS	C	B	A	C	C	C	C	C	C	C	C	B
Approach Vol, veh/h		726			1031			421			787	
Approach Delay, s/veh		18.6			23.9			28.4			25.4	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	11.9	5.6	25.2	15.0	15.7	9.6	21.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.5	18.3	4.0	20.2	19.0	18.8	5.7	18.5
Max Q Clear Time (g_c+I1), s	13.3	5.0	2.3	6.1	10.2	6.9	5.3	13.3
Green Ext Time (p_c), s	0.5	2.4	0.0	7.8	0.4	2.3	0.0	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	512	221	81	793	29	156	11	78	34	38	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	26	656	206	89	871	21	168	12	62	46	51	74
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.78	0.78	0.78	0.91	0.91	0.91	0.93	0.93	0.93	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	1136	351	112	1705	41	251	264	224	218	85	123
Arrive On Green	0.02	0.29	0.29	0.06	0.33	0.33	0.14	0.14	0.14	0.12	0.12	0.12
Sat Flow, veh/h	1774	3853	1190	1774	5108	123	1774	1863	1583	1774	688	998
Grp Volume(v), veh/h	26	576	286	89	578	314	168	12	62	46	0	125
Grp Sat Flow(s),veh/h/ln	1774	1695	1653	1774	1695	1841	1774	1863	1583	1774	0	1687
Q Serve(g_s), s	0.7	6.9	7.0	2.4	6.5	6.5	4.3	0.3	1.7	1.1	0.0	3.4
Cycle Q Clear(g_c), s	0.7	6.9	7.0	2.4	6.5	6.5	4.3	0.3	1.7	1.1	0.0	3.4
Prop In Lane	1.00		0.72	1.00		0.07	1.00		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	43	1000	487	112	1132	615	251	264	224	218	0	207
V/C Ratio(X)	0.60	0.58	0.59	0.79	0.51	0.51	0.67	0.05	0.28	0.21	0.00	0.60
Avail Cap(c_a), veh/h	149	1136	554	149	1136	617	595	624	531	595	0	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	14.3	14.4	22.1	12.8	12.8	19.4	17.7	18.3	18.8	0.0	19.8
Incr Delay (d2), s/veh	12.6	0.6	1.3	18.9	0.4	0.7	3.0	0.1	0.7	0.5	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.3	3.4	1.7	3.1	3.4	2.3	0.1	0.8	0.6	0.0	1.7
LnGrp Delay(d),s/veh	35.6	14.8	15.6	40.9	13.2	13.5	22.5	17.8	19.0	19.3	0.0	22.6
LnGrp LOS	D	B	B	D	B	B	C	B	B	B		C
Approach Vol, veh/h		888			981			242			171	
Approach Delay, s/veh		15.7			15.8			21.3			21.7	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		11.3	7.5	18.6		10.4	5.7	20.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		16.0	4.0	16.0		16.0	4.0	16.0
Max Q Clear Time (g_c+I1), s		6.3	4.4	9.0		5.4	2.7	8.5
Green Ext Time (p_c), s		0.5	0.0	5.0		0.5	0.0	5.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	456	281	145	577	4	351	15	100	6	10	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	51	633	307	193	769	5	433	19	98	9	15	94
Adj No. of Lanes	1	3	1	2	3	0	2	1	1	1	1	0
Peak Hour Factor	0.72	0.72	0.72	0.75	0.75	0.75	0.81	0.81	0.81	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	1428	445	300	1709	11	563	505	430	17	26	163
Arrive On Green	0.04	0.28	0.28	0.09	0.33	0.33	0.16	0.27	0.27	0.01	0.12	0.12
Sat Flow, veh/h	1774	5085	1583	3442	5213	34	3442	1863	1583	1774	222	1394
Grp Volume(v), veh/h	51	633	307	193	500	274	433	19	98	9	0	109
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1857	1721	1863	1583	1774	0	1617
Q Serve(g_s), s	1.5	5.2	8.9	2.8	6.0	6.0	6.2	0.4	2.5	0.3	0.0	3.3
Cycle Q Clear(g_c), s	1.5	5.2	8.9	2.8	6.0	6.0	6.2	0.4	2.5	0.3	0.0	3.3
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	71	1428	445	300	1112	609	563	505	430	17	0	189
V/C Ratio(X)	0.71	0.44	0.69	0.64	0.45	0.45	0.77	0.04	0.23	0.54	0.00	0.58
Avail Cap(c_a), veh/h	142	1587	494	316	1112	609	638	810	689	138	0	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.3	15.1	16.4	22.6	13.6	13.6	20.5	13.7	14.5	25.3	0.0	21.4
Incr Delay (d2), s/veh	12.4	0.2	3.6	4.1	0.3	0.5	5.0	0.0	0.3	24.6	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.5	4.3	1.5	2.8	3.1	3.3	0.2	1.1	0.2	0.0	1.6
LnGrp Delay(d),s/veh	36.7	15.4	20.0	26.7	13.9	14.1	25.5	13.8	14.8	49.8	0.0	24.2
LnGrp LOS	D	B	C	C	B	B	C	B	B	D		C
Approach Vol, veh/h		991			967			550			118	
Approach Delay, s/veh		17.9			16.5			23.2			26.1	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	18.4	9.0	18.9	12.9	10.5	6.6	21.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	22.3	4.7	16.0	9.5	16.8	4.1	16.6
Max Q Clear Time (g_c+I1), s	2.3	4.5	4.8	10.9	8.2	5.3	3.5	8.0
Green Ext Time (p_c), s	0.0	0.9	0.0	3.5	0.2	0.7	0.0	5.7

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	50	10	37	0	3	5	1	0	59	32	3	0	2	49	106
Peak Hour Factor	0.95	0.71	0.71	0.71	0.95	0.56	0.56	0.56	0.95	0.81	0.81	0.81	0.95	0.76	0.76	0.76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	70	14	52	0	5	9	2	0	73	40	4	0	3	64	139
Number of Lanes	0	1	1	1	0	0	2	0	0	1	1	0	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	3
HCM Control Delay	8.7	8.6	9	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	55%	0%	4%	0%
Vol Thru, %	0%	91%	0%	100%	0%	45%	71%	96%	0%
Vol Right, %	0%	9%	0%	0%	100%	0%	29%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	35	50	10	37	6	4	51	106
LT Vol	59	0	50	0	0	3	0	2	0
Through Vol	0	32	0	10	0	3	3	49	0
RT Vol	0	3	0	0	37	0	1	0	106
Lane Flow Rate	73	43	70	14	52	10	6	67	139
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.118	0.064	0.116	0.021	0.068	0.016	0.01	0.098	0.175
Departure Headway (Hd)	5.853	5.292	5.938	5.436	4.732	5.973	5.496	5.248	4.527
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	611	675	602	657	754	597	648	682	791
Service Time	3.6	3.039	3.687	3.184	2.48	3.735	3.258	2.986	2.265
HCM Lane V/C Ratio	0.119	0.064	0.116	0.021	0.069	0.017	0.009	0.098	0.176
HCM Control Delay	9.4	8.4	9.5	8.3	7.8	8.8	8.3	8.6	8.2
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.4	0.1	0.2	0	0	0.3	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	55	95	29	177	81	37	91	409	224	74	266	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	62	108	22	192	88	29	107	481	193	80	289	66
Adj No. of Lanes	0	1	1	2	1	0	2	2	0	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.85	0.85	0.85	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	155	211	429	167	55	226	706	282	100	794	178
Arrive On Green	0.13	0.13	0.13	0.12	0.12	0.12	0.07	0.29	0.29	0.06	0.28	0.28
Sat Flow, veh/h	667	1162	1583	3442	1342	442	3442	2473	986	1774	2872	646
Grp Volume(v), veh/h	170	0	22	192	0	117	107	343	331	80	176	179
Grp Sat Flow(s),veh/h/ln	1829	0	1583	1721	0	1785	1721	1770	1689	1774	1770	1749
Q Serve(g_s), s	4.0	0.0	0.5	2.3	0.0	2.8	1.3	7.7	7.8	2.0	3.6	3.7
Cycle Q Clear(g_c), s	4.0	0.0	0.5	2.3	0.0	2.8	1.3	7.7	7.8	2.0	3.6	3.7
Prop In Lane	0.36		1.00	1.00		0.25	1.00		0.58	1.00		0.37
Lane Grp Cap(c), veh/h	244	0	211	429	0	222	226	505	482	100	489	483
V/C Ratio(X)	0.70	0.00	0.10	0.45	0.00	0.53	0.47	0.68	0.69	0.80	0.36	0.37
Avail Cap(c_a), veh/h	651	0	563	1224	0	635	306	629	601	158	629	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	17.1	18.3	0.0	18.5	20.3	14.2	14.3	21.0	13.1	13.1
Incr Delay (d2), s/veh	3.6	0.0	0.2	0.7	0.0	1.9	1.5	2.1	2.4	14.3	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.3	1.1	0.0	1.5	0.7	4.0	3.9	1.4	1.8	1.8
LnGrp Delay(d),s/veh	22.2	0.0	17.3	19.0	0.0	20.4	21.8	16.4	16.6	35.3	13.5	13.6
LnGrp LOS	C		B	B		C	C	B	B	D	B	B
Approach Vol, veh/h		192			309			781			435	
Approach Delay, s/veh		21.6			19.5			17.2			17.6	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	17.3		10.5	7.4	16.9		10.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	4.0	16.0		16.0	4.0	16.0		16.0
Max Q Clear Time (g_c+I1), s	4.0	9.8		6.0	3.3	5.7		4.8
Green Ext Time (p_c), s	0.0	3.0		0.6	0.0	4.3		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	103	32	57	77	50	39	239	212	136	204	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	91	126	27	81	110	57	53	327	208	149	224	89
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.82	0.82	0.82	0.70	0.70	0.70	0.73	0.73	0.73	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	256	218	104	245	208	78	553	344	193	820	316
Arrive On Green	0.06	0.14	0.14	0.06	0.13	0.13	0.04	0.26	0.26	0.11	0.33	0.33
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	2097	1305	1774	2499	963
Grp Volume(v), veh/h	91	126	27	81	110	57	53	275	260	149	157	156
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1770	1632	1774	1770	1693
Q Serve(g_s), s	2.1	2.6	0.6	1.9	2.3	1.4	1.2	5.6	5.8	3.4	2.7	2.9
Cycle Q Clear(g_c), s	2.1	2.6	0.6	1.9	2.3	1.4	1.2	5.6	5.8	3.4	2.7	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		0.57
Lane Grp Cap(c), veh/h	115	256	218	104	245	208	78	467	431	193	581	556
V/C Ratio(X)	0.79	0.49	0.12	0.78	0.45	0.27	0.68	0.59	0.60	0.77	0.27	0.28
Avail Cap(c_a), veh/h	259	755	642	221	715	607	264	696	642	362	794	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	16.6	15.8	19.4	16.7	16.3	19.6	13.4	13.4	18.1	10.3	10.4
Incr Delay (d2), s/veh	11.6	1.5	0.3	12.0	1.3	0.7	9.9	1.2	1.4	6.5	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.4	0.3	1.2	1.2	0.6	0.8	2.9	2.8	2.0	1.3	1.3
LnGrp Delay(d),s/veh	30.8	18.1	16.0	31.4	18.0	17.0	29.5	14.6	14.8	24.6	10.6	10.6
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		244			248			588			462	
Approach Delay, s/veh		22.6			22.1			16.0			15.1	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	15.5	6.9	10.2	6.3	18.2	7.2	10.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	16.4	5.2	16.9	6.2	18.7	6.1	16.0
Max Q Clear Time (g_c+I1), s	5.4	7.8	3.9	4.6	3.2	4.9	4.1	4.3
Green Ext Time (p_c), s	0.1	3.2	0.0	1.2	0.0	4.2	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	196	1241	249	64	1212	236	491	759	167	204	577	220
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	213	1349	206	70	1317	192	571	883	142	237	671	186
Adj No. of Lanes	2	3	1	2	3	0	2	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	1984	618	116	1535	224	605	1238	554	296	712	197
Arrive On Green	0.08	0.39	0.39	0.03	0.34	0.34	0.18	0.35	0.35	0.09	0.26	0.26
Sat Flow, veh/h	3442	5085	1583	3442	4484	654	3442	3539	1583	3442	2740	759
Grp Volume(v), veh/h	213	1349	206	70	996	513	571	883	142	237	433	424
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1747	1721	1770	1583	1721	1770	1729
Q Serve(g_s), s	6.9	25.1	10.4	2.3	31.1	31.1	18.7	24.6	7.3	7.7	27.3	27.4
Cycle Q Clear(g_c), s	6.9	25.1	10.4	2.3	31.1	31.1	18.7	24.6	7.3	7.7	27.3	27.4
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	280	1984	618	116	1161	598	605	1238	554	296	460	450
V/C Ratio(X)	0.76	0.68	0.33	0.61	0.86	0.86	0.94	0.71	0.26	0.80	0.94	0.94
Avail Cap(c_a), veh/h	484	2188	681	151	1161	598	605	1238	554	332	466	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	28.8	24.3	54.3	34.9	34.9	46.4	32.1	26.4	51.1	41.3	41.3
Incr Delay (d2), s/veh	4.2	0.8	0.3	5.0	6.6	11.9	23.7	2.0	0.2	11.8	27.4	28.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	11.9	4.6	1.2	15.6	16.9	10.9	12.4	3.2	4.1	16.9	16.6
LnGrp Delay(d),s/veh	55.5	29.6	24.7	59.3	41.4	46.8	70.1	34.0	26.7	62.9	68.7	69.3
LnGrp LOS	E	C	C	E	D	D	E	C	C	E	E	E
Approach Vol, veh/h		1768			1579			1596			1094	
Approach Delay, s/veh		32.1			44.0			46.3			67.7	
Approach LOS		C			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	48.4	24.0	33.6	13.3	43.0	13.8	43.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	49.0	20.0	30.0	16.0	38.0	11.0	39.0
Max Q Clear Time (g_c+I1), s	4.3	27.1	20.7	29.4	8.9	33.1	9.7	26.6
Green Ext Time (p_c), s	0.0	17.4	0.0	0.3	0.4	4.6	0.1	8.4

Intersection Summary	
HCM 2010 Ctrl Delay	45.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	367	888	333	199	900	250	447	785	375	131	375	111
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	437	1057	277	207	938	166	491	863	280	142	408	88
Adj No. of Lanes	2	3	1	2	3	1	2	2	2	2	3	1
Peak Hour Factor	0.84	0.84	0.84	0.96	0.96	0.96	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	441	1465	456	330	1302	405	764	1047	1092	220	702	218
Arrive On Green	0.13	0.29	0.29	0.10	0.26	0.26	0.22	0.30	0.30	0.06	0.14	0.14
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	2787	3442	5085	1583
Grp Volume(v), veh/h	437	1057	277	207	938	166	491	863	280	142	408	88
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1393	1721	1695	1583
Q Serve(g_s), s	7.9	11.7	9.4	3.6	10.5	4.0	8.1	14.2	0.9	2.5	4.7	3.2
Cycle Q Clear(g_c), s	7.9	11.7	9.4	3.6	10.5	4.0	8.1	14.2	0.9	2.5	4.7	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	441	1465	456	330	1302	405	764	1047	1092	220	702	218
V/C Ratio(X)	0.99	0.72	0.61	0.63	0.72	0.41	0.64	0.82	0.26	0.64	0.58	0.40
Avail Cap(c_a), veh/h	441	1465	456	330	1302	405	764	1189	1204	220	1302	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	20.0	19.2	27.2	21.2	10.6	22.1	20.5	4.9	28.6	25.2	24.6
Incr Delay (d2), s/veh	40.6	3.1	5.9	3.7	3.5	3.0	1.8	4.3	0.1	6.3	0.8	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	5.8	4.9	1.9	5.3	2.5	4.0	7.5	0.9	1.4	2.2	1.5
LnGrp Delay(d),s/veh	67.8	23.1	25.1	30.9	24.7	13.7	23.9	24.8	5.0	34.9	26.0	25.8
LnGrp LOS	E	C	C	C	C	B	C	C	A	C	C	C
Approach Vol, veh/h		1771			1311			1634			638	
Approach Delay, s/veh		34.5			24.3			21.2			27.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	22.0	17.9	12.6	12.0	20.0	8.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	18.0	9.0	16.0	8.0	16.0	4.0	21.0
Max Q Clear Time (g_c+I1), s	5.6	13.7	10.1	6.7	9.9	12.5	4.5	16.2
Green Ext Time (p_c), s	0.1	2.7	0.0	1.9	0.0	2.0	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1447	42	0	1178	112	0	0	0	232	0	42
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	1743	39	0	1253	87				267	0	37
Adj No. of Lanes	0	3	1	0	3	1				2	0	1
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94				0.87	0.87	0.87
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	2802	872	0	2802	1380				1104	0	508
Arrive On Green	0.00	0.55	0.55	0.00	0.55	0.55				0.32	0.00	0.32
Sat Flow, veh/h	0	5253	1583	0	5253	1583				3442	0	1583
Grp Volume(v), veh/h	0	1743	39	0	1253	87				267	0	37
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583				1721	0	1583
Q Serve(g_s), s	0.0	14.6	0.7	0.0	9.2	0.5				3.6	0.0	1.0
Cycle Q Clear(g_c), s	0.0	14.6	0.7	0.0	9.2	0.5				3.6	0.0	1.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2802	872	0	2802	1380				1104	0	508
V/C Ratio(X)	0.00	0.62	0.04	0.00	0.45	0.06				0.24	0.00	0.07
Avail Cap(c_a), veh/h	0	3018	940	0	3018	1447				1104	0	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.6	6.4	0.0	8.3	0.5				15.6	0.0	14.7
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.1	0.0				0.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.9	0.3	0.0	4.2	0.7				1.7	0.0	0.5
LnGrp Delay(d),s/veh	0.0	9.9	6.5	0.0	8.5	0.6				16.1	0.0	15.0
LnGrp LOS		A	A		A	A				B		B
Approach Vol, veh/h		1782			1340						304	
Approach Delay, s/veh		9.8			7.9						16.0	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				38.4		24.0		38.4
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				37.0		20.0		37.0
Max Q Clear Time (g_c+I1), s				16.6		5.6		11.2
Green Ext Time (p_c), s				17.8		0.8		21.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1497	188	0	1279	456	11	0	78	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	1761	150	0	1375	361	12	0	66			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.85	0.85	0.85	0.93	0.93	0.93	0.89	0.89	0.89			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	2908	1382	0	2908	905	535	0	840			
Arrive On Green	0.00	0.57	0.57	0.00	0.57	0.57	0.30	0.00	0.30			
Sat Flow, veh/h	0	5253	1583	0	5253	1583	1774	0	2787			
Grp Volume(v), veh/h	0	1761	150	0	1375	361	12	0	66			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583	1774	0	1393			
Q Serve(g_s), s	0.0	14.3	0.8	0.0	10.0	8.0	0.3	0.0	1.1			
Cycle Q Clear(g_c), s	0.0	14.3	0.8	0.0	10.0	8.0	0.3	0.0	1.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2908	1382	0	2908	905	535	0	840			
V/C Ratio(X)	0.00	0.61	0.11	0.00	0.47	0.40	0.02	0.00	0.08			
Avail Cap(c_a), veh/h	0	3065	1431	0	3065	954	535	0	840			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.8	0.6	0.0	7.9	7.5	15.5	0.0	15.8			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.1	0.3	0.1	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	6.6	1.2	0.0	4.6	3.5	0.2	0.0	0.4			
LnGrp Delay(d),s/veh	0.0	9.2	0.6	0.0	8.0	7.8	15.6	0.0	15.9			
LnGrp LOS		A	A		A	A	B		B			
Approach Vol, veh/h		1911			1736			78				
Approach Delay, s/veh		8.5			8.0			15.9				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		23.0		40.1				40.1
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		19.0		38.0				38.0
Max Q Clear Time (g_c+I1), s		3.1		16.3				12.0
Green Ext Time (p_c), s		0.2		19.8				23.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	331	800	281	184	794	70	0	331	191	48	239	191
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	348	842	170	207	892	68	0	376	149	53	263	144
Adj No. of Lanes	2	3	2	2	3	0	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.89	0.89	0.89	0.88	0.88	0.88	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	434	1298	711	294	1033	79	5	1382	753	124	1728	973
Arrive On Green	0.13	0.26	0.26	0.09	0.21	0.21	0.00	0.39	0.39	0.04	0.49	0.49
Sat Flow, veh/h	3442	5085	2787	3442	4822	367	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	348	842	170	207	626	334	0	376	149	53	263	144
Grp Sat Flow(s),veh/h/ln	1721	1695	1393	1721	1695	1798	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	7.2	10.8	3.5	4.3	13.0	13.1	0.0	5.3	4.0	1.1	3.0	2.8
Cycle Q Clear(g_c), s	7.2	10.8	3.5	4.3	13.0	13.1	0.0	5.3	4.0	1.1	3.0	2.8
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	434	1298	711	294	727	385	5	1382	753	124	1728	973
V/C Ratio(X)	0.80	0.65	0.24	0.70	0.86	0.87	0.00	0.27	0.20	0.43	0.15	0.15
Avail Cap(c_a), veh/h	448	1298	711	335	743	394	731	1382	753	189	1728	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	24.3	21.6	32.5	27.6	27.7	0.0	15.2	11.1	34.4	10.3	6.0
Incr Delay (d2), s/veh	9.8	1.1	0.2	5.6	10.0	17.7	0.0	0.5	0.6	2.3	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	5.1	1.4	2.3	7.1	8.4	0.0	2.7	1.8	0.6	1.5	1.3
LnGrp Delay(d),s/veh	40.8	25.4	21.7	38.1	37.7	45.3	0.0	15.7	11.7	36.7	10.5	6.3
LnGrp LOS	D	C	C	D	D	D		B	B	D	B	A
Approach Vol, veh/h		1360			1167			525			460	
Approach Delay, s/veh		28.9			39.9			14.5			12.2	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	32.5	10.7	22.6	0.0	39.6	13.7	19.6
Change Period (Y+Rc), s	4.5	4.0	4.5	4.0	4.5	4.0	4.5	4.0
Max Green Setting (Gmax), s	4.0	28.5	7.1	18.4	15.5	17.0	9.5	16.0
Max Q Clear Time (g_c+I1), s	3.1	7.3	6.3	12.8	0.0	5.0	9.2	15.1
Green Ext Time (p_c), s	0.0	4.9	0.1	4.4	0.0	3.9	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	28.2
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	486	526	859	93	38	178
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	572	619	924	89	51	187
Adj No. of Lanes	2	3	3	0	1	2
Peak Hour Factor	0.85	0.85	0.93	0.93	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	797	3451	1611	155	195	349
Arrive On Green	0.23	0.68	0.34	0.34	0.11	0.11
Sat Flow, veh/h	3442	5253	4887	453	1774	3167
Grp Volume(v), veh/h	572	619	663	350	51	187
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1783	1774	1583
Q Serve(g_s), s	6.5	1.9	6.8	6.9	1.1	2.4
Cycle Q Clear(g_c), s	6.5	1.9	6.8	6.9	1.1	2.4
Prop In Lane	1.00			0.25	1.00	1.00
Lane Grp Cap(c), veh/h	797	3451	1157	608	195	349
V/C Ratio(X)	0.72	0.18	0.57	0.58	0.26	0.54
Avail Cap(c_a), veh/h	1333	4597	1393	732	666	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	2.5	11.5	11.5	17.4	17.9
Incr Delay (d2), s/veh	1.2	0.0	0.5	0.9	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.9	3.2	3.5	0.6	2.1
LnGrp Delay(d),s/veh	16.3	2.5	11.9	12.4	18.1	19.2
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		1191	1013		238	
Approach Delay, s/veh		9.1	12.1		19.0	
Approach LOS		A	B		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		33.4		9.2	14.4	19.0		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		38.5		16.0	16.5	17.5		
Max Q Clear Time (g_c+I1), s		3.9		4.4	8.5	8.9		
Green Ext Time (p_c), s		12.7		0.6	1.4	5.7		

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	127	383	800	159	42	23
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	169	511	930	185	67	37
Adj No. of Lanes	1	3	3	0	1	1
Peak Hour Factor	0.75	0.75	0.86	0.86	0.63	0.63
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	265	3349	1664	330	186	166
Arrive On Green	0.15	0.66	0.39	0.39	0.11	0.11
Sat Flow, veh/h	1774	5253	4427	844	1774	1583
Grp Volume(v), veh/h	169	511	740	375	67	37
Grp Sat Flow(s),veh/h/ln	1774	1695	1695	1714	1774	1583
Q Serve(g_s), s	3.4	1.5	6.5	6.5	1.3	0.8
Cycle Q Clear(g_c), s	3.4	1.5	6.5	6.5	1.3	0.8
Prop In Lane	1.00			0.49	1.00	1.00
Lane Grp Cap(c), veh/h	265	3349	1324	669	186	166
V/C Ratio(X)	0.64	0.15	0.56	0.56	0.36	0.22
Avail Cap(c_a), veh/h	750	5223	1648	833	788	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	2.5	9.0	9.1	15.8	15.6
Incr Delay (d2), s/veh	2.5	0.0	0.4	0.7	1.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.7	3.0	3.2	0.7	0.8
LnGrp Delay(d),s/veh	17.7	2.5	9.4	9.8	17.0	16.3
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		680	1115		104	
Approach Delay, s/veh		6.3	9.5		16.7	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				29.6		8.5	10.2	19.4
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				39.1		16.9	16.1	18.5
Max Q Clear Time (g_c+I1), s				3.5		3.3	5.4	8.5
Green Ext Time (p_c), s				12.9		0.2	0.3	6.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	224	114	180	137	441	86	365	471	77	37	333	270
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	257	131	138	176	565	97	456	589	84	47	427	256
Adj No. of Lanes	2	3	0	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.87	0.87	0.87	0.78	0.78	0.78	0.80	0.80	0.80	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	346	1024	478	289	1450	452	568	1095	490	125	639	286
Arrive On Green	0.10	0.30	0.30	0.08	0.29	0.29	0.17	0.31	0.31	0.04	0.18	0.18
Sat Flow, veh/h	3442	3390	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	257	131	138	176	565	97	456	589	84	47	427	256
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	4.3	1.7	4.0	2.9	5.3	2.8	7.6	8.2	1.6	0.8	6.7	6.7
Cycle Q Clear(g_c), s	4.3	1.7	4.0	2.9	5.3	2.8	7.6	8.2	1.6	0.8	6.7	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	346	1024	478	289	1450	452	568	1095	490	125	639	286
V/C Ratio(X)	0.74	0.13	0.29	0.61	0.39	0.21	0.80	0.54	0.17	0.38	0.67	0.90
Avail Cap(c_a), veh/h	346	1024	478	289	1450	452	577	1306	584	231	950	425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	15.1	15.9	26.4	17.1	16.2	23.9	17.1	7.0	28.1	22.8	12.1
Incr Delay (d2), s/veh	8.3	0.3	1.5	3.7	0.8	1.1	7.9	0.4	0.2	1.9	1.2	15.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.8	1.9	1.5	2.6	1.3	4.2	4.1	1.0	0.4	3.4	4.6
LnGrp Delay(d),s/veh	34.3	15.4	17.4	30.1	17.9	17.3	31.9	17.5	7.2	29.9	24.0	27.4
LnGrp LOS	C	B	B	C	B	B	C	B	A	C	C	C
Approach Vol, veh/h		526			838			1129			730	
Approach Delay, s/veh		25.2			20.4			22.5			25.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	22.0	13.8	14.8	10.0	21.0	6.2	22.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	18.0	10.0	16.0	6.0	17.0	4.0	22.0
Max Q Clear Time (g_c+I1), s	4.9	6.0	9.6	8.7	6.3	7.3	2.8	10.2
Green Ext Time (p_c), s	0.0	1.1	0.2	2.0	0.0	3.1	0.0	4.4

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	202	426	226	83	917	76	275	229	39	60	168	168
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	273	576	224	105	1161	71	309	257	33	65	181	133
Adj No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	2
Peak Hour Factor	0.74	0.74	0.74	0.79	0.79	0.79	0.89	0.89	0.89	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	1967	613	261	1771	551	454	919	406	162	487	586
Arrive On Green	0.11	0.39	0.39	0.08	0.35	0.35	0.13	0.18	0.18	0.05	0.10	0.10
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	5085	1583	3442	5085	2787
Grp Volume(v), veh/h	273	576	224	105	1161	71	309	257	33	65	181	133
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1695	1583	1721	1695	1393
Q Serve(g_s), s	3.9	4.0	5.2	1.5	10.0	1.6	4.4	2.3	0.1	0.9	1.7	1.1
Cycle Q Clear(g_c), s	3.9	4.0	5.2	1.5	10.0	1.6	4.4	2.3	0.1	0.9	1.7	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	1967	613	261	1771	551	454	919	406	162	487	586
V/C Ratio(X)	0.69	0.29	0.37	0.40	0.66	0.13	0.68	0.28	0.08	0.40	0.37	0.23
Avail Cap(c_a), veh/h	466	1967	613	333	1771	551	533	1967	733	266	1574	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	11.0	11.3	22.8	14.2	11.5	21.4	18.3	6.1	23.9	21.9	6.1
Incr Delay (d2), s/veh	3.5	0.4	1.7	1.0	1.9	0.5	2.8	0.2	0.1	1.6	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.9	2.6	0.8	4.9	0.8	2.3	1.1	0.2	0.5	0.8	0.6
LnGrp Delay(d),s/veh	25.5	11.3	13.0	23.8	16.1	12.0	24.2	18.4	6.2	25.5	22.4	6.3
LnGrp LOS	C	B	B	C	B	B	C	B	A	C	C	A
Approach Vol, veh/h		1073			1337			599			379	
Approach Delay, s/veh		15.3			16.5			20.7			17.3	
Approach LOS		B			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	24.0	10.8	8.9	9.9	22.0	6.4	13.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	20.0	8.0	16.0	7.0	18.0	4.0	20.0
Max Q Clear Time (g_c+I1), s	3.5	7.2	6.4	3.7	5.9	12.0	2.9	4.3
Green Ext Time (p_c), s	1.1	3.5	0.5	1.2	0.1	3.7	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	272	144	20	26	310	83	40	172	29	37	172	395
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	340	180	19	35	419	98	44	191	21	39	183	292
Adj No. of Lanes	2	3	0	2	2	1	2	3	0	2	2	1
Peak Hour Factor	0.80	0.80	0.80	0.74	0.74	0.74	0.90	0.90	0.90	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	491	2229	229	76	1257	562	124	769	82	114	572	482
Arrive On Green	0.14	0.48	0.48	0.02	0.36	0.36	0.04	0.16	0.16	0.03	0.16	0.16
Sat Flow, veh/h	3442	4685	482	3442	3539	1583	3442	4665	500	3442	3539	1583
Grp Volume(v), veh/h	340	129	70	35	419	98	44	137	75	39	183	292
Grp Sat Flow(s),veh/h/ln	1721	1695	1778	1721	1770	1583	1721	1695	1775	1721	1770	1583
Q Serve(g_s), s	4.9	1.1	1.1	0.5	4.6	2.2	0.7	1.9	1.9	0.6	2.4	5.1
Cycle Q Clear(g_c), s	4.9	1.1	1.1	0.5	4.6	2.2	0.7	1.9	1.9	0.6	2.4	5.1
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	491	1612	845	76	1257	562	124	559	292	114	572	482
V/C Ratio(X)	0.69	0.08	0.08	0.46	0.33	0.17	0.35	0.25	0.25	0.34	0.32	0.61
Avail Cap(c_a), veh/h	851	1612	845	262	1257	562	262	1032	540	262	1077	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	7.5	7.5	25.4	12.4	11.6	24.7	19.1	19.1	24.9	19.5	6.4
Incr Delay (d2), s/veh	1.8	0.1	0.2	4.3	0.7	0.7	1.7	0.2	0.5	1.8	0.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.5	0.6	0.3	2.3	1.1	0.3	0.9	1.0	0.3	1.2	2.6
LnGrp Delay(d),s/veh	23.2	7.6	7.7	29.6	13.1	12.3	26.4	19.3	19.6	26.6	19.8	7.6
LnGrp LOS	C	A	A	C	B	B	C	B	B	C	B	A
Approach Vol, veh/h		539			552			256			514	
Approach Delay, s/veh		17.5			14.0			20.6			13.4	
Approach LOS		B			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	29.0	5.9	12.5	11.5	22.7	5.7	12.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	25.0	4.0	16.0	13.0	16.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	2.5	3.1	2.7	7.1	6.9	6.6	2.6	3.9
Green Ext Time (p_c), s	0.0	1.0	0.2	1.4	0.6	2.0	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	15.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adj No. of Lanes	2	3	0	2	2	2	1	2	0	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3230	4772	0	5	5	4	3	5	0	5	8	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	5253	0	3442	3539	2787	1774	3632	0	3442	5253	0
Grp Volume(v), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1721	1770	1393	1774	1770	0	1721	1695	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	3230	4772	0	5	5	4	3	5	0	5	8	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	3230	4772	0	318	1035	815	164	980	0	318	1408	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h		0			0			0			0	
Approach Delay, s/veh		0.0			0.0			0.0			0.0	
Approach LOS												

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	65.0	0.0	0.0	65.0	0.0	0.0	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	19.0	6.0	18.0	6.0	19.0	6.0	18.0
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	0.0
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	16	9
Demand Flow Rate, veh/h	0	16	9
Vehicles Circulating, veh/h	16	0	0
Vehicles Exiting, veh/h	0	9	16
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.4	3.3
Approach LOS	-	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	0	16	9
Cap Entry Lane, veh/h	1112	1130	1130
Entry HV Adj Factor	1.000	0.980	0.980
Flow Entry, veh/h	0	16	9
Cap Entry, veh/h	1112	1108	1108
V/C Ratio	0.000	0.014	0.008
Control Delay, s/veh	3.2	3.4	3.3
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	15	0	0	9
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	0	9

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	25	16	0	0	16	0
Stage 1	16	-	-	-	-	-
Stage 2	9	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	991	1063	-	-	1602	-
Stage 1	1007	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	991	1063	-	-	1602	-
Mov Cap-2 Maneuver	991	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1602	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	16	9
Demand Flow Rate, veh/h	0	16	9
Vehicles Circulating, veh/h	16	0	0
Vehicles Exiting, veh/h	0	9	16
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.4	3.3
Approach LOS	-	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	0	16	9
Cap Entry Lane, veh/h	1112	1130	1130
Entry HV Adj Factor	1.000	0.980	0.980
Flow Entry, veh/h	0	16	9
Cap Entry, veh/h	1112	1108	1108
V/C Ratio	0.000	0.014	0.008
Control Delay, s/veh	3.2	3.4	3.3
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	16	9
Demand Flow Rate, veh/h	0	0	16	9
Vehicles Circulating, veh/h	9	16	0	0
Vehicles Exiting, veh/h	0	0	9	16
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	3.4	3.3
Approach LOS	-	-	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	16	9
Cap Entry Lane, veh/h	1120	1112	1130	1130
Entry HV Adj Factor	1.000	1.000	0.980	0.980
Flow Entry, veh/h	0	0	16	9
Cap Entry, veh/h	1120	1112	1108	1108
V/C Ratio	0.000	0.000	0.014	0.008
Control Delay, s/veh	3.2	3.2	3.4	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	16	9
Demand Flow Rate, veh/h	0	0	16	9
Vehicles Circulating, veh/h	9	16	0	0
Vehicles Exiting, veh/h	0	0	9	16
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	3.4	3.3
Approach LOS	-	-	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	16	9
Cap Entry Lane, veh/h	1120	1112	1130	1130
Entry HV Adj Factor	1.000	1.000	0.980	0.980
Flow Entry, veh/h	0	0	16	9
Cap Entry, veh/h	1120	1112	1108	1108
V/C Ratio	0.000	0.000	0.014	0.008
Control Delay, s/veh	3.2	3.2	3.4	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	0	0	15	9	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	9	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	25	9	9	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	16	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	991	1073	1611	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	991	1073	1611	-	-	-
Mov Cap-2 Maneuver	991	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1611	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	16	9
Demand Flow Rate, veh/h	0	0	16	9
Vehicles Circulating, veh/h	9	16	0	0
Vehicles Exiting, veh/h	0	0	9	16
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	3.4	3.3
Approach LOS	-	-	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	16	9
Cap Entry Lane, veh/h	1120	1112	1130	1130
Entry HV Adj Factor	1.000	1.000	0.980	0.980
Flow Entry, veh/h	0	0	16	9
Cap Entry, veh/h	1120	1112	1108	1108
V/C Ratio	0.000	0.000	0.014	0.008
Control Delay, s/veh	3.2	3.2	3.4	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	0	0	15	9	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	9	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	25	9	9	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	16	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	991	1073	1611	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	991	1073	1611	-	-	-
Mov Cap-2 Maneuver	991	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1611	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	15	0	0	0	0	0	0	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	0	0	0	0	0	0	9
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.2	0	6.4
HCM LOS	A	-	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	100%	0%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	0%	100%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	0	15	9
LT Vol	0	15	0
Through Vol	0	0	0
RT Vol	0	0	9
Lane Flow Rate	0	16	9
Geometry Grp	1	1	1
Degree of Util (X)	0	0.018	0.009
Departure Headway (Hd)	3.968	4.15	3.361
Convergence, Y/N	Yes	Yes	Yes
Cap	0	867	1069
Service Time	1.977	2.152	1.369
HCM Lane V/C Ratio	0	0.018	0.008
HCM Control Delay	7	7.2	6.4
HCM Lane LOS	N	A	A
HCM 95th-tile Q	0	0.1	0

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	2	3	2	3	151	2	270	9	283	601	15
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	325	-	-	165	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	41	41	41	87	87	87	88	88	88	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	5	7	2	3	174	2	307	10	292	620	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1529	1533	627	1533	1535	312	635	0	0	317	0	0
Stage 1	1211	1211	-	316	316	-	-	-	-	-	-	-
Stage 2	318	322	-	1217	1219	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	96	116	484	95	116	728	948	-	-	1243	-	-
Stage 1	223	255	-	695	655	-	-	-	-	-	-	-
Stage 2	693	651	-	221	253	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	58	89	484	73	89	728	948	-	-	1243	-	-
Mov Cap-2 Maneuver	58	89	-	73	89	-	-	-	-	-	-	-
Stage 1	223	195	-	694	654	-	-	-	-	-	-	-
Stage 2	524	650	-	162	194	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	79.7	12.8	0.1	2.8
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	948	-	-	78	82	728	1243	-	-
HCM Lane V/C Ratio	0.002	-	-	0.407	0.07	0.238	0.235	-	-
HCM Control Delay (s)	8.8	-	-	79.7	52.2	11.5	8.8	-	-
HCM Lane LOS	A	-	-	F	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.6	0.2	0.9	0.9	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	417	89	5	184	33	50	50	24	54	35	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	19	434	83	6	230	29	60	60	23	64	41	18
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.80	0.80	0.80	0.84	0.84	0.84	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	642	123	12	664	84	245	140	44	278	119	40
Arrive On Green	0.02	0.42	0.42	0.01	0.41	0.41	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1774	1521	291	1774	1622	205	549	840	266	683	714	239
Grp Volume(v), veh/h	19	0	517	6	0	259	143	0	0	123	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1811	1774	0	1827	1655	0	0	1636	0	0
Q Serve(g_s), s	0.4	0.0	7.7	0.1	0.0	3.3	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	7.7	0.1	0.0	3.3	2.4	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.11	0.42		0.16	0.52		0.15
Lane Grp Cap(c), veh/h	34	0	765	12	0	748	428	0	0	436	0	0
V/C Ratio(X)	0.55	0.00	0.68	0.52	0.00	0.35	0.33	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	218	0	1602	218	0	1616	1007	0	0	990	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.2	0.0	7.8	16.5	0.0	6.8	12.6	0.0	0.0	12.4	0.0	0.0
Incr Delay (d2), s/veh	13.2	0.0	1.1	32.1	0.0	0.3	0.5	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	4.0	0.2	0.0	1.6	1.2	0.0	0.0	1.0	0.0	0.0
LnGrp Delay(d),s/veh	29.4	0.0	8.8	48.6	0.0	7.0	13.0	0.0	0.0	12.8	0.0	0.0
LnGrp LOS	C		A	D		A	B			B		
Approach Vol, veh/h		536			265			143			123	
Approach Delay, s/veh		9.6			8.0			13.0			12.8	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		10.0	4.7	18.6		10.0	5.1	18.2
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		17.9	4.1	29.5		17.9	4.1	29.5
Max Q Clear Time (g_c+I1), s		4.4	2.1	9.7		4.0	2.4	5.3
Green Ext Time (p_c), s		1.1	0.0	4.4		1.1	0.0	4.7

Intersection Summary	
HCM 2010 Ctrl Delay	10.0
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	89	8	0	52	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	68	68	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	11	0	76	4	0

Major/Minor	Major2		Major1		Minor2	
Conflicting Flow All	76	-	0	0	38	315
Stage 1	-	-	-	-	0	239
Stage 2	-	-	-	-	38	76
Critical Hdwy	4.12	-	-	-	6.42	6.52
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.42	5.52
Follow-up Hdwy	2.218	-	-	-	3.518	4.018
Pot Cap-1 Maneuver	1523	-	-	-	974	601
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	984	832
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	899	0
Mov Cap-2 Maneuver	-	-	-	-	899	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	-	984	0

Approach	WB	NB	SB
HCM Control Delay, s	6.9	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	WBL	WBR	SBLn1
Capacity (veh/h)	-	-	1523	-	899
HCM Lane V/C Ratio	-	-	0.077	-	0.004
HCM Control Delay (s)	-	-	7.6	-	9
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0.2	-	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	35	1	5	3	5	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	67	67	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	1	7	4	6	77

Major/Minor	Major1		Minor1		Major2	
Conflicting Flow All	77	0	192	1	1	-
Stage 1	-	-	103	-	-	-
Stage 2	-	-	89	-	-	-
Critical Hdwy	-	-	6.52	6.22	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	-	-	703	1084	1622	-
Stage 1	-	-	810	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-				-
Mov Cap-1 Maneuver	-	-	0	1084	1622	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s		8.4	0.5
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBLn1	SBL	SBR
Capacity (veh/h)	-	-	1084	1622	-
HCM Lane V/C Ratio	-	-	0.011	0.004	-
HCM Control Delay (s)	-	-	8.4	7.2	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	12	0	1	0	0	4	5	154	1	1	484	14
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	65	65	65	50	50	50	85	85	85	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	2	0	0	8	6	181	1	1	621	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	830	826	629	827	835	182	638	0	0	182	0	0
Stage 1	632	632	-	194	194	-	-	-	-	-	-	-
Stage 2	198	194	-	633	641	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	289	307	482	291	304	861	946	-	-	1393	-	-
Stage 1	468	474	-	808	740	-	-	-	-	-	-	-
Stage 2	804	740	-	468	469	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	285	305	482	288	302	861	946	-	-	1393	-	-
Mov Cap-2 Maneuver	285	305	-	288	302	-	-	-	-	-	-	-
Stage 1	465	474	-	802	735	-	-	-	-	-	-	-
Stage 2	791	735	-	466	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.1	9.2	0.3	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	946	-	-	294	861	1393	-	-
HCM Lane V/C Ratio	0.006	-	-	0.068	0.009	0.001	-	-
HCM Control Delay (s)	8.8	0	-	18.1	9.2	7.6	0	-
HCM Lane LOS	A	A	-	C	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	485	285	0	174	28
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	0	516	324	0	207	21
Adj No. of Lanes	0	2	2	0	1	1
Peak Hour Factor	0.94	0.94	0.88	0.88	0.84	0.84
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	828	828	0	1113	994
Arrive On Green	0.00	0.23	0.23	0.00	0.63	0.63
Sat Flow, veh/h	0	3725	3725	0	1774	1583
Grp Volume(v), veh/h	0	516	324	0	207	21
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1774	1583
Q Serve(g_s), s	0.0	8.5	5.0	0.0	3.2	0.3
Cycle Q Clear(g_c), s	0.0	8.5	5.0	0.0	3.2	0.3
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	828	828	0	1113	994
V/C Ratio(X)	0.00	0.62	0.39	0.00	0.19	0.02
Avail Cap(c_a), veh/h	0	1497	1497	0	1113	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	22.3	21.0	0.0	5.1	4.6
Incr Delay (d2), s/veh	0.0	0.8	0.3	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.2	2.5	0.0	1.7	0.2
LnGrp Delay(d),s/veh	0.0	23.1	21.3	0.0	5.5	4.6
LnGrp LOS		C	C		A	A
Approach Vol, veh/h		516	324		228	
Approach Delay, s/veh		23.1	21.3		5.4	
Approach LOS		C	C		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				19.7		45.3		19.7
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				27.5		28.5		27.5
Max Q Clear Time (g_c+I1), s				10.5		5.2		7.0
Green Ext Time (p_c), s				4.7		0.6		5.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	12	633	293	80	0	0
Number	7	4	8	18		
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900		
Adj Flow Rate, veh/h	14	719	357	86		
Adj No. of Lanes	1	2	2	0		
Peak Hour Factor	0.88	0.88	0.82	0.82		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	24	1229	750	179		
Arrive On Green	0.03	0.69	0.26	0.26		
Sat Flow, veh/h	1774	3632	2931	675		
Grp Volume(v), veh/h	14	719	221	222		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1744		
Q Serve(g_s), s	0.5	6.8	6.8	7.0		
Cycle Q Clear(g_c), s	0.5	6.8	6.8	7.0		
Prop In Lane	1.00			0.39		
Lane Grp Cap(c), veh/h	24	1229	468	461		
V/C Ratio(X)	0.57	0.58	0.47	0.48		
Avail Cap(c_a), veh/h	368	3294	1157	1140		
HCM Platoon Ratio	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.86	0.86	1.00	1.00		
Uniform Delay (d), s/veh	31.4	7.5	20.1	20.2		
Incr Delay (d2), s/veh	17.0	0.4	0.7	0.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.4	3.1	3.4	3.4		
LnGrp Delay(d),s/veh	48.4	7.9	20.8	20.9		
LnGrp LOS	D	A	C	C		
Approach Vol, veh/h		733	443			
Approach Delay, s/veh		8.7	20.9			
Approach LOS		A	C			

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4			7	8
Phs Duration (G+Y+Rc), s				27.1			5.4	21.7
Change Period (Y+Rc), s				4.5			4.5	4.5
Max Green Setting (Gmax), s				60.5			13.5	42.5
Max Q Clear Time (g_c+I1), s				8.8			2.5	9.0
Green Ext Time (p_c), s				8.7			0.0	8.2

Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1382	268	471	910	0	1690
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	0	1863
Adj Flow Rate, veh/h	1470	211	491	948	0	1463
Adj No. of Lanes	3	0	1	2	0	2
Peak Hour Factor	0.94	0.94	0.96	0.96	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	2427	348	559	3283	0	0
Arrive On Green	0.54	0.54	0.32	0.93	0.00	0.00
Sat Flow, veh/h	4662	644	1774	3632	0	
Grp Volume(v), veh/h	1108	573	491	948	0.0	
Grp Sat Flow(s),veh/h/ln	1695	1749	1774	1770		
Q Serve(g_s), s	13.9	13.9	16.3	1.6		
Cycle Q Clear(g_c), s	13.9	13.9	16.3	1.6		
Prop In Lane		0.37	1.00			
Lane Grp Cap(c), veh/h	1831	945	559	3283		
V/C Ratio(X)	0.61	0.61	0.88	0.29		
Avail Cap(c_a), veh/h	2101	1084	899	4243		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	9.8	9.8	20.1	0.2		
Incr Delay (d2), s/veh	0.4	0.8	6.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.6	6.9	8.8	0.7		
LnGrp Delay(d),s/veh	10.2	10.5	26.2	0.3		
LnGrp LOS	B	B	C	A		
Approach Vol, veh/h	1681			1439		
Approach Delay, s/veh	10.3			9.1		
Approach LOS	B			A		

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4				8
Phs Duration (G+Y+Rc), s			24.1	38.1				62.1
Change Period (Y+Rc), s			4.5	4.5				4.5
Max Green Setting (Gmax), s			31.5	38.5				74.5
Max Q Clear Time (g_c+I1), s			18.3	15.9				3.6
Green Ext Time (p_c), s			1.3	17.6				37.4

Intersection Summary	
HCM 2010 Ctrl Delay	9.7
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	2576	507	0	1025	326	513
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	2683	0	0	1057	495	252
Adj No. of Lanes	3	1	0	2	2	1
Peak Hour Factor	0.96	0.96	0.97	0.97	0.91	0.91
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	3245	1010	0	2259	747	333
Arrive On Green	0.64	0.00	0.00	0.64	0.21	0.21
Sat Flow, veh/h	5253	1583	0	3725	3548	1583
Grp Volume(v), veh/h	2683	0	0	1057	495	252
Grp Sat Flow(s),veh/h/ln	1695	1583	0	1770	1774	1583
Q Serve(g_s), s	24.0	0.0	0.0	9.2	7.6	8.9
Cycle Q Clear(g_c), s	24.0	0.0	0.0	9.2	7.6	8.9
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3245	1010	0	2259	747	333
V/C Ratio(X)	0.83	0.00	0.00	0.47	0.66	0.76
Avail Cap(c_a), veh/h	3274	1019	0	2278	1056	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	0.0	0.0	5.6	21.5	22.0
Incr Delay (d2), s/veh	1.9	0.0	0.0	0.2	1.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	0.0	0.0	4.5	3.8	4.3
LnGrp Delay(d),s/veh	10.1	0.0	0.0	5.7	22.6	26.4
LnGrp LOS	B			A	C	C
Approach Vol, veh/h	2683			1057	747	
Approach Delay, s/veh	10.1			5.7	23.9	
Approach LOS	B			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		17.0		42.5				42.5
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		17.7		38.3				38.3
Max Q Clear Time (g_c+I1), s		10.9		26.0				11.2
Green Ext Time (p_c), s		1.6		11.9				25.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	129	2440	39	21	1640	45	38	2	11	35	2	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	136	2568	30	23	1802	38	57	3	9	39	2	61
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.67	0.67	0.67	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	3366	39	37	2936	62	223	46	137	254	10	175
Arrive On Green	0.10	0.65	0.65	0.02	0.57	0.57	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1774	5182	60	1774	5126	108	1334	411	1234	1267	93	1583
Grp Volume(v), veh/h	136	1678	920	23	1192	648	57	0	12	41	0	61
Grp Sat Flow(s),veh/h/ln	1774	1695	1852	1774	1695	1844	1334	0	1645	1360	0	1583
Q Serve(g_s), s	4.6	21.2	21.4	0.8	14.3	14.3	2.5	0.0	0.4	1.5	0.0	2.2
Cycle Q Clear(g_c), s	4.6	21.2	21.4	0.8	14.3	14.3	4.4	0.0	0.4	1.9	0.0	2.2
Prop In Lane	1.00		0.03	1.00		0.06	1.00		0.75	0.95		1.00
Lane Grp Cap(c), veh/h	174	2202	1203	37	1942	1056	223	0	182	264	0	175
V/C Ratio(X)	0.78	0.76	0.76	0.61	0.61	0.61	0.26	0.00	0.07	0.16	0.00	0.35
Avail Cap(c_a), veh/h	267	2223	1215	118	1942	1056	440	0	450	495	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.2	7.5	7.5	30.0	8.7	8.7	27.3	0.0	24.6	25.4	0.0	25.4
Incr Delay (d2), s/veh	7.9	1.6	2.9	15.2	0.6	1.1	0.6	0.0	0.2	0.3	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	10.0	11.7	0.5	6.8	7.5	1.0	0.0	0.2	0.7	0.0	1.0
LnGrp Delay(d),s/veh	35.1	9.1	10.5	45.2	9.3	9.8	27.9	0.0	24.8	25.6	0.0	26.6
LnGrp LOS	D	A	B	D	A	A	C		C	C		C
Approach Vol, veh/h		2734			1863			69			102	
Approach Delay, s/veh		10.9			9.9			27.4			26.2	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		11.3	5.8	44.6		11.3	10.6	39.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		16.9	4.1	40.5		16.9	9.3	35.3
Max Q Clear Time (g_c+I1), s		6.4	2.8	23.4		4.2	6.6	16.3
Green Ext Time (p_c), s		0.4	0.0	16.8		0.4	0.1	18.6

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	196	2276	1563	65	38	118
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	206	2396	1776	63	49	125
Adj No. of Lanes	2	3	3	0	1	1
Peak Hour Factor	0.95	0.95	0.88	0.88	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	319	3607	2679	95	213	190
Arrive On Green	0.09	0.71	0.53	0.53	0.12	0.12
Sat Flow, veh/h	3442	5253	5210	179	1774	1583
Grp Volume(v), veh/h	206	2396	1194	645	49	125
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1831	1774	1583
Q Serve(g_s), s	3.0	13.7	13.4	13.5	1.3	4.0
Cycle Q Clear(g_c), s	3.0	13.7	13.4	13.5	1.3	4.0
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	319	3607	1801	973	213	190
V/C Ratio(X)	0.65	0.66	0.66	0.66	0.23	0.66
Avail Cap(c_a), veh/h	424	3713	1801	973	589	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	4.2	8.9	8.9	21.0	22.2
Incr Delay (d2), s/veh	2.2	0.4	0.9	1.7	0.5	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	6.4	6.4	7.1	0.7	3.6
LnGrp Delay(d),s/veh	25.3	4.6	9.9	10.6	21.5	26.0
LnGrp LOS	C	A	A	B	C	C
Approach Vol, veh/h		2602	1839		174	
Approach Delay, s/veh		6.3	10.1		24.8	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				41.9		10.8	9.4	32.5
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				38.5		17.5	6.5	27.5
Max Q Clear Time (g_c+I1), s				15.7		6.0	5.0	15.5
Green Ext Time (p_c), s				21.7		0.3	0.1	11.8

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	220	1866	268	237	1251	113	127	121	216	114	99	186
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	234	1985	221	300	1584	105	161	153	197	127	110	140
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.79	0.79	0.79	0.79	0.79	0.79	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	2310	719	378	2400	747	234	573	256	197	534	239
Arrive On Green	0.09	0.45	0.45	0.11	0.47	0.47	0.07	0.16	0.16	0.06	0.15	0.15
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	234	1985	221	300	1584	105	161	153	197	127	110	140
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	5.5	29.0	7.3	7.1	19.8	3.1	3.8	3.1	9.9	3.0	2.3	6.8
Cycle Q Clear(g_c), s	5.5	29.0	7.3	7.1	19.8	3.1	3.8	3.1	9.9	3.0	2.3	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	2310	719	378	2400	747	234	573	256	197	534	239
V/C Ratio(X)	0.74	0.86	0.31	0.79	0.66	0.14	0.69	0.27	0.77	0.65	0.21	0.59
Avail Cap(c_a), veh/h	411	2360	735	402	2400	747	241	785	351	224	768	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	20.3	14.4	36.0	16.8	12.4	37.8	30.5	33.3	38.3	30.9	32.8
Incr Delay (d2), s/veh	5.0	3.4	0.2	9.9	0.7	0.1	7.7	0.2	6.8	5.2	0.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	14.1	3.3	3.9	9.4	1.4	2.1	1.5	4.8	1.6	1.1	3.1
LnGrp Delay(d),s/veh	41.7	23.7	14.6	45.9	17.5	12.5	45.5	30.7	40.1	43.5	31.1	35.1
LnGrp LOS	D	C	B	D	B	B	D	C	D	D	C	D
Approach Vol, veh/h		2440			1989			511			377	
Approach Delay, s/veh		24.6			21.5			39.0			36.7	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	17.9	13.6	42.2	10.2	17.0	12.1	43.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.4	18.4	9.7	38.5	5.8	18.0	9.9	38.3
Max Q Clear Time (g_c+I1), s	5.5	11.9	9.1	31.0	5.8	8.8	7.5	21.8
Green Ext Time (p_c), s	0.0	1.5	0.1	6.7	0.0	1.9	0.2	15.8

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	303	1476	443	189	1009	87	260	174	162	95	204	209
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	319	1554	340	210	1062	60	310	207	133	100	215	157
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.90	0.95	0.95	0.84	0.84	0.84	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	535	1673	364	229	1532	86	315	598	367	128	355	247
Arrive On Green	0.16	0.40	0.40	0.07	0.31	0.31	0.18	0.28	0.28	0.07	0.18	0.18
Sat Flow, veh/h	3442	4183	910	3442	4926	278	1774	2108	1296	1774	1995	1392
Grp Volume(v), veh/h	319	1258	636	210	731	391	310	172	168	100	190	182
Grp Sat Flow(s),veh/h/ln	1721	1695	1702	1721	1695	1814	1774	1770	1634	1774	1770	1617
Q Serve(g_s), s	7.8	31.8	32.2	5.5	17.0	17.1	15.7	7.0	7.4	5.0	8.9	9.4
Cycle Q Clear(g_c), s	7.8	31.8	32.2	5.5	17.0	17.1	15.7	7.0	7.4	5.0	8.9	9.4
Prop In Lane	1.00		0.53	1.00		0.15	1.00		0.79	1.00		0.86
Lane Grp Cap(c), veh/h	535	1356	681	229	1055	564	315	502	463	128	315	287
V/C Ratio(X)	0.60	0.93	0.93	0.92	0.69	0.69	0.98	0.34	0.36	0.78	0.60	0.63
Avail Cap(c_a), veh/h	535	1356	681	229	1055	564	315	502	463	217	315	287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	25.8	25.9	41.7	27.2	27.2	36.9	25.6	25.7	41.1	34.1	34.3
Incr Delay (d2), s/veh	1.8	12.3	21.7	37.2	3.7	6.9	45.9	1.9	2.2	10.0	8.3	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	17.2	19.1	3.8	8.5	9.6	11.7	3.7	3.6	2.8	5.0	5.0
LnGrp Delay(d),s/veh	37.2	38.1	47.6	78.9	31.0	34.1	82.7	27.5	27.9	51.0	42.4	44.5
LnGrp LOS	D	D	D	E	C	C	F	C	C	D	D	D
Approach Vol, veh/h		2213			1332			650			472	
Approach Delay, s/veh		40.7			39.5			53.9			45.0	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	40.0	20.0	20.0	18.0	32.0	10.5	29.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	36.0	16.0	16.0	14.0	28.0	11.0	21.0
Max Q Clear Time (g_c+I1), s	7.5	34.2	17.7	11.4	9.8	19.1	7.0	9.4
Green Ext Time (p_c), s	0.0	1.6	0.0	1.7	3.7	4.3	0.1	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	162	732	398	107	581	197	362	557	81	450	774	170
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	180	813	309	119	646	152	389	599	0	479	823	0
Adj No. of Lanes	1	2	1	1	2	1	2	3	1	2	3	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.93	0.93	0.93	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	1029	460	143	915	409	523	1060	330	556	1109	345
Arrive On Green	0.11	0.29	0.29	0.08	0.26	0.26	0.15	0.21	0.00	0.16	0.22	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	180	813	309	119	646	152	389	599	0	479	823	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	6.2	13.1	10.6	4.1	10.2	4.9	6.7	6.5	0.0	8.4	9.3	0.0
Cycle Q Clear(g_c), s	6.2	13.1	10.6	4.1	10.2	4.9	6.7	6.5	0.0	8.4	9.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	1029	460	143	915	409	523	1060	330	556	1109	345
V/C Ratio(X)	0.90	0.79	0.67	0.83	0.71	0.37	0.74	0.57	0.00	0.86	0.74	0.00
Avail Cap(c_a), veh/h	201	1029	460	143	915	409	556	1314	409	556	1314	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.1	20.2	19.3	28.0	20.8	18.8	25.1	22.0	0.0	25.3	22.6	0.0
Incr Delay (d2), s/veh	36.7	6.2	7.6	31.9	4.6	2.6	5.1	0.5	0.0	13.0	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	7.2	5.6	3.3	5.6	2.4	3.6	3.1	0.0	5.0	4.5	0.0
LnGrp Delay(d),s/veh	63.8	26.4	26.9	59.9	25.4	21.4	30.2	22.5	0.0	38.3	24.5	0.0
LnGrp LOS	E	C	C	E	C	C	C	C		D	C	
Approach Vol, veh/h		1302			917			988			1302	
Approach Delay, s/veh		31.7			29.2			25.5			29.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	22.0	13.4	17.5	11.0	20.0	14.0	16.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	18.0	10.0	16.0	7.0	16.0	10.0	16.0
Max Q Clear Time (g_c+I1), s	8.2	15.1	8.7	11.3	8.2	12.2	10.4	8.5
Green Ext Time (p_c), s	0.0	1.7	0.7	2.2	0.0	1.7	0.0	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	29.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	753	36	0	644	64	0	0	0	253	0	201
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	866	0	0	671	57				291	0	162
Adj No. of Lanes	0	3	1	0	2	1				2	0	1
Peak Hour Factor	0.87	0.87	0.87	0.96	0.96	0.96				0.87	0.87	0.87
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	2653	826	0	1847	1137				676	0	311
Arrive On Green	0.00	0.52	0.00	0.00	0.52	0.52				0.20	0.00	0.20
Sat Flow, veh/h	0	5253	1583	0	3632	1583				3442	0	1583
Grp Volume(v), veh/h	0	866	0	0	671	57				291	0	162
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1770	1583				1721	0	1583
Q Serve(g_s), s	0.0	3.1	0.0	0.0	3.6	0.3				2.4	0.0	2.9
Cycle Q Clear(g_c), s	0.0	3.1	0.0	0.0	3.6	0.3				2.4	0.0	2.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2653	826	0	1847	1137				676	0	311
V/C Ratio(X)	0.00	0.33	0.00	0.00	0.36	0.05				0.43	0.00	0.52
Avail Cap(c_a), veh/h	0	4699	1463	0	3271	1774				2857	0	1314
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.4	0.0	0.0	4.5	1.3				11.3	0.0	11.5
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.1	0.0				0.4	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.0	0.0	1.7	0.2				1.1	0.0	1.4
LnGrp Delay(d),s/veh	0.0	4.5	0.0	0.0	4.6	1.3				11.7	0.0	12.8
LnGrp LOS		A			A	A				B		B
Approach Vol, veh/h		866			728						453	
Approach Delay, s/veh		4.5			4.4						12.1	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				21.2		10.8		21.2
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				29.5		26.5		29.5
Max Q Clear Time (g_c+I1), s				5.1		4.9		5.6
Green Ext Time (p_c), s				11.2		1.5		11.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	968	82	0	615	137	71	0	94	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	998	75	0	707	0	85	0	76			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.97	0.97	0.97	0.87	0.87	0.87	0.84	0.84	0.84			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	2996	1133	0	2996	933	224	0	352			
Arrive On Green	0.00	0.59	0.59	0.00	0.59	0.00	0.13	0.00	0.13			
Sat Flow, veh/h	0	5253	1583	0	5253	1583	1774	0	2787			
Grp Volume(v), veh/h	0	998	75	0	707	0	85	0	76			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583	1774	0	1393			
Q Serve(g_s), s	0.0	3.2	0.4	0.0	2.1	0.0	1.4	0.0	0.8			
Cycle Q Clear(g_c), s	0.0	3.2	0.4	0.0	2.1	0.0	1.4	0.0	0.8			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2996	1133	0	2996	933	224	0	352			
V/C Ratio(X)	0.00	0.33	0.07	0.00	0.24	0.00	0.38	0.00	0.22			
Avail Cap(c_a), veh/h	0	5224	1827	0	5224	1627	1318	0	2070			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	3.3	1.3	0.0	3.1	0.0	12.7	0.0	12.4			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.0	1.1	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.3	0.0	0.9	0.0	0.8	0.0	0.3			
LnGrp Delay(d),s/veh	0.0	3.4	1.4	0.0	3.1	0.0	13.7	0.0	12.7			
LnGrp LOS		A	A		A		B		B			
Approach Vol, veh/h		1073			707			161				
Approach Delay, s/veh		3.2			3.1			13.3				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		8.5		23.1				23.1
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		23.5		32.5				32.5
Max Q Clear Time (g_c+I1), s		3.4		5.2				4.1
Green Ext Time (p_c), s		0.4		13.5				13.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	190	648	218	13	451	276	127	82	16	337	163	168
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	204	697	169	16	550	264	131	85	11	370	179	130
Adj No. of Lanes	2	3	1	2	3	0	1	2	0	1	2	2
Peak Hour Factor	0.93	0.93	0.93	0.82	0.82	0.82	0.97	0.97	0.97	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	1650	666	54	850	396	170	288	37	434	848	918
Arrive On Green	0.09	0.32	0.32	0.02	0.25	0.25	0.10	0.09	0.09	0.24	0.24	0.24
Sat Flow, veh/h	3442	5085	1583	3442	3393	1581	1774	3160	402	1774	3539	2787
Grp Volume(v), veh/h	204	697	169	16	550	264	131	47	49	370	179	130
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1584	1774	1770	1792	1774	1770	1393
Q Serve(g_s), s	3.2	6.0	3.8	0.3	8.0	8.3	4.0	1.4	1.4	11.1	2.2	1.8
Cycle Q Clear(g_c), s	3.2	6.0	3.8	0.3	8.0	8.3	4.0	1.4	1.4	11.1	2.2	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	309	1650	666	54	849	397	170	161	163	434	848	918
V/C Ratio(X)	0.66	0.42	0.25	0.30	0.65	0.67	0.77	0.29	0.30	0.85	0.21	0.14
Avail Cap(c_a), veh/h	341	1650	666	248	977	457	387	542	549	591	1492	1425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	14.7	10.4	27.0	18.6	18.7	24.5	23.5	23.6	20.0	16.9	13.1
Incr Delay (d2), s/veh	4.1	0.2	0.2	3.0	1.2	3.0	7.1	1.0	1.0	8.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.8	1.7	0.1	3.9	3.9	2.3	0.7	0.7	6.4	1.1	0.7
LnGrp Delay(d),s/veh	28.5	14.9	10.6	30.0	19.8	21.7	31.6	24.5	24.6	28.8	17.0	13.2
LnGrp LOS	C	B	B	C	B	C	C	C	C	C	B	B
Approach Vol, veh/h		1070			830			227			679	
Approach Delay, s/veh		16.8			20.6			28.6			22.7	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.1	9.6	5.4	22.5	9.8	17.8	9.5	18.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	17.0	4.0	17.5	12.1	23.4	5.5	16.0
Max Q Clear Time (g_c+I1), s	13.1	3.4	2.3	8.0	6.0	4.2	5.2	10.3
Green Ext Time (p_c), s	0.6	1.6	0.0	6.2	0.1	1.9	0.0	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	566	276	88	366	12	319	75	98	9	53	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	71	690	264	95	394	8	380	89	81	11	67	25
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.82	0.82	0.82	0.93	0.93	0.93	0.84	0.84	0.84	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	951	358	121	1433	29	457	480	408	161	117	44
Arrive On Green	0.05	0.26	0.26	0.07	0.28	0.28	0.26	0.26	0.26	0.09	0.09	0.09
Sat Flow, veh/h	1774	3639	1372	1774	5131	104	1774	1863	1583	1774	1294	483
Grp Volume(v), veh/h	71	642	312	95	260	142	380	89	81	11	0	92
Grp Sat Flow(s),veh/h/ln	1774	1695	1621	1774	1695	1844	1774	1863	1583	1774	0	1778
Q Serve(g_s), s	2.2	9.6	9.8	2.9	3.3	3.4	11.3	2.1	2.2	0.3	0.0	2.8
Cycle Q Clear(g_c), s	2.2	9.6	9.8	2.9	3.3	3.4	11.3	2.1	2.2	0.3	0.0	2.8
Prop In Lane	1.00		0.85	1.00		0.06	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	90	886	423	121	947	515	457	480	408	161	0	161
V/C Ratio(X)	0.79	0.72	0.74	0.78	0.27	0.28	0.83	0.19	0.20	0.07	0.00	0.57
Avail Cap(c_a), veh/h	165	971	464	175	989	538	619	650	553	508	0	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	18.8	18.9	25.6	15.7	15.7	19.6	16.2	16.2	23.3	0.0	24.4
Incr Delay (d2), s/veh	14.4	2.5	5.5	13.4	0.2	0.3	7.0	0.2	0.2	0.2	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.8	5.0	1.9	1.6	1.7	6.4	1.1	1.0	0.2	0.0	1.5
LnGrp Delay(d),s/veh	40.7	21.3	24.4	39.1	15.9	16.0	26.6	16.4	16.5	23.4	0.0	27.5
LnGrp LOS	D	C	C	D	B	B	C	B	B	C		C
Approach Vol, veh/h		1025			497			550			103	
Approach Delay, s/veh		23.6			20.3			23.5			27.1	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		18.9	8.3	19.1		9.6	7.3	20.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		19.5	5.5	16.0		16.0	5.2	16.3
Max Q Clear Time (g_c+I1), s		13.3	4.9	11.8		4.8	4.2	5.4
Green Ext Time (p_c), s		1.1	0.0	2.8		0.3	0.0	5.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	342	212	45	233	3	120	25	61	2	42	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	62	356	159	54	277	4	133	28	57	3	59	48
Adj No. of Lanes	1	3	1	2	3	0	2	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.84	0.84	0.84	0.90	0.90	0.90	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	1214	378	160	1208	17	282	393	334	6	126	102
Arrive On Green	0.05	0.24	0.24	0.05	0.23	0.23	0.08	0.21	0.21	0.00	0.13	0.13
Sat Flow, veh/h	1774	5085	1583	3442	5165	74	3442	1863	1583	1774	952	774
Grp Volume(v), veh/h	62	356	159	54	182	99	133	28	57	3	0	107
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1850	1721	1863	1583	1774	0	1726
Q Serve(g_s), s	1.2	2.1	3.1	0.5	1.6	1.6	1.3	0.4	1.1	0.1	0.0	2.1
Cycle Q Clear(g_c), s	1.2	2.1	3.1	0.5	1.6	1.6	1.3	0.4	1.1	0.1	0.0	2.1
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	91	1214	378	160	793	432	282	393	334	6	0	228
V/C Ratio(X)	0.68	0.29	0.42	0.34	0.23	0.23	0.47	0.07	0.17	0.51	0.00	0.47
Avail Cap(c_a), veh/h	321	2547	793	431	1509	823	565	1062	903	197	0	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	11.2	11.6	16.6	11.1	11.2	15.8	11.4	11.6	17.9	0.0	14.4
Incr Delay (d2), s/veh	8.6	0.1	0.7	1.2	0.1	0.3	1.2	0.1	0.2	56.3	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.0	1.4	0.3	0.7	0.8	0.7	0.2	0.5	0.1	0.0	1.1
LnGrp Delay(d),s/veh	25.3	11.3	12.3	17.8	11.3	11.4	17.0	11.4	11.9	74.2	0.0	15.9
LnGrp LOS	C	B	B	B	B	B	B	B	B	E		B
Approach Vol, veh/h		577			335			218			110	
Approach Delay, s/veh		13.1			12.4			14.9			17.5	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	12.1	6.2	13.1	7.4	9.3	6.3	12.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	20.5	4.5	18.0	5.9	18.6	6.5	16.0
Max Q Clear Time (g_c+I1), s	2.1	3.1	2.5	5.1	3.3	4.1	3.2	3.6
Green Ext Time (p_c), s	0.0	0.8	0.0	3.5	0.1	0.7	0.0	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.6
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	94	15	35	0	0	10	2	0	27	25	1	0	0	16	65
Peak Hour Factor	0.95	0.92	0.92	0.92	0.95	0.75	0.75	0.75	0.95	0.74	0.74	0.74	0.95	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	102	16	38	0	0	13	3	0	36	34	1	0	0	20	80
Number of Lanes	0	1	1	1	0	0	2	0	0	1	1	0	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	3
HCM Control Delay	8.7	8	8.5	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	96%	0%	100%	0%	100%	62%	100%	0%
Vol Right, %	0%	4%	0%	0%	100%	0%	38%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	26	94	15	35	7	5	16	65
LT Vol	27	0	94	0	0	0	0	0	0
Through Vol	0	25	0	15	0	7	3	16	0
RT Vol	0	1	0	0	35	0	2	0	65
Lane Flow Rate	36	35	102	16	38	9	7	20	80
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.058	0.05	0.157	0.023	0.046	0.013	0.01	0.028	0.1
Departure Headway (Hd)	5.698	5.17	5.533	5.031	4.329	5.327	5.063	5.17	4.469
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	629	693	649	712	827	672	707	693	802
Service Time	3.425	2.898	3.258	2.757	2.055	3.059	2.796	2.894	2.192
HCM Lane V/C Ratio	0.057	0.051	0.157	0.022	0.046	0.013	0.01	0.029	0.1
HCM Control Delay	8.8	8.2	9.3	7.9	7.3	8.1	7.8	8	7.7
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.6	0.1	0.1	0	0	0.1	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	123	171	80	343	134	84	139	599	166	109	643	126
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	131	182	74	404	158	87	145	624	126	118	699	104
Adj No. of Lanes	0	1	1	2	1	0	2	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.96	0.96	0.96	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	213	318	616	202	111	224	837	169	150	942	140
Arrive On Green	0.20	0.20	0.20	0.18	0.18	0.18	0.07	0.29	0.29	0.08	0.30	0.30
Sat Flow, veh/h	764	1061	1583	3442	1130	622	3442	2936	592	1774	3092	460
Grp Volume(v), veh/h	313	0	74	404	0	245	145	376	374	118	400	403
Grp Sat Flow(s),veh/h/ln	1825	0	1583	1721	0	1753	1721	1770	1758	1774	1770	1782
Q Serve(g_s), s	11.9	0.0	2.8	7.8	0.0	9.6	3.0	13.8	13.9	4.7	14.6	14.6
Cycle Q Clear(g_c), s	11.9	0.0	2.8	7.8	0.0	9.6	3.0	13.8	13.9	4.7	14.6	14.6
Prop In Lane	0.42		1.00	1.00		0.36	1.00		0.34	1.00		0.26
Lane Grp Cap(c), veh/h	366	0	318	616	0	314	224	505	502	150	539	543
V/C Ratio(X)	0.85	0.00	0.23	0.66	0.00	0.78	0.65	0.74	0.75	0.79	0.74	0.74
Avail Cap(c_a), veh/h	419	0	364	767	0	391	225	542	539	185	611	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	24.1	27.4	0.0	28.1	32.8	23.3	23.3	32.2	22.4	22.4
Incr Delay (d2), s/veh	14.3	0.0	0.4	1.4	0.0	7.9	6.2	5.1	5.3	16.3	4.2	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	0.0	1.3	3.8	0.0	5.3	1.6	7.4	7.5	3.0	7.7	7.8
LnGrp Delay(d),s/veh	42.0	0.0	24.4	28.8	0.0	36.0	39.0	28.4	28.6	48.6	26.7	26.7
LnGrp LOS	D		C	C		D	D	C	C	D	C	C
Approach Vol, veh/h		387			649			895			921	
Approach Delay, s/veh		38.6			31.6			30.2			29.5	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.6	25.0		18.9	9.2	26.4		17.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	7.5	22.0		16.5	4.7	24.8		16.0
Max Q Clear Time (g_c+I1), s	16.7	15.9		13.9	5.0	16.6		11.6
Green Ext Time (p_c), s	0.0	4.2		0.5	0.0	5.3		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	31.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	164	153	66	189	200	160	46	366	113	117	389	134
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	205	191	70	252	267	153	55	436	99	134	447	120
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.75	0.75	0.75	0.84	0.84	0.84	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	254	328	279	304	381	323	72	691	156	170	819	218
Arrive On Green	0.14	0.18	0.18	0.17	0.20	0.20	0.04	0.24	0.24	0.10	0.30	0.30
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	2871	647	1774	2766	737
Grp Volume(v), veh/h	205	191	70	252	267	153	55	267	268	134	285	282
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1770	1749	1774	1770	1733
Q Serve(g_s), s	6.4	5.4	2.2	7.8	7.6	4.9	1.8	7.7	7.8	4.2	7.7	7.8
Cycle Q Clear(g_c), s	6.4	5.4	2.2	7.8	7.6	4.9	1.8	7.7	7.8	4.2	7.7	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.43
Lane Grp Cap(c), veh/h	254	328	279	304	381	323	72	426	421	170	524	513
V/C Ratio(X)	0.81	0.58	0.25	0.83	0.70	0.47	0.76	0.63	0.64	0.79	0.54	0.55
Avail Cap(c_a), veh/h	327	523	444	358	555	472	140	559	552	202	621	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	21.6	20.2	22.8	21.1	20.0	27.1	19.4	19.4	25.2	16.8	16.9
Incr Delay (d2), s/veh	10.9	1.6	0.5	13.2	2.4	1.1	14.9	1.5	1.6	15.8	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	2.9	1.0	4.9	4.1	2.2	1.2	3.9	3.9	2.8	3.8	3.8
LnGrp Delay(d),s/veh	34.6	23.2	20.7	36.0	23.4	21.1	42.0	20.9	21.0	41.0	17.7	17.8
LnGrp LOS	C	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		466			672			590			701	
Approach Delay, s/veh		27.8			27.6			22.9			22.2	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	18.2	14.3	14.6	6.8	21.4	12.7	16.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0	11.5	16.0	4.5	20.0	10.5	17.0
Max Q Clear Time (g_c+I1), s	8.2	9.8	9.8	7.4	3.8	9.8	8.4	9.6
Green Ext Time (p_c), s	0.0	3.9	0.1	2.3	0.0	4.5	0.1	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	137	1368	455	126	1218	121	265	307	131	117	377	55
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	141	1410	345	134	1296	97	301	349	115	143	460	55
Adj No. of Lanes	2	3	1	2	3	0	2	2	1	2	2	0
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.88	0.88	0.88	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	2216	690	211	2063	154	364	803	359	222	592	71
Arrive On Green	0.07	0.44	0.44	0.06	0.43	0.43	0.11	0.23	0.23	0.06	0.19	0.19
Sat Flow, veh/h	3442	5085	1583	3442	4828	361	3442	3539	1583	3442	3186	379
Grp Volume(v), veh/h	141	1410	345	134	910	483	301	349	115	143	255	260
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1799	1721	1770	1583	1721	1770	1796
Q Serve(g_s), s	3.0	16.4	11.9	2.9	15.9	15.9	6.5	6.4	4.6	3.1	10.4	10.5
Cycle Q Clear(g_c), s	3.0	16.4	11.9	2.9	15.9	15.9	6.5	6.4	4.6	3.1	10.4	10.5
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	240	2216	690	211	1449	769	364	803	359	222	329	334
V/C Ratio(X)	0.59	0.64	0.50	0.63	0.63	0.63	0.83	0.43	0.32	0.64	0.77	0.78
Avail Cap(c_a), veh/h	727	2216	690	318	1449	769	364	803	359	318	374	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	16.7	15.4	34.7	17.0	17.0	33.2	25.1	24.4	34.6	29.3	29.4
Incr Delay (d2), s/veh	2.3	1.4	2.6	3.1	2.1	3.9	14.6	0.4	0.5	3.1	8.6	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.9	5.6	1.5	7.7	8.6	3.8	3.1	2.0	1.5	5.8	6.0
LnGrp Delay(d),s/veh	36.4	18.1	18.0	37.8	19.0	20.8	47.8	25.5	24.9	37.7	37.9	38.3
LnGrp LOS	D	B	B	D	B	C	D	C	C	D	D	D
Approach Vol, veh/h		1896			1527			765			658	
Approach Delay, s/veh		19.4			21.3			34.2			38.0	
Approach LOS		B			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	37.0	12.0	18.1	9.3	36.4	8.9	21.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	33.0	8.0	16.0	16.0	24.0	7.0	17.0
Max Q Clear Time (g_c+I1), s	4.9	18.4	8.5	12.5	5.0	17.9	5.1	8.4
Green Ext Time (p_c), s	0.1	12.9	0.0	1.6	0.3	5.7	0.1	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	270	1082	228	348	994	319	143	459	303	380	584	204
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	281	1127	176	405	1156	255	157	504	223	427	656	162
Adj No. of Lanes	2	3	1	2	3	1	2	2	2	2	3	1
Peak Hour Factor	0.96	0.96	0.96	0.86	0.86	0.86	0.91	0.91	0.91	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	1333	415	451	1416	441	479	698	915	508	1045	325
Arrive On Green	0.11	0.26	0.26	0.13	0.28	0.28	0.14	0.20	0.20	0.15	0.21	0.21
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	2787	3442	5085	1583
Grp Volume(v), veh/h	281	1127	176	405	1156	255	157	504	223	427	656	162
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1393	1721	1695	1583
Q Serve(g_s), s	4.8	12.8	5.6	7.1	13.0	5.2	2.5	8.1	1.1	7.4	7.2	5.5
Cycle Q Clear(g_c), s	4.8	12.8	5.6	7.1	13.0	5.2	2.5	8.1	1.1	7.4	7.2	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	1333	415	451	1416	441	479	698	915	508	1045	325
V/C Ratio(X)	0.71	0.85	0.42	0.90	0.82	0.58	0.33	0.72	0.24	0.84	0.63	0.50
Avail Cap(c_a), veh/h	395	1333	415	451	1416	441	479	928	1096	508	1583	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	21.3	18.7	26.1	20.6	7.1	23.7	22.9	5.1	25.3	22.1	21.5
Incr Delay (d2), s/veh	5.9	6.7	3.2	20.4	5.3	5.4	0.4	1.9	0.1	12.1	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.8	2.8	4.7	6.7	2.9	1.2	4.1	0.6	4.4	3.4	2.5
LnGrp Delay(d),s/veh	32.0	28.1	21.8	46.5	25.9	12.6	24.1	24.8	5.2	37.4	22.7	22.6
LnGrp LOS	C	C	C	D	C	B	C	C	A	D	C	C
Approach Vol, veh/h		1584			1816			884			1245	
Approach Delay, s/veh		28.1			28.6			19.7			27.8	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	20.0	12.5	16.5	11.0	21.0	13.0	16.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	16.0	6.0	19.0	7.0	17.0	9.0	16.0
Max Q Clear Time (g_c+I1), s	9.1	14.8	4.5	9.2	6.8	15.0	9.4	10.1
Green Ext Time (p_c), s	0.0	0.8	0.7	3.4	0.1	1.5	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1708	23	0	1593	59	0	0	0	446	0	96
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	1877	14	0	1751	54				469	0	69
Adj No. of Lanes	0	3	1	0	3	1				2	0	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	2858	890	0	2858	1385				1077	0	495
Arrive On Green	0.00	0.56	0.56	0.00	0.56	0.56				0.31	0.00	0.31
Sat Flow, veh/h	0	5253	1583	0	5253	1583				3442	0	1583
Grp Volume(v), veh/h	0	1877	14	0	1751	54				469	0	69
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583				1721	0	1583
Q Serve(g_s), s	0.0	16.4	0.2	0.0	14.7	0.3				6.9	0.0	2.0
Cycle Q Clear(g_c), s	0.0	16.4	0.2	0.0	14.7	0.3				6.9	0.0	2.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2858	890	0	2858	1385				1077	0	495
V/C Ratio(X)	0.00	0.66	0.02	0.00	0.61	0.04				0.44	0.00	0.14
Avail Cap(c_a), veh/h	0	2944	917	0	2944	1412				1077	0	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	6.2	0.0	9.4	0.5				17.5	0.0	15.8
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.4	0.0				1.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.6	0.1	0.0	6.9	0.4				3.4	0.0	0.9
LnGrp Delay(d),s/veh	0.0	10.2	6.2	0.0	9.7	0.5				18.8	0.0	16.4
LnGrp LOS		B	A		A	A				B		B
Approach Vol, veh/h		1891			1805						538	
Approach Delay, s/veh		10.2			9.4						18.4	
Approach LOS		B			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				39.9		24.0		39.9
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				37.0		20.0		37.0
Max Q Clear Time (g_c+I1), s				18.4		8.9		16.7
Green Ext Time (p_c), s				17.5		1.5		19.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2092	55	0	1621	288	23	0	116	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	2274	49	0	1724	200	26	0	96			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.89	0.89	0.89			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3114	1387	0	3114	970	468	0	735			
Arrive On Green	0.00	0.61	0.61	0.00	0.61	0.61	0.26	0.00	0.26			
Sat Flow, veh/h	0	5253	1583	0	5253	1583	1774	0	2787			
Grp Volume(v), veh/h	0	2274	49	0	1724	200	26	0	96			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583	1774	0	1393			
Q Serve(g_s), s	0.0	20.2	0.3	0.0	12.8	3.6	0.7	0.0	1.7			
Cycle Q Clear(g_c), s	0.0	20.2	0.3	0.0	12.8	3.6	0.7	0.0	1.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3114	1387	0	3114	970	468	0	735			
V/C Ratio(X)	0.00	0.73	0.04	0.00	0.55	0.21	0.06	0.00	0.13			
Avail Cap(c_a), veh/h	0	3154	1400	0	3154	982	468	0	735			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.8	0.5	0.0	7.3	5.5	17.7	0.0	18.1			
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.0	0.2	0.1	0.2	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	9.5	0.3	0.0	6.0	1.6	0.4	0.0	0.7			
LnGrp Delay(d),s/veh	0.0	9.6	0.5	0.0	7.5	5.7	18.0	0.0	18.5			
LnGrp LOS		A	A		A	A	B		B			
Approach Vol, veh/h		2323			1924			122				
Approach Delay, s/veh		9.4			7.3			18.4				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		21.0		43.5				43.5
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		17.0		40.0				40.0
Max Q Clear Time (g_c+I1), s		3.7		22.2				14.8
Green Ext Time (p_c), s		0.3		17.3				24.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	369	821	702	359	707	71	482	439	200	130	545	200
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	380	846	518	399	786	68	513	467	149	144	606	155
Adj No. of Lanes	2	3	2	2	3	0	2	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.94	0.94	0.94	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	429	1151	631	449	1107	95	567	1181	735	228	832	569
Arrive On Green	0.12	0.23	0.23	0.13	0.23	0.23	0.16	0.33	0.33	0.07	0.23	0.23
Sat Flow, veh/h	3442	5085	2787	3442	4770	411	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	380	846	518	399	558	296	513	467	149	144	606	155
Grp Sat Flow(s),veh/h/ln	1721	1695	1393	1721	1695	1790	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	7.6	10.8	12.3	8.0	10.6	10.6	10.2	7.1	3.9	2.8	11.0	4.9
Cycle Q Clear(g_c), s	7.6	10.8	12.3	8.0	10.6	10.6	10.2	7.1	3.9	2.8	11.0	4.9
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	429	1151	631	449	787	416	567	1181	735	228	832	569
V/C Ratio(X)	0.89	0.73	0.82	0.89	0.71	0.71	0.90	0.40	0.20	0.63	0.73	0.27
Avail Cap(c_a), veh/h	429	1166	639	449	797	421	567	1181	735	335	832	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	25.1	25.7	29.9	24.6	24.7	28.6	17.9	11.1	31.8	24.6	15.9
Incr Delay (d2), s/veh	19.4	2.4	8.4	19.2	2.9	5.6	18.0	1.0	0.6	2.9	5.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	5.3	5.5	5.0	5.3	5.9	6.3	3.6	1.8	1.5	6.0	2.3
LnGrp Delay(d),s/veh	49.5	27.5	34.0	49.1	27.5	30.2	46.7	18.9	11.7	34.7	30.2	17.0
LnGrp LOS	D	C	C	D	C	C	D	B	B	C	C	B
Approach Vol, veh/h		1744			1253			1129			905	
Approach Delay, s/veh		34.2			35.0			30.5			28.7	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	27.3	13.6	19.8	16.0	20.4	13.2	20.2
Change Period (Y+Rc), s	4.5	4.0	4.5	4.0	4.5	4.0	4.5	4.0
Max Green Setting (Gmax), s	5.8	21.1	9.1	16.0	11.5	16.4	8.7	16.4
Max Q Clear Time (g_c+I1), s	14.8	9.1	10.0	14.3	12.2	13.0	9.6	12.6
Green Ext Time (p_c), s	0.1	6.1	0.0	1.5	0.0	2.3	0.0	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	32.6
HCM 2010 LOS	C

HCM 2010 Signalized Intersection Summary
28: Otay Lakes Road & Lane Ave

8/10/2015

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	376	755	610	57	128	472
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1148	950
Adj Flow Rate, veh/h	404	812	656	45	171	576
Adj No. of Lanes	2	3	3	0	1	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	100
Cap, veh/h	536	2516	1286	88	389	575
Arrive On Green	0.16	0.49	0.26	0.26	0.36	0.36
Sat Flow, veh/h	3442	5253	5030	332	1093	1615
Grp Volume(v), veh/h	404	812	456	245	171	576
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1804	1093	807
Q Serve(g_s), s	6.8	5.8	6.9	7.0	7.2	21.5
Cycle Q Clear(g_c), s	6.8	5.8	6.9	7.0	7.2	21.5
Prop In Lane	1.00			0.18	1.00	1.00
Lane Grp Cap(c), veh/h	536	2516	897	477	389	575
V/C Ratio(X)	0.75	0.32	0.51	0.51	0.44	1.00
Avail Cap(c_a), veh/h	770	2907	1208	643	389	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	9.2	18.9	18.9	14.8	19.4
Incr Delay (d2), s/veh	2.6	0.1	0.4	0.9	0.8	37.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	2.7	3.3	3.6	2.2	10.9
LnGrp Delay(d),s/veh	26.9	9.2	19.3	19.7	15.6	57.3
LnGrp LOS	C	A	B	B	B	F
Approach Vol, veh/h		1216	701		747	
Approach Delay, s/veh		15.1	19.5		47.7	
Approach LOS		B	B		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		34.4		26.0	13.9	20.5		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		34.5		21.5	13.5	21.5		
Max Q Clear Time (g_c+I1), s		7.8		23.5	8.8	9.0		
Green Ext Time (p_c), s		10.5		0.0	0.6	7.0		

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	136	668	495	142	126	118
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	145	711	576	165	154	144
Adj No. of Lanes	1	3	3	0	1	1
Peak Hour Factor	0.94	0.94	0.86	0.86	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	245	3025	1317	369	281	251
Arrive On Green	0.14	0.59	0.33	0.33	0.16	0.16
Sat Flow, veh/h	1774	5253	4118	1107	1774	1583
Grp Volume(v), veh/h	145	711	492	249	154	144
Grp Sat Flow(s),veh/h/ln	1774	1695	1695	1667	1774	1583
Q Serve(g_s), s	2.8	2.4	4.1	4.3	2.9	3.1
Cycle Q Clear(g_c), s	2.8	2.4	4.1	4.3	2.9	3.1
Prop In Lane	1.00			0.66	1.00	1.00
Lane Grp Cap(c), veh/h	245	3025	1130	556	281	251
V/C Ratio(X)	0.59	0.24	0.44	0.45	0.55	0.57
Avail Cap(c_a), veh/h	802	5224	1533	754	899	802
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	3.5	9.5	9.5	14.2	14.2
Incr Delay (d2), s/veh	2.3	0.0	0.3	0.6	1.7	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.1	2.0	2.0	1.5	2.8
LnGrp Delay(d),s/veh	17.0	3.5	9.8	10.1	15.8	16.3
LnGrp LOS	B	A	A	B	B	B
Approach Vol, veh/h		856	741		298	
Approach Delay, s/veh		5.8	9.9		16.0	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				26.2		10.3	9.5	16.7
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				37.5		18.5	16.5	16.5
Max Q Clear Time (g_c+I1), s				4.4		5.1	4.8	6.3
Green Ext Time (p_c), s				10.8		0.7	0.3	5.9

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	185	353	461	45	249	27	258	190	45	49	238	153
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	191	364	351	53	293	20	269	198	37	55	267	121
Adj No. of Lanes	2	3	0	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.85	0.85	0.85	0.96	0.96	0.96	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	1322	618	128	1722	536	428	773	346	146	482	216
Arrive On Green	0.09	0.39	0.39	0.04	0.34	0.34	0.12	0.22	0.22	0.04	0.14	0.14
Sat Flow, veh/h	3442	3390	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	191	364	351	53	293	20	269	198	37	55	267	121
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	2.7	3.8	8.9	0.8	2.1	0.4	3.8	2.4	0.7	0.8	3.6	2.6
Cycle Q Clear(g_c), s	2.7	3.8	8.9	0.8	2.1	0.4	3.8	2.4	0.7	0.8	3.6	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	1322	618	128	1722	536	428	773	346	146	482	216
V/C Ratio(X)	0.63	0.28	0.57	0.41	0.17	0.04	0.63	0.26	0.11	0.38	0.55	0.56
Avail Cap(c_a), veh/h	470	1322	618	268	1722	536	604	1449	648	268	1104	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	10.7	12.3	24.1	11.9	11.4	21.3	16.6	9.1	23.9	20.7	10.6
Incr Delay (d2), s/veh	2.1	0.5	3.8	2.1	0.2	0.1	1.5	0.2	0.1	1.6	1.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.8	4.4	0.4	1.0	0.2	1.9	1.2	0.4	0.4	1.8	1.6
LnGrp Delay(d),s/veh	24.6	11.2	16.0	26.3	12.1	11.5	22.8	16.8	9.2	25.5	21.7	12.9
LnGrp LOS	C	B	B	C	B	B	C	B	A	C	C	B
Approach Vol, veh/h		906			366			504			443	
Approach Delay, s/veh		15.9			14.1			19.5			19.8	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	24.0	10.4	11.0	8.5	21.4	6.2	15.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	20.0	9.0	16.0	7.0	17.0	4.0	21.0
Max Q Clear Time (g_c+I1), s	2.8	10.9	5.8	5.6	4.7	4.1	2.8	4.4
Green Ext Time (p_c), s	0.0	2.8	0.7	1.4	0.1	1.5	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	17.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	275	794	272	132	506	116	262	365	110	172	487	209
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	299	863	231	143	550	93	291	406	89	195	553	170
Adj No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	1682	524	293	1505	469	428	1105	479	304	921	839
Arrive On Green	0.12	0.33	0.33	0.09	0.30	0.30	0.12	0.22	0.22	0.09	0.18	0.18
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	5085	1583	3442	5085	2787
Grp Volume(v), veh/h	299	863	231	143	550	93	291	406	89	195	553	170
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1695	1583	1721	1695	1393
Q Serve(g_s), s	4.8	7.9	6.6	2.3	4.9	2.5	4.6	3.9	0.5	3.1	5.7	1.4
Cycle Q Clear(g_c), s	4.8	7.9	6.6	2.3	4.9	2.5	4.6	3.9	0.5	3.1	5.7	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	1682	524	293	1505	469	428	1105	479	304	921	839
V/C Ratio(X)	0.72	0.51	0.44	0.49	0.37	0.20	0.68	0.37	0.19	0.64	0.60	0.20
Avail Cap(c_a), veh/h	479	1682	524	360	1505	469	479	1417	576	479	1417	1110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	15.5	15.1	25.1	16.0	15.1	24.0	19.1	5.6	25.3	21.6	5.2
Incr Delay (d2), s/veh	4.6	1.1	2.7	1.3	0.7	0.9	3.3	0.2	0.2	2.3	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.9	3.2	1.1	2.4	1.2	2.4	1.8	0.6	1.6	2.7	0.7
LnGrp Delay(d),s/veh	28.9	16.6	17.7	26.3	16.6	16.1	27.4	19.3	5.8	27.6	22.2	5.4
LnGrp LOS	C	B	B	C	B	B	C	B	A	C	C	A
Approach Vol, veh/h		1393			786			786			918	
Approach Delay, s/veh		19.4			18.3			20.8			20.2	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	23.0	11.1	14.4	10.9	21.0	9.1	16.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	19.0	8.0	16.0	8.0	17.0	8.0	16.0
Max Q Clear Time (g_c+I1), s	4.3	9.9	6.6	7.7	6.8	6.9	5.1	5.9
Green Ext Time (p_c), s	0.8	4.2	0.6	2.7	0.1	3.0	0.2	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	19.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	347	362	40	17	275	53	14	107	34	70	105	271
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	377	393	32	19	306	48	15	116	26	76	114	230
Adj No. of Lanes	2	3	0	2	2	1	2	3	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	537	2447	197	41	1295	579	52	418	88	181	484	464
Arrive On Green	0.16	0.51	0.51	0.01	0.37	0.37	0.02	0.10	0.10	0.05	0.14	0.14
Sat Flow, veh/h	3442	4799	386	3442	3539	1583	3442	4205	890	3442	3539	1583
Grp Volume(v), veh/h	377	276	149	19	306	48	15	92	50	76	114	230
Grp Sat Flow(s),veh/h/ln	1721	1695	1795	1721	1770	1583	1721	1695	1706	1721	1770	1583
Q Serve(g_s), s	5.1	2.1	2.2	0.3	2.9	1.0	0.2	1.2	1.3	1.0	1.4	3.7
Cycle Q Clear(g_c), s	5.1	2.1	2.2	0.3	2.9	1.0	0.2	1.2	1.3	1.0	1.4	3.7
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	537	1729	915	41	1295	579	52	337	169	181	484	464
V/C Ratio(X)	0.70	0.16	0.16	0.46	0.24	0.08	0.29	0.27	0.29	0.42	0.24	0.50
Avail Cap(c_a), veh/h	842	1729	915	281	1295	579	281	1106	557	281	1155	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	6.4	6.4	24.1	10.8	10.2	23.9	20.4	20.5	22.5	18.9	6.0
Incr Delay (d2), s/veh	1.7	0.2	0.4	8.0	0.4	0.3	3.0	0.4	1.0	1.5	0.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.0	1.2	0.2	1.5	0.5	0.1	0.6	0.7	0.5	0.7	1.7
LnGrp Delay(d),s/veh	21.3	6.6	6.8	32.1	11.2	10.4	26.9	20.9	21.4	24.0	19.1	6.8
LnGrp LOS	C	A	A	C	B	B	C	C	C	C	B	A
Approach Vol, veh/h		802			373			157			420	
Approach Delay, s/veh		13.6			12.2			21.6			13.3	
Approach LOS		B			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	29.0	4.7	10.7	11.6	21.9	6.6	8.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	25.0	4.0	16.0	12.0	17.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	2.3	4.2	2.2	5.7	7.1	4.9	3.0	3.3
Green Ext Time (p_c), s	0.0	2.3	0.1	1.0	0.6	1.5	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adj No. of Lanes	2	3	0	2	2	2	1	2	0	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3212	4746	0	6	6	5	3	6	0	6	8	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	5253	0	3442	3539	2787	1774	3632	0	3442	5253	0
Grp Volume(v), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1721	1770	1393	1774	1770	0	1721	1695	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	3212	4746	0	6	6	5	3	6	0	6	8	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	3212	4746	0	287	1003	790	148	1003	0	287	1441	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h		0			0			0			0	
Approach Delay, s/veh		0.0			0.0			0.0			0.0	
Approach LOS												

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	60.0	0.0	0.0	60.0	0.0	0.0	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	17.0	5.0	17.0	5.0	17.0	5.0	17.0
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	0.0
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	17	13
Demand Flow Rate, veh/h	0	17	13
Vehicles Circulating, veh/h	17	0	0
Vehicles Exiting, veh/h	0	13	17
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.4	3.3
Approach LOS	-	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	0	17	13
Cap Entry Lane, veh/h	1111	1130	1130
Entry HV Adj Factor	1.000	0.980	0.980
Flow Entry, veh/h	0	17	13
Cap Entry, veh/h	1111	1108	1108
V/C Ratio	0.000	0.015	0.012
Control Delay, s/veh	3.2	3.4	3.3
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	16	0	0	12
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	17	0	0	13

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	30	17	0	0	17	0
Stage 1	17	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	984	1062	-	-	1600	-
Stage 1	1006	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	984	1062	-	-	1600	-
Mov Cap-2 Maneuver	984	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1600	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	17	13
Demand Flow Rate, veh/h	0	17	13
Vehicles Circulating, veh/h	17	0	0
Vehicles Exiting, veh/h	0	13	17
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.4	3.3
Approach LOS	-	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	0	17	13
Cap Entry Lane, veh/h	1111	1130	1130
Entry HV Adj Factor	1.000	0.980	0.980
Flow Entry, veh/h	0	17	13
Cap Entry, veh/h	1111	1108	1108
V/C Ratio	0.000	0.015	0.012
Control Delay, s/veh	3.2	3.4	3.3
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	17	13
Demand Flow Rate, veh/h	0	0	17	13
Vehicles Circulating, veh/h	13	17	0	0
Vehicles Exiting, veh/h	0	0	13	17
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	3.4	3.3
Approach LOS	-	-	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	17	13
Cap Entry Lane, veh/h	1115	1111	1130	1130
Entry HV Adj Factor	1.000	1.000	0.980	0.980
Flow Entry, veh/h	0	0	17	13
Cap Entry, veh/h	1115	1111	1108	1108
V/C Ratio	0.000	0.000	0.015	0.012
Control Delay, s/veh	3.2	3.2	3.4	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	17	13
Demand Flow Rate, veh/h	0	0	17	13
Vehicles Circulating, veh/h	13	17	0	0
Vehicles Exiting, veh/h	0	0	13	17
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	3.4	3.3
Approach LOS	-	-	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	17	13
Cap Entry Lane, veh/h	1115	1111	1130	1130
Entry HV Adj Factor	1.000	1.000	0.980	0.980
Flow Entry, veh/h	0	0	17	13
Cap Entry, veh/h	1115	1111	1108	1108
V/C Ratio	0.000	0.000	0.015	0.012
Control Delay, s/veh	3.2	3.2	3.4	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	0	0	16	12	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	17	13	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	30	13	13	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	984	1067	1606	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	984	1067	1606	-	-	-
Mov Cap-2 Maneuver	984	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1606	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	17	13
Demand Flow Rate, veh/h	0	0	17	13
Vehicles Circulating, veh/h	13	17	0	0
Vehicles Exiting, veh/h	0	0	13	17
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	3.4	3.3
Approach LOS	-	-	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	17	13
Cap Entry Lane, veh/h	1115	1111	1130	1130
Entry HV Adj Factor	1.000	1.000	0.980	0.980
Flow Entry, veh/h	0	0	17	13
Cap Entry, veh/h	1115	1111	1108	1108
V/C Ratio	0.000	0.000	0.015	0.012
Control Delay, s/veh	3.2	3.2	3.4	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	0	0	16	12	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	17	13	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	30	13	13	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	984	1067	1606	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	984	1067	1606	-	-	-
Mov Cap-2 Maneuver	984	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1606	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	16	0	0	0	0	0	0	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	0	0	0	0	0	0	13
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.2	0	6.4
HCM LOS	A	-	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	100%	0%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	0%	100%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	0	16	12
LT Vol	0	16	0
Through Vol	0	0	0
RT Vol	0	0	12
Lane Flow Rate	0	17	13
Geometry Grp	1	1	1
Degree of Util (X)	0	0.019	0.012
Departure Headway (Hd)	3.973	4.156	3.363
Convergence, Y/N	Yes	Yes	Yes
Cap	0	866	1068
Service Time	1.982	2.158	1.371
HCM Lane V/C Ratio	0	0.02	0.012
HCM Control Delay	7	7.2	6.4
HCM Lane LOS	N	A	A
HCM 95th-tile Q	0	0.1	0

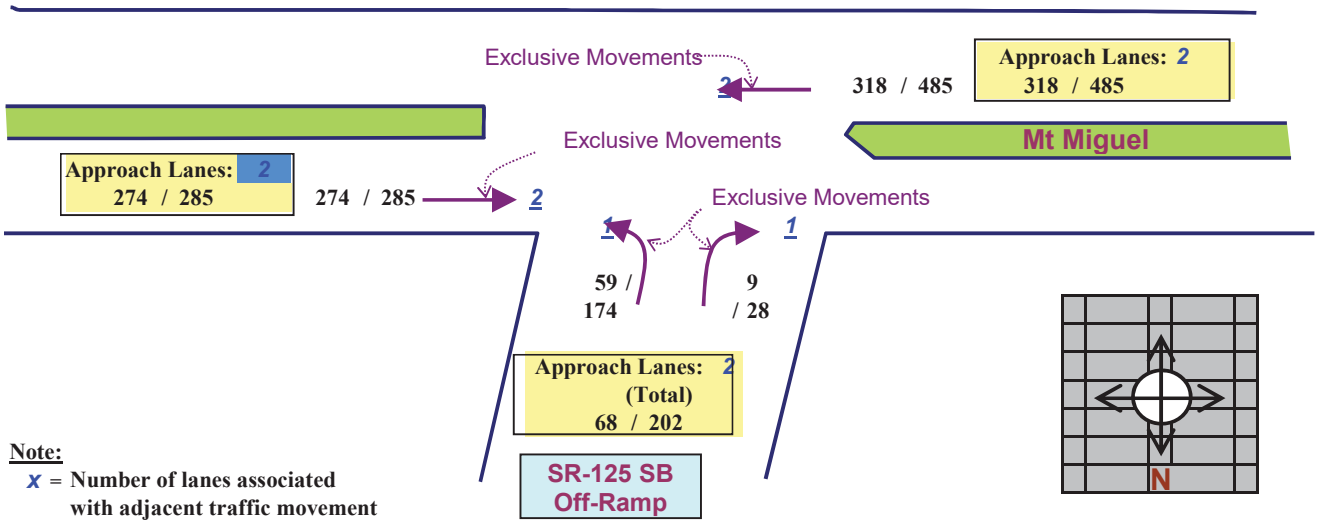
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 SB / Mt. Miguel

Scenario: Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

59 / 174 ← → **9 / 28**

59 / 9
174 / 28

159 / 243 ← 318 / 485

137 / 143 → **137 / 143**

PHASE 1:	159 / 137	/	243 / 143	->	159 /	243
PHASE 2:	59 / 9	/	174 / 28	->	59 /	174
PHASE 3:	0 / 0	/	0 / 0	->	0 /	0

OPERATING LEVEL:
ILV/HR. = **218** in AM ==> ILV: <1,200M
and **417** in PM ==> ILV <1,200

TOTAL = 218 / 417 **ILV/HR. in the AM / PM peak hours**

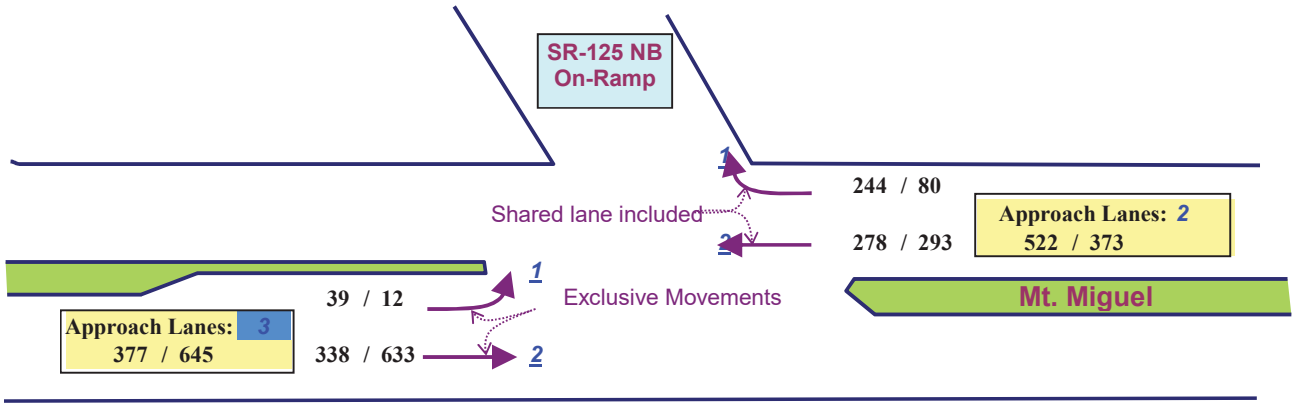
THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

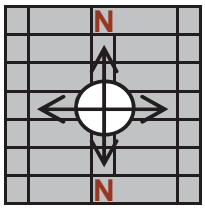
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 NB / Mt. Miguel **Scenario:** Existing (AM/PM Peak)





(Indicate "**N**" on North Arrow)

Note:
x = **Number of lanes associated with adjacent traffic movement**

ILV per Lane:

Shared with Thru => **261** / **187**

261 / **187** ← 522 / 373

169 / 317 → **169** / **187** (Remainder in Phase II)

39 / **12**

39 / 12 →

278 / 293 → **0** / **130**

PHASE 1:	261	/	187	->	261	/ 187
	169	/	187			
PHASE 2:	39	/	12	->	39	/ 130
	0	/	130			

OPERATING LEVEL:
ILV/HR. = **300** in AM ==> ILV: <1,200M
and **317** in PM ==> ILV <1,200

TOTAL = 300 / 317 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

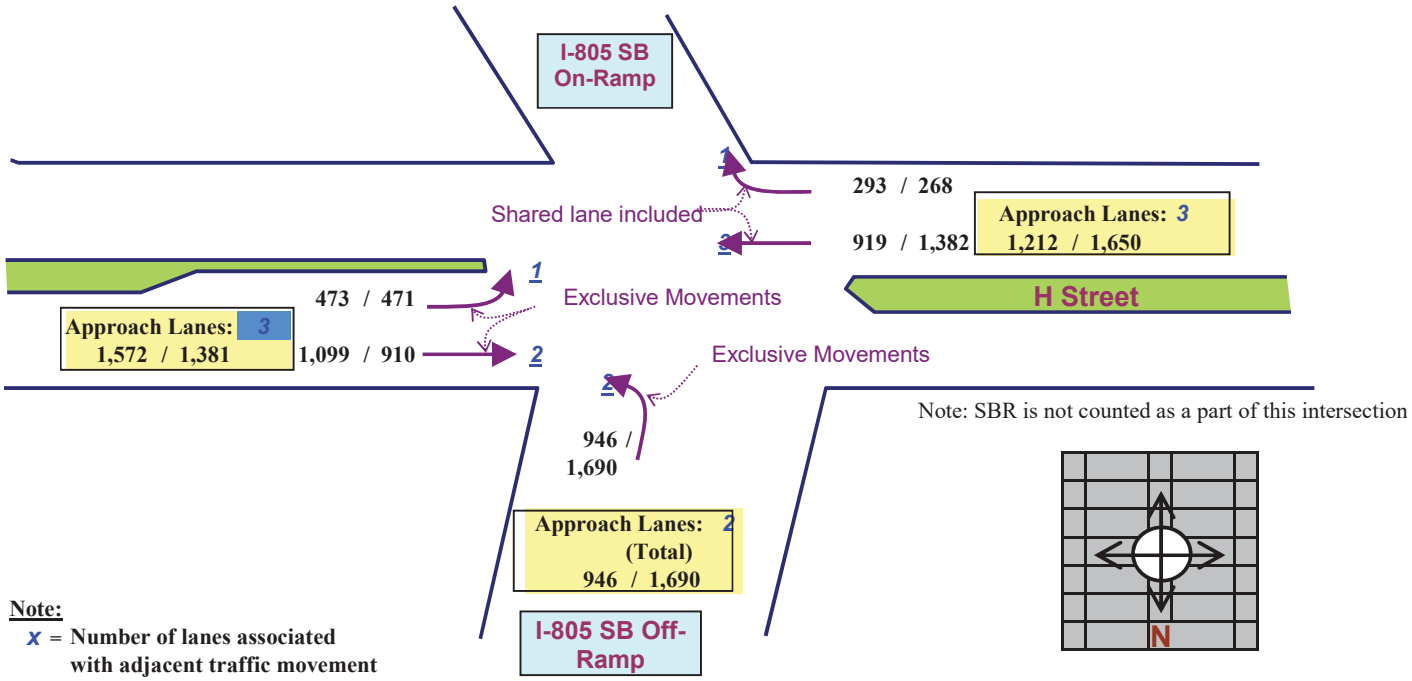
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: I-805 SB / H Street

Scenario: Existing (AM/PM Peak)



Note: SBR is not counted as a part of this intersection

(Indicate "**N**" on North Arrow)

Note:
x = **Number of lanes associated with adjacent traffic movement**

ILV per Lane:

Shared with Thru => **404** / **550**

473 / **845**

473 / **471**

404 / **550** ← 1,212 / 1,650

946 / 1,690

473 / 471
919 / 1,382 → **146** / **0**

550 / 455 → **404** / **455** (Remainder in Phase III)

PHASE 1:	404 / 404	/	550 / 455	->	404 /	550
PHASE 2:	473 / 0	/	845 / 0	->	473 /	845
PHASE 3:	473 / 146	/	471 / 0	->	473 /	471

OPERATING LEVEL:
ILV/HR. = **1,350** in AM ==> ILV: BETWEEN 1,200 & 1,500
and **1,866** in PM ==> ILV >1,500

TOTAL = 1,350 / 1,866 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
& OVER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

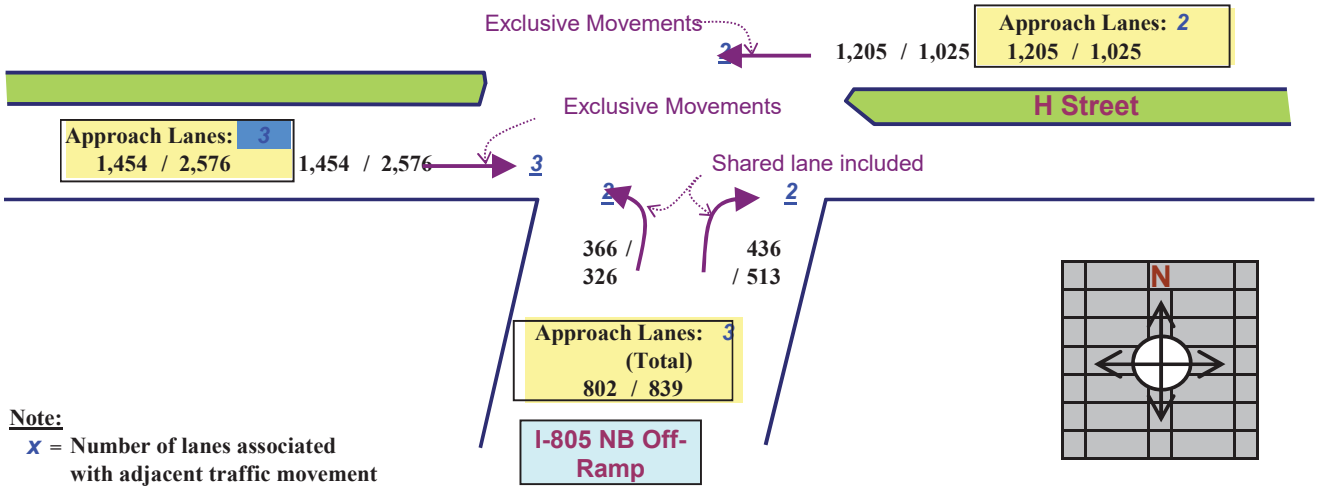
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: I-805 NB / H Street

Scenario: Existing (AM/PM Peak)

Note: NBR turn before this intersection



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

267 / 280 ← 366 / 436 → **267 / 280**
326 / 513

603 / 513 ← 1,205 / 1,025

485 / 859 → **485 / 513** (Remainder in Phase III)

PHASE 1:	603	/	513	->	603	/ 513
	485	/	513			
PHASE 2:	267	/	280	->	267	/ 280
	267	/	280			

OPERATING LEVEL:
ILV/HR. = **870** in AM ==> ILV: <1,200M
and **792** in PM ==> ILV <1,200

TOTAL = 870 / 792 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

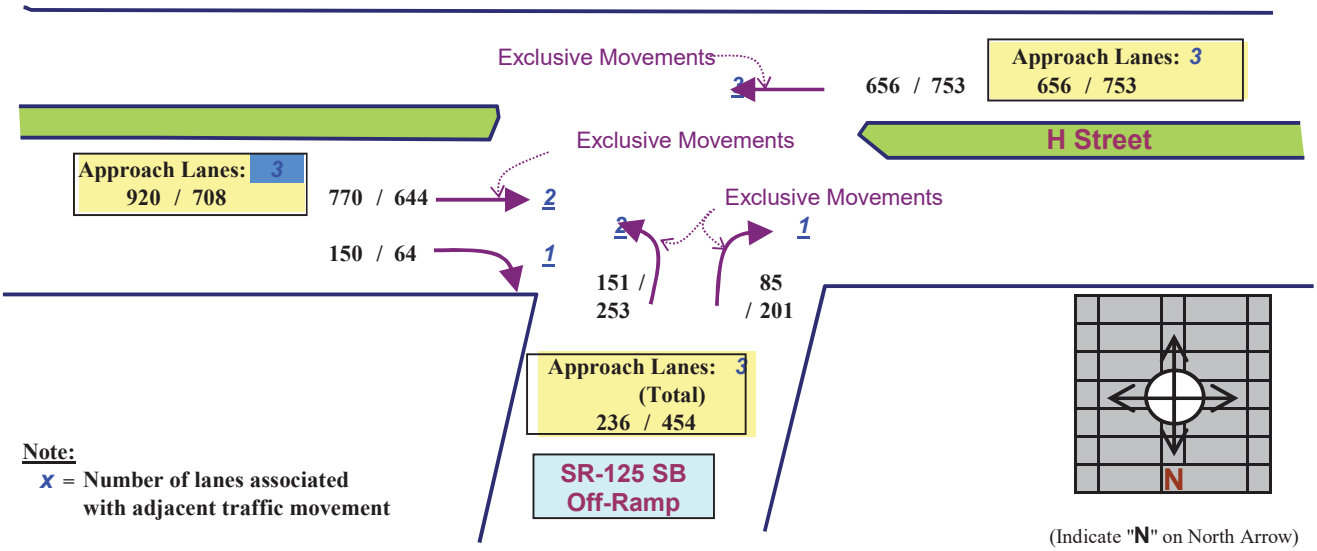
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 SB / H STREET

Scenario: Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

76 / 127 **85 / 201**

151 / 85
253 / 201

219 / 251 656 / 753

385 / 322 **385 / 322**
150 / 64

PHASE 1:	219 / 251	->	385	/	322
	385 / 322				
PHASE 2:	76 / 127	->	85	/	201
	85 / 201				

OPERATING LEVEL:
ILV/HR. = **470** in AM ==> ILV: <1,200M
and **523** in PM ==> ILV <1,200

TOTAL = 470 / 523 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

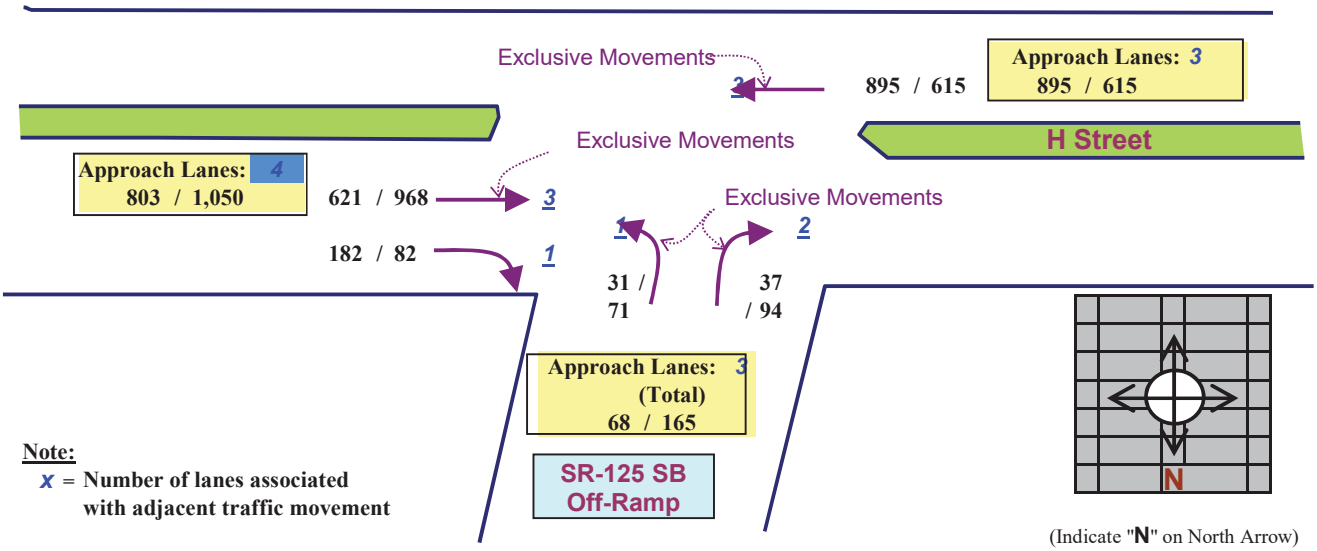
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 NB / H STREET

Scenario: Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

31 / 71 **19 / 47**

31 / 37
71 / 94

298 / 205 895 / 615

207 / 323 **207 / 205**
182 / 82

PHASE 1:	298 / 205			298	/	205
	207 / 205					
PHASE 2:	31 / 71			31	/	71
	19 / 47					

OPERATING LEVEL:
ILV/HR. = **329** in AM ==> ILV: <1,200M
and **276** in PM ==> ILV <1,200

TOTAL = 329 / 276 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

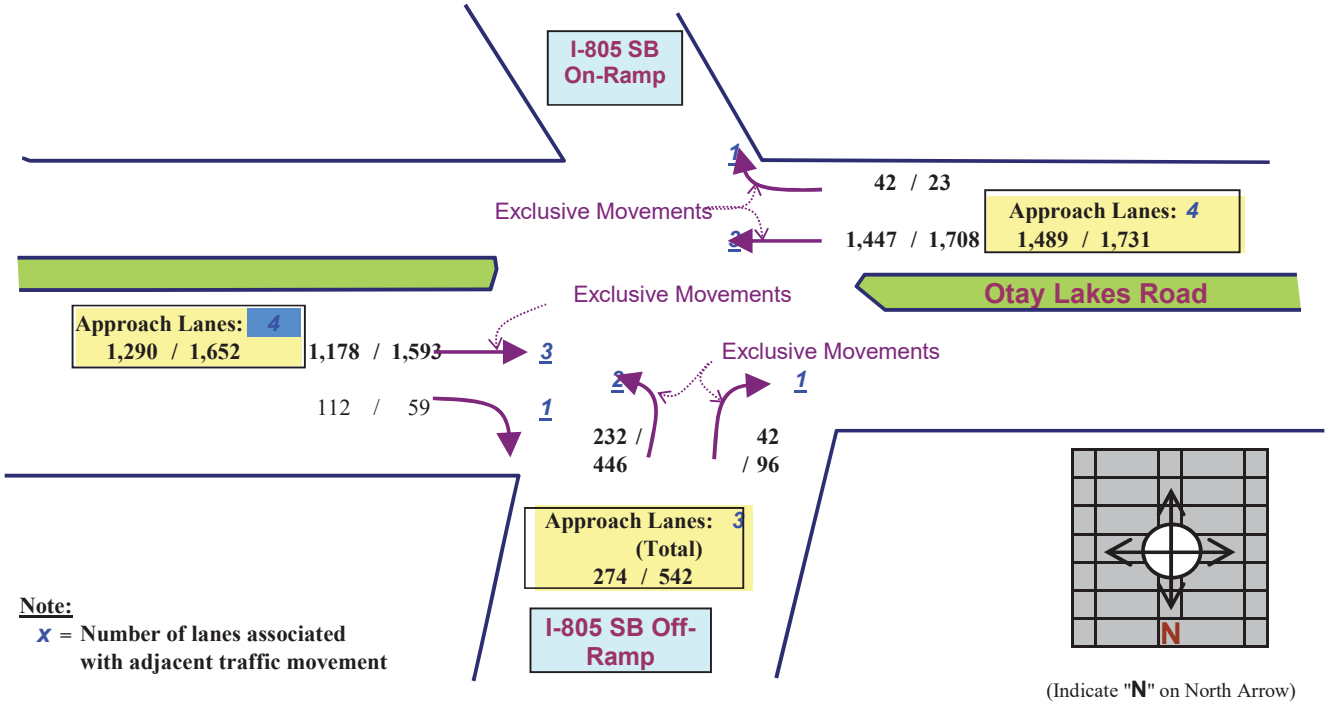
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 SB / Mt. Miguel

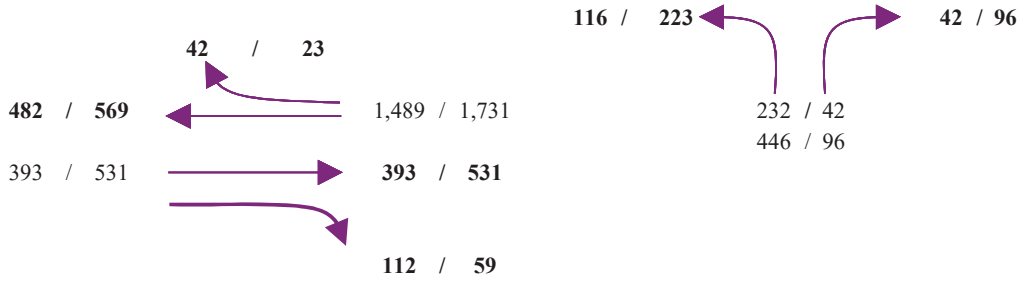
Scenario: Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:



PHASE 1:	482 / 393	/	569 / 531	->	482 /	569
PHASE 2:	116 / 42	/	223 / 96	->	116 /	223

OPERATING LEVEL:

ILV/HR. = **598** in AM ==> ILV: <1,200M

and **792** in PM ==> ILV <1,200

TOTAL = 598 / 792 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)

& UNDER CAPACITY (in PM)

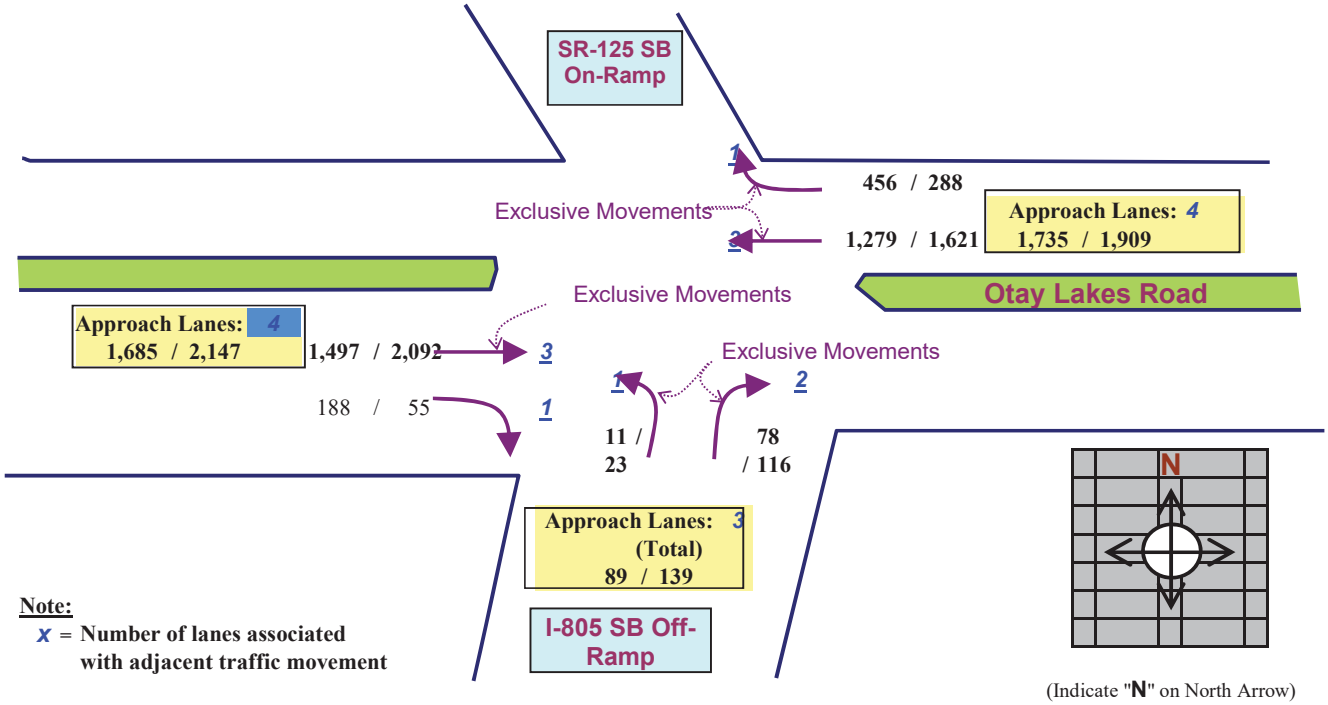
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 NB / OTAY LAKES ROAD

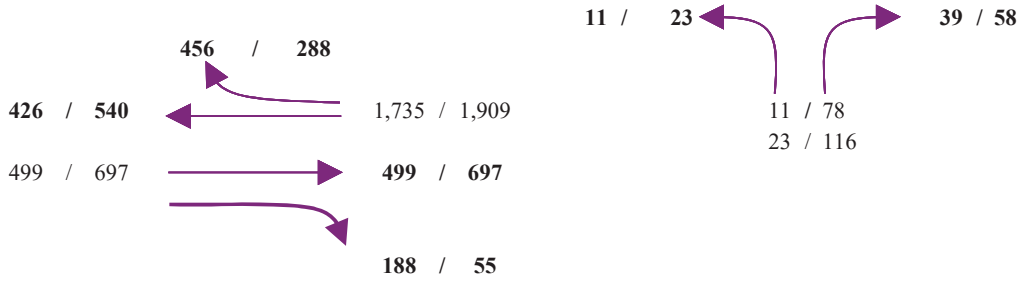
Scenario: Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:



PHASE 1:	456 / 499	/	540 / 697	->	499 /	697
PHASE 2:	11 / 39	/	23 / 58	->	39 /	58

OPERATING LEVEL:

ILV/HR. = **538** in AM ==> ILV: <1,200M

and **755** in PM ==> ILV <1,200

TOTAL = 538 / 755 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)

& UNDER CAPACITY (in PM)

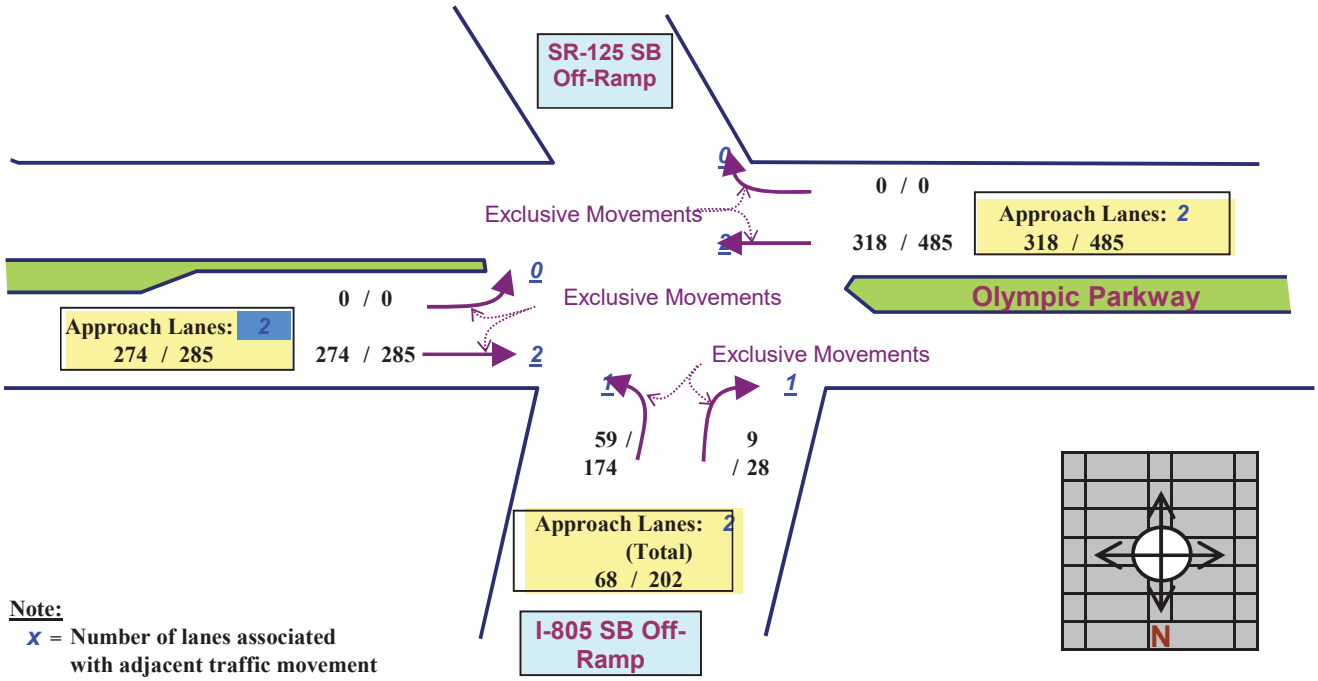
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 SB / Mt. Miguel

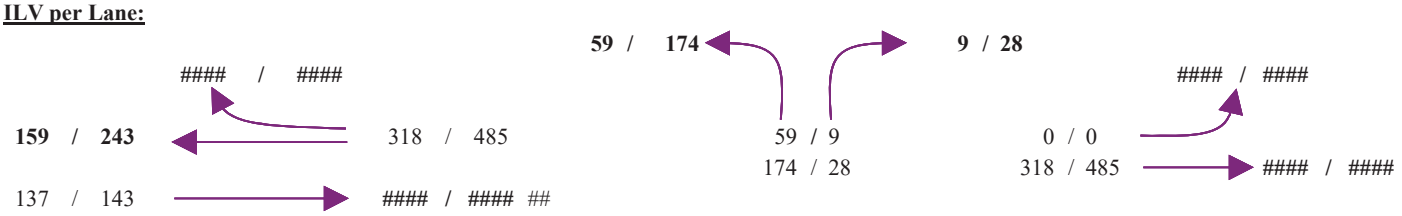
Scenario: Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:



PHASE 1:	#### / ####	#### / ####	->	####	/	####
PHASE 2:	59 / 9	174 / 28	->	59	/	174
PHASE 3:	#### / ####	#### / ####	->	####	/	####

OPERATING LEVEL:
ILV/HR. = #### in AM ==> ILV: ####
and #### in PM ==> #### ####

TOTAL = #### / #### ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : ####
& ####

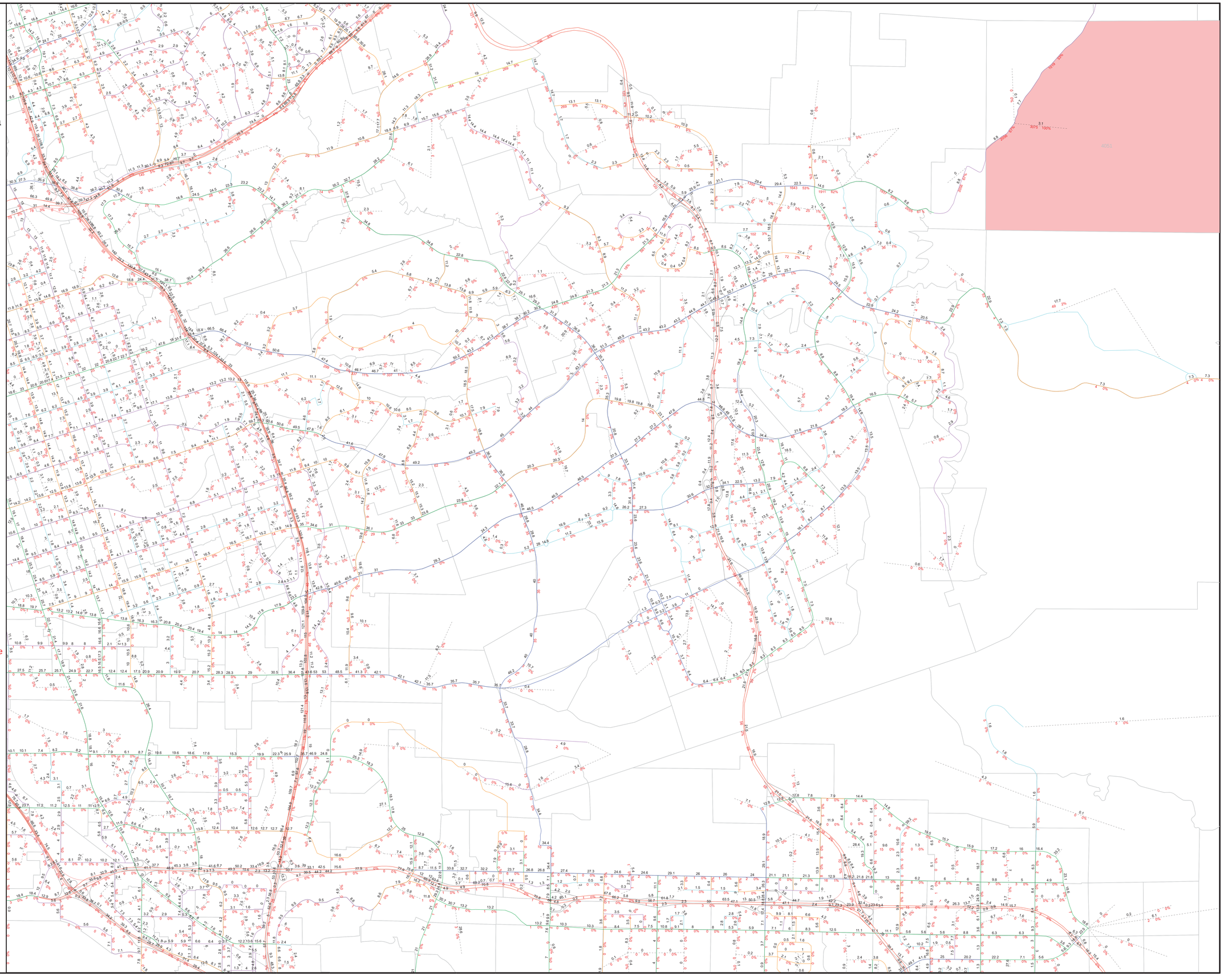
Appendix C

SANDAG Series 11 Traffic Forecast Model Results

SANDAG
Series 11
Southbay2

Otay Ranch
V-14 Nearterm
Cumulative Model
with Updated Otay Mesa
Land Use

Year 2020
Select Zone Run
TAZ 4051



Functional Classifications

- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

Traffic Analysis Zones

Selz Volumes & Percentage

Unadjusted ADT(x1000)

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(619) 699-1900
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Web site: www.sandag.org

N

0 0.25 0.5 0.75
Miles

SANDAG

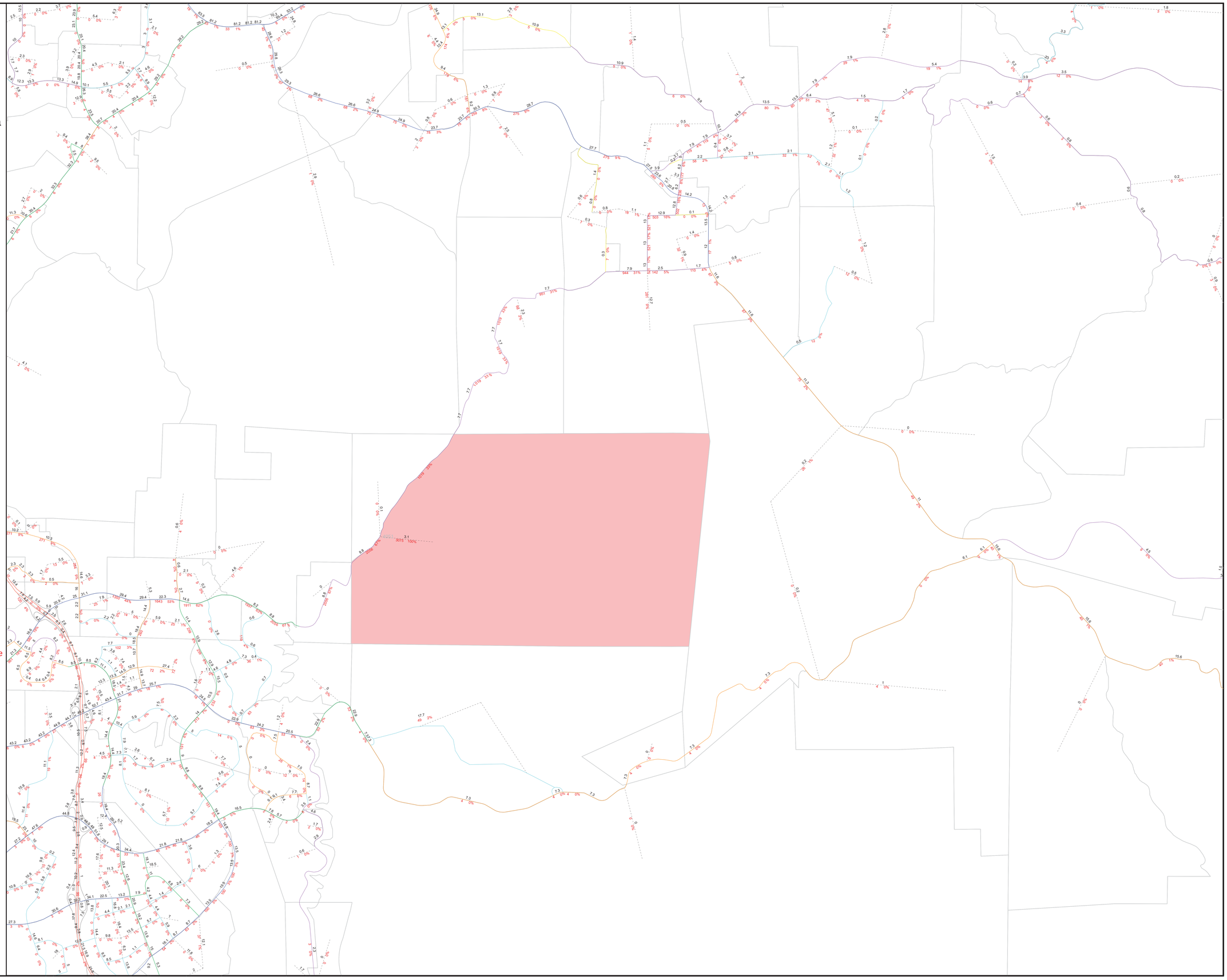
servicebureau

March 11, 2015

SANDAG
Series 11
Southbay2

Otay Ranch
V-14 Nearterm
Cumulative Model
with Updated Otay Mesa
Land Use

Year 2020
Select Zone Run
TAZ 4051



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Miles

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March 11, 2015

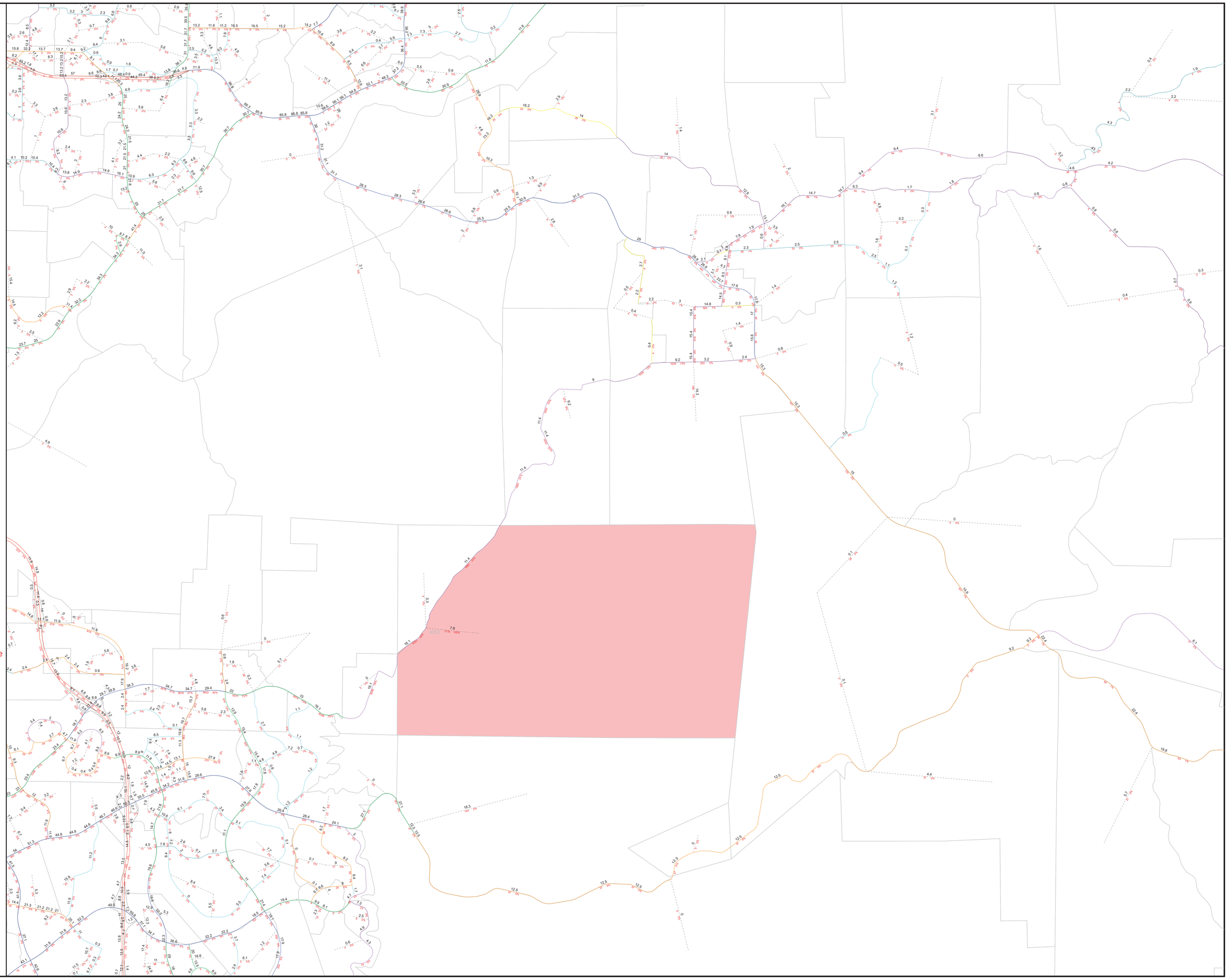
SANDAG
Series 11
Southbay2

Village 2 B&S

Otay Ranch V-14
Nearterm Cumulative
Model with Updated
Otay Mesa Land use

(2015 follow up run
with lu/network changes
along Proctor Vallley)

2025
Select Zone Run
TAZ 4051



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0 0.25 0.5 0.75
Miles

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February 11, 2015

SANDAG
Series 11
Southbay2

Village 2 B&S

Otay Ranch V-14
Nearterm Cumulative
Model with Updated
Otay Mesa Land use

(2015 follow up run
with lu/network changes
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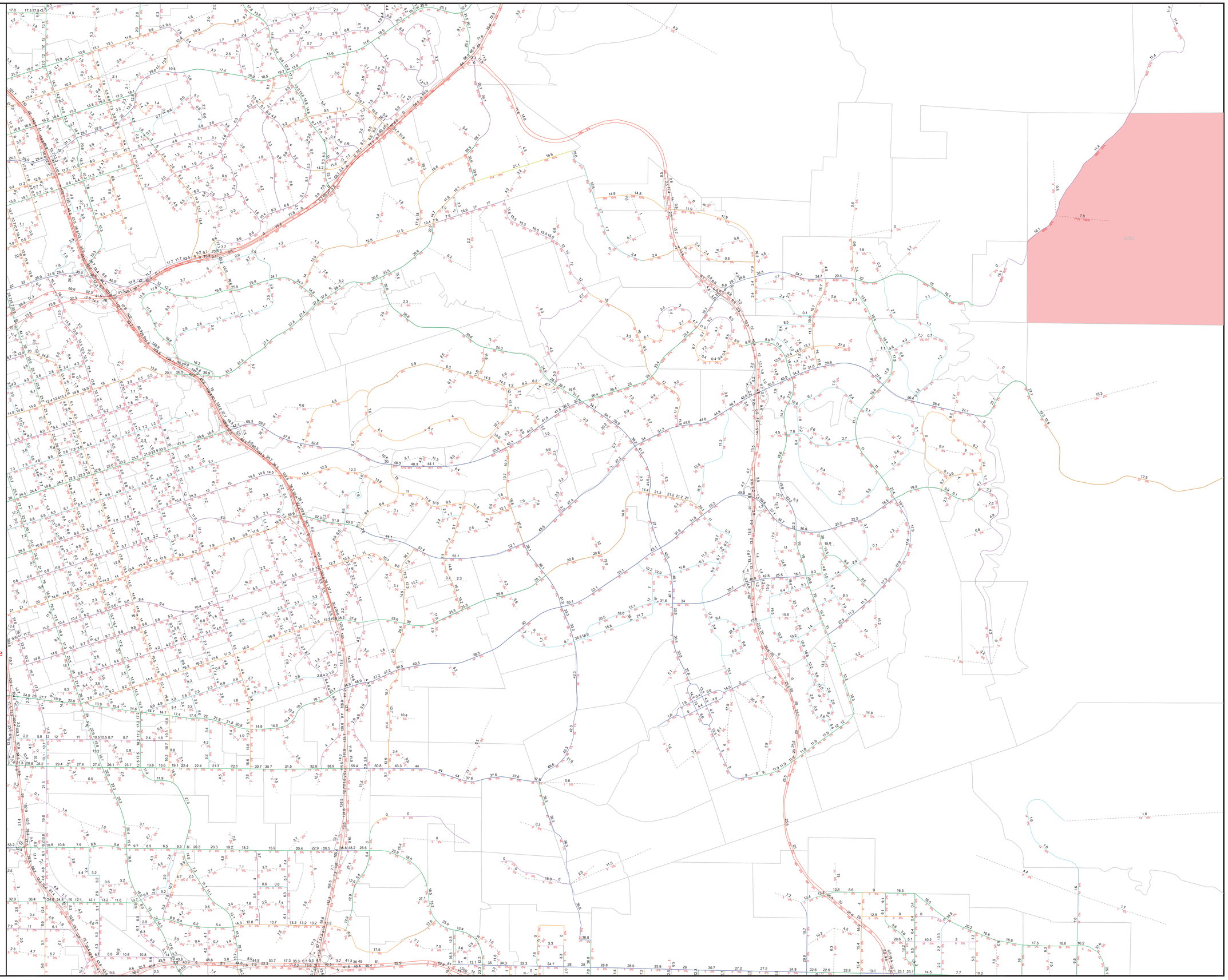
2025
Select Zone Run
TAZ 4051



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Traffic Analysis Zones

Selz Volumes & Percentage

Unadjusted ADT(x1000)

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0 0.25 0.5 0.75
Miles

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February 11, 2015

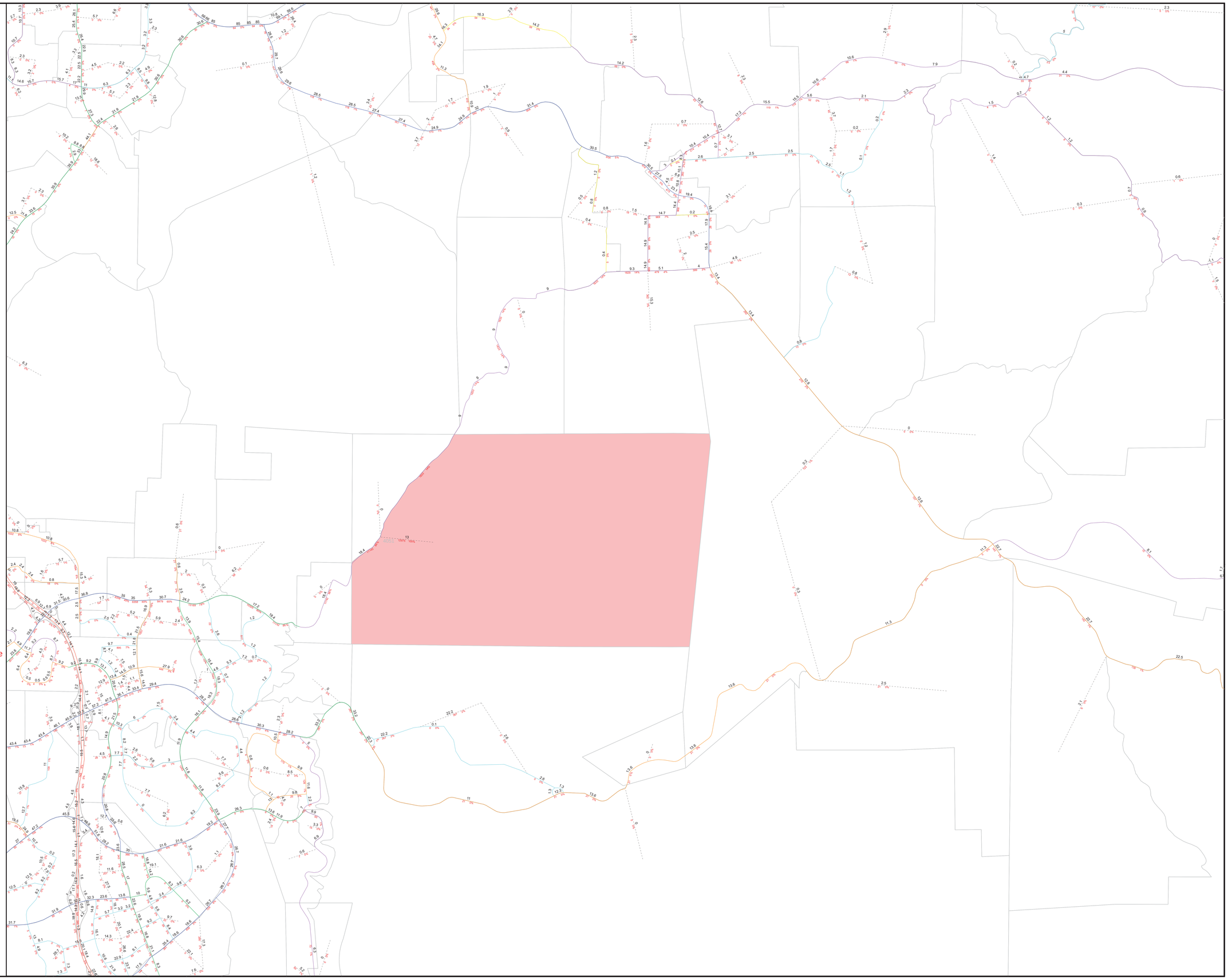
SANDAG
Series 11
Southbay2

Village 2 B&S

Otay Ranch V-14
Nearterm Cumulative
Model with Updated
Otay Mesa Land use

(2015 follow up run
with lu/network changes
along Proctor Vallley)

2030
Select Zone Run
TAZ 4051



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Selz Volumes & Percentage

Unadjusted ADT(x1000)

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N

0 0.25 0.5 0.75
Miles

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February 24, 2015

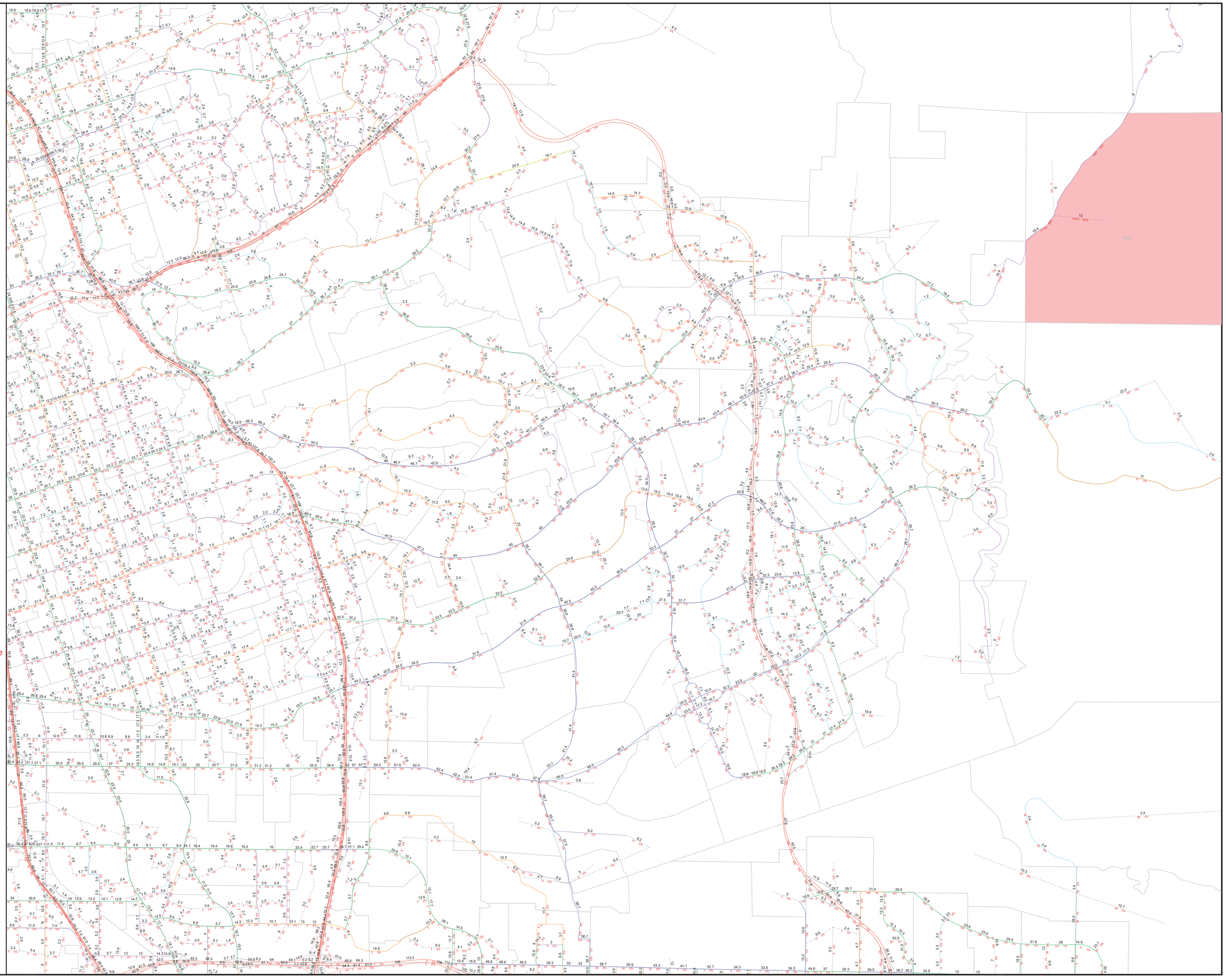
SANDAG
Series 11
Southbay2

Village 2 B&S

Otay Ranch V-14
Nearterm Cumulative
Model with Updated
Otay Mesa Land use

(2015 follow up run
with lu/network changes
along Proctor Vallley)

2030
Select Zone Run
TAZ 4051



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Selz Volumes & Percentage

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February 24, 2015

Appendix D

Otay Ranch Village 14 and Planning Areas 16 & 19 - Project Vehicular Trip Distribution

CHEN RYAN

MEMORANDUM

TO: Nick Ortiz, County of San Diego
Dave Kaplan, City of Chula Vista

FROM: Stephen Cook, Chen Ryan Associates

DATE: March 9, 2015

RE: Proctor Valley Village - Project Vehicular Trip Distribution

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The purpose of this memorandum is to document the anticipated vehicular trip distribution pattern for the proposed Proctor Valley Village project (proposed project), as well as the methodology and assumptions used to establish the pattern.

PROPOSED PROJECT

The proposed Proctor Valley Village project is located along Proctor Valley Road north of the City of Chula Vista City Limits in the Otay Community Planning Area of the unincorporated County of San Diego, as shown in **Figure 1**. The proposed project will be predominately comprised of single family dwelling units but will also include multi-family and senior housing, neighborhood commercial, public parks, an elementary school and a fire station. All neighborhoods within the proposed project will take access via Proctor Valley Road.

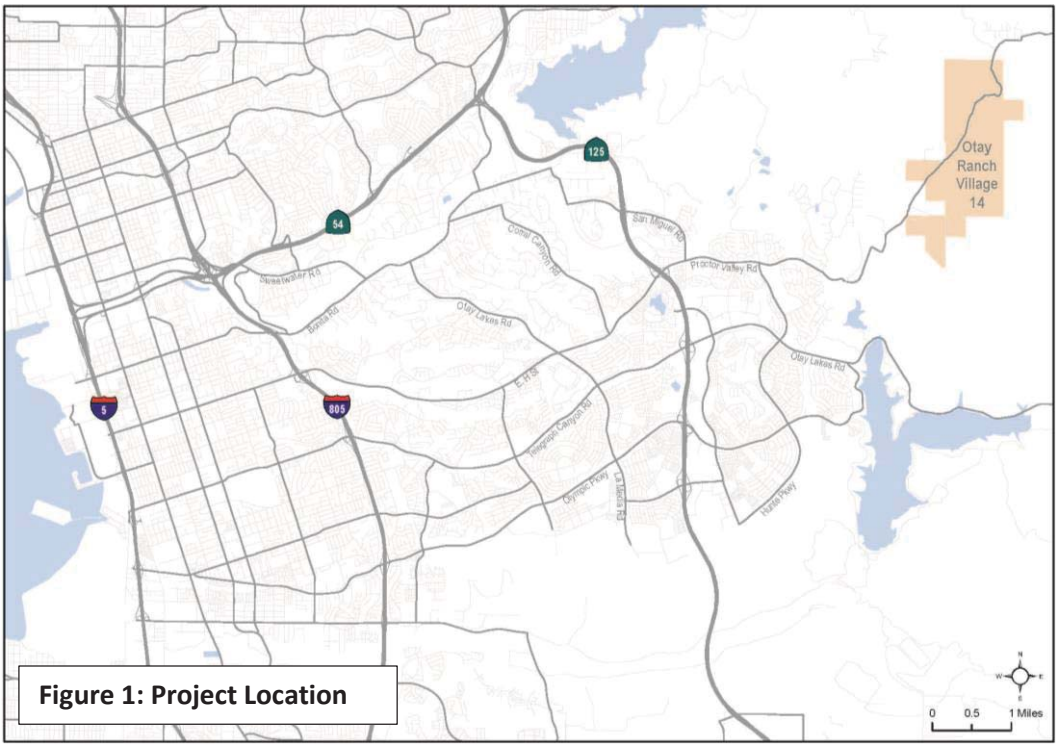


Figure 1: Project Location

Select Zone Assignment

To understand the land use interactions around the proposed project site, a select zone assignment was conducted for the proposed project TAZ, using the Year 2030 SANDAG Series 11 Transportation Forecast previously developed for the Village 13 project. This model represents the latest planned land uses in Chula Vista and the County of San Diego. The project TAZ was updated to include the proposed project land uses. Additionally, Proctor Valley Road was coded as a two-lane facility with a posted speed limit of 35 mph south of the project and as a Local Public Road with a 25 mph posted speed limit, along its current alignment, to the north of the project. The results of the select zone assignment is provided in **Attachment 1.**

Manual Adjustments

Based on a review of the select zone assignment, some illogical assumptions and anomalies within the model were discovered, particularly within the Jamul area. Therefore, the following manual adjustments were made to the select zone assignment distribution:

- *Traffic to Commercial Uses in Rancho San Diego* – As shown in the **Figure 2**, the model assigned 5% of the project traffic to commercial uses located in Rancho San Diego, which are located over 10 miles away (22 minute drive)[1] from the project site. Conversely, only 1% of the project traffic was assigned to the neighborhood shopping center (with supermarket) located on Proctor Valley Road directly east of the SR-125 ramps only, which is located 3.4 miles away from the project (7 minute drive)[1]. Since it is illogical to assume that commercial uses located over 10 miles away will draw 5 times the amount of project traffic than commercial uses only 3.4 miles away, 4% of the traffic was redistributed from the commercial uses in Rancho San Diego to the commercial uses located on Proctor Valley Road.

[1] Source: Google Maps

Figure 2: Proposed Project Commercial Trip Distribution

- *Project Traffic Distributed to Agricultural and Residential Uses in Jamul* – As shown in the **Figure 3** the model distributed 2% of the project traffic to agricultural/residential uses in Jamul (future land uses were based on the County Land Use Element). Since the proposed project is predominantly comprised of residential units, it seems illogical that this amount of project traffic would be distributed to agricultural and low density residential uses. Based on a review of the future year model land uses, the TAZs in which this project traffic was assigned to were coded to include following land uses as shown in **Table 1** below:

Table 1: Jamul TAZs with Inconsistent Land Uses from the County General Plan

TAZ	Lane Use	Amount	TAZ ADT
3730	Single Family Residential	99 DUs	1,078
	Neighborhood Prof (C-3)	3.5 Acres	3,765
3962	Single Family Residential	10 DUs	109
	Other Reaction	100.3 Acres	452

As shown in the table, TAZ 3730 contains 3.5 acres of commercial uses, based on a review of the County Land Use Element it was found that this area is zoned for agriculture uses. Therefore, the project traffic attracted to this zone was redistributed to other commercial uses in Chula Vista. Additionally, 1% of the proposed traffic is distributed to the Other Recreational uses TAZ 3962 which is zoned as agricultural lands in the County Land Use Element; therefore this traffic was also redistributed to Chula Vista.

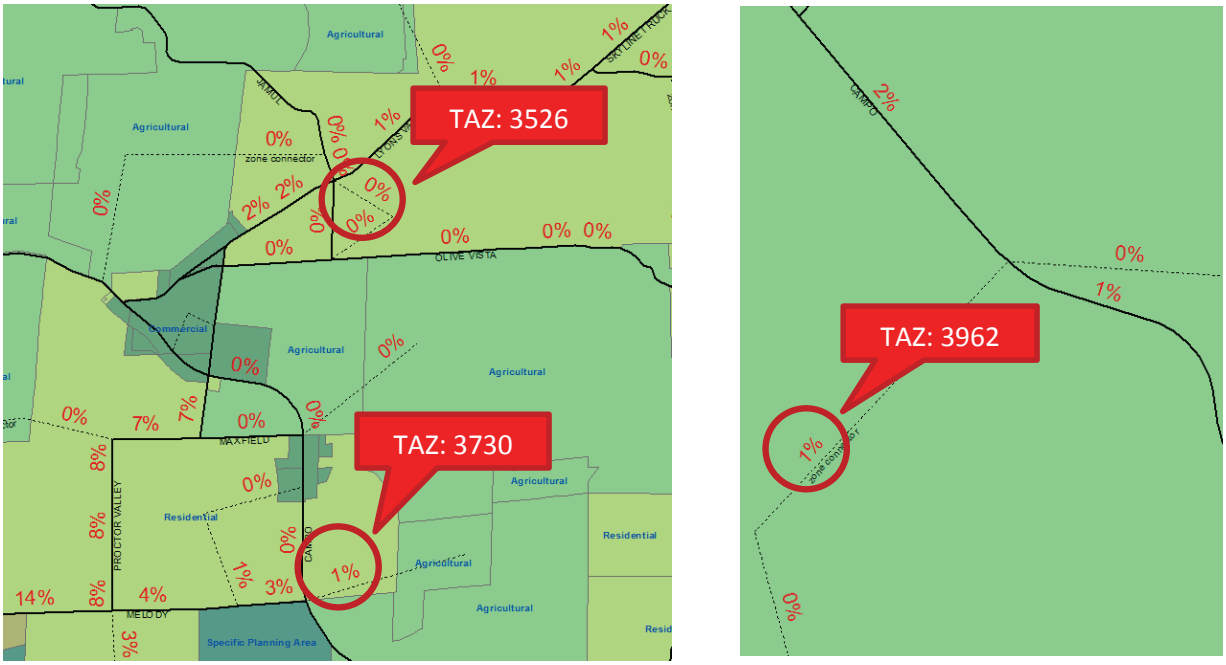


Figure 3: Project Traffic Distributed to Agricultural and Residential Uses in Jamul

- *School Distributio*n – Just under 1% of the project traffic assigned to TAZ 3526 (See Figure 3) whose predominate land use is a Middle school. The proposed project will actually be located within the City of Chula Vista School district, therefore these trips were redistributed to Eastlake Middle School, which will serve the project.

Project Distribution

The proposed project's vehicular trip distribution pattern was based on the Year 2030 Select Zone assignment with the assumed manual adjustments, as discussed above. **Figure 4** displays the assumed trip distribution pattern for the proposed project.

CHEN RYAN

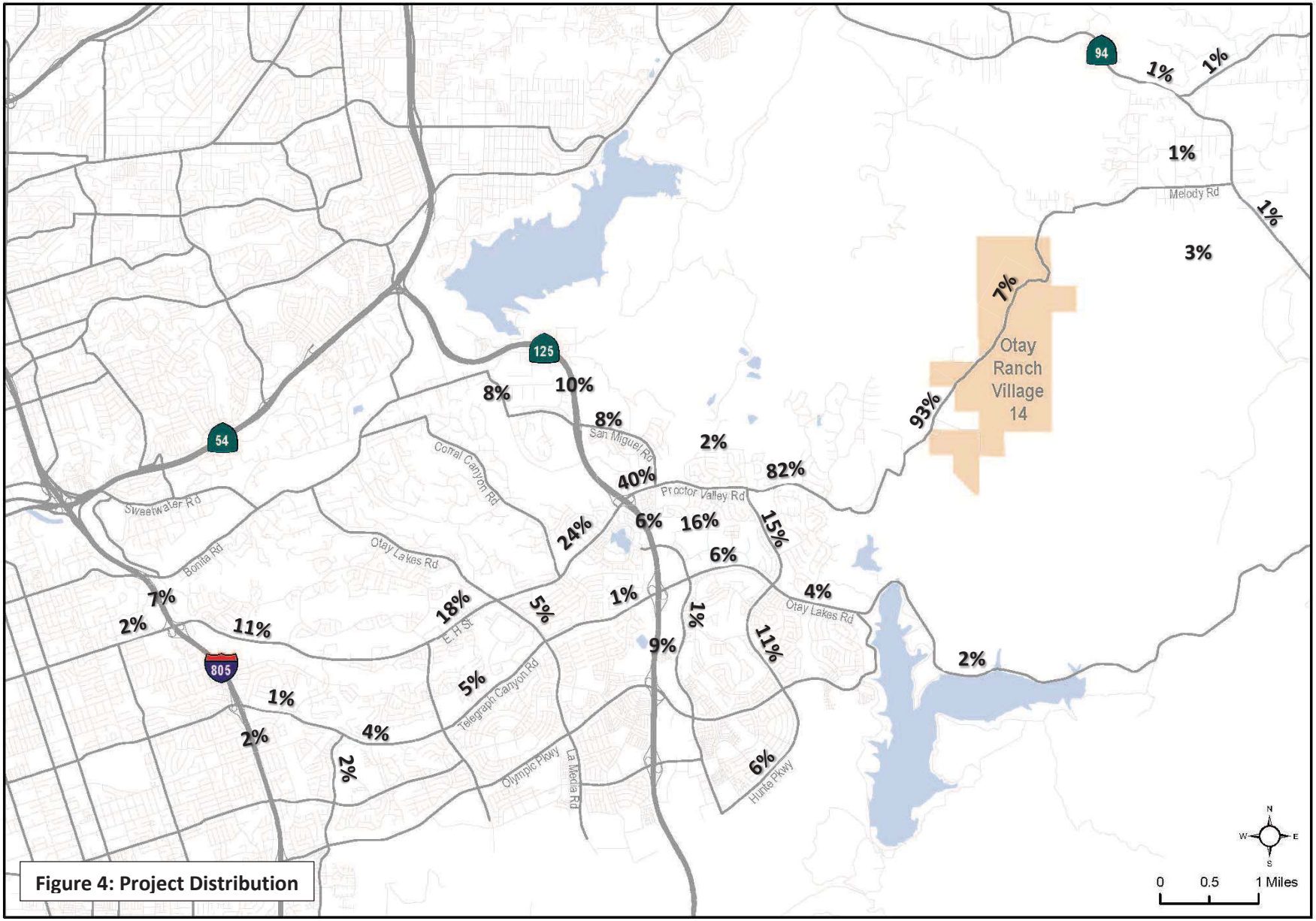
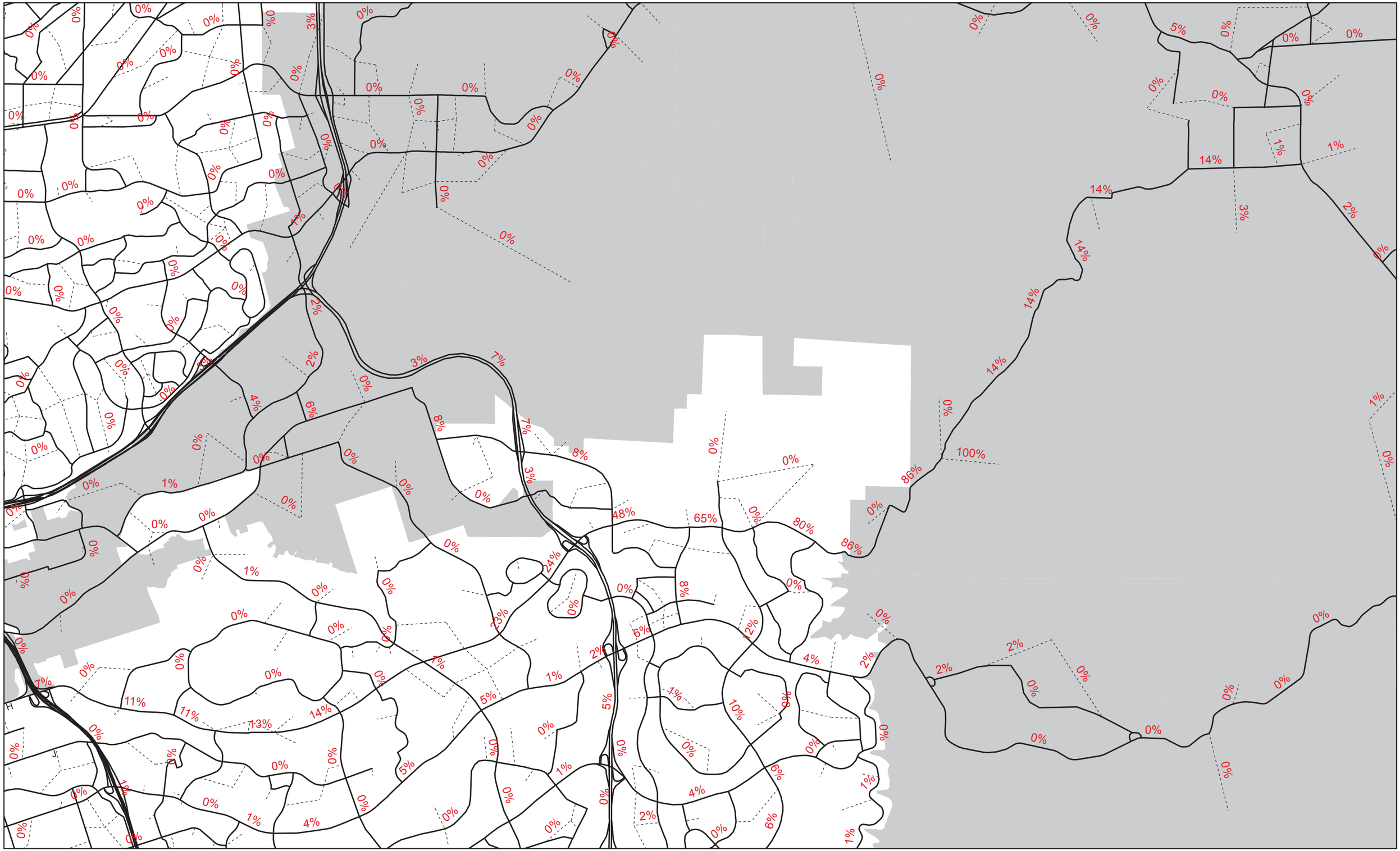


Figure 4: Project Distribution

Attachment 1
Raw Select Zone Assignment



Year 2030 SANDAG Series 11 Select Zone Assignment
Proctor Valley Village

MEMORANDUM

TO: Nick Ortiz, County of San Diego
Dave Kaplan, City of Chula Vista

FROM: Stephen Cook, PE
Phuong Nguyen, PE

DATE: August 20, 2015

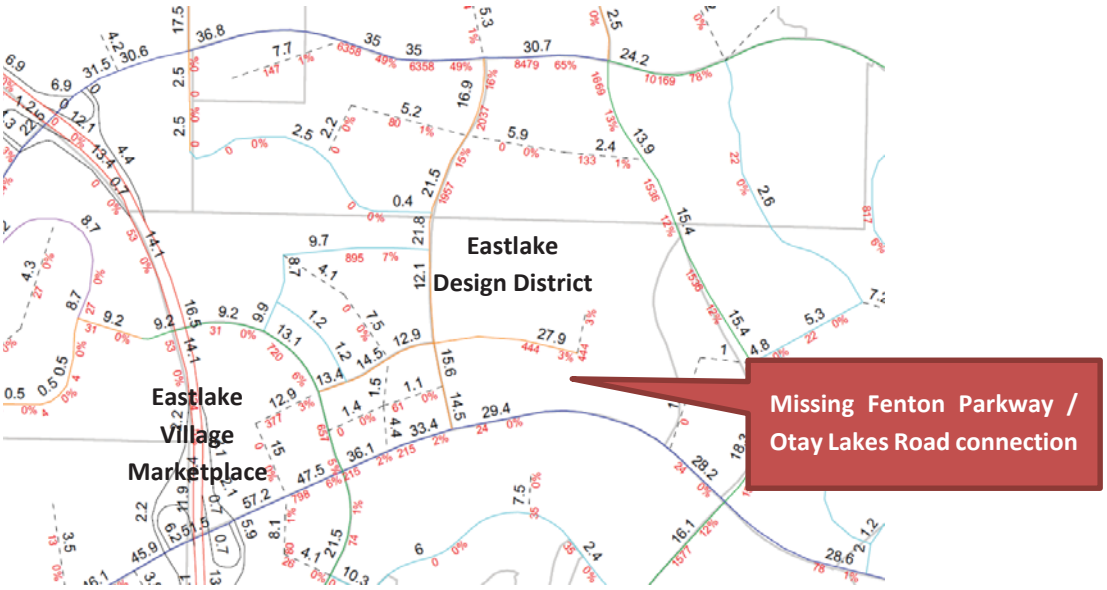
RE: Proctor Valley Village 14 and Preserve Project Vehicular Trip Distribution – Lane Avenue Traffic Distribution

The purpose of this memo is to document the proposed manual adjustments to the Proctor Valley Village 14 and Preserve project (Proposed Project) trip distribution pattern around the Eastlake Design District and the Eastlake Village Marketplace.

Select Zone Assignment

To understand the Proposed Project trip distribution, a select zone assignment was conducted for the Project TAZ updated to represent proposed land uses, using the Year 2030 SANDAG Series 11 Transportation Forecast previously developed for the Otay Ranch Village 13 project. The results of the select zone assignment is provided in **Attachment 1.** A screen shot is provided in **Figure 1** below of the focus are for the proposed manual adjustments, around the Eastlake Design District and the Eastlake Village Marketplace area.

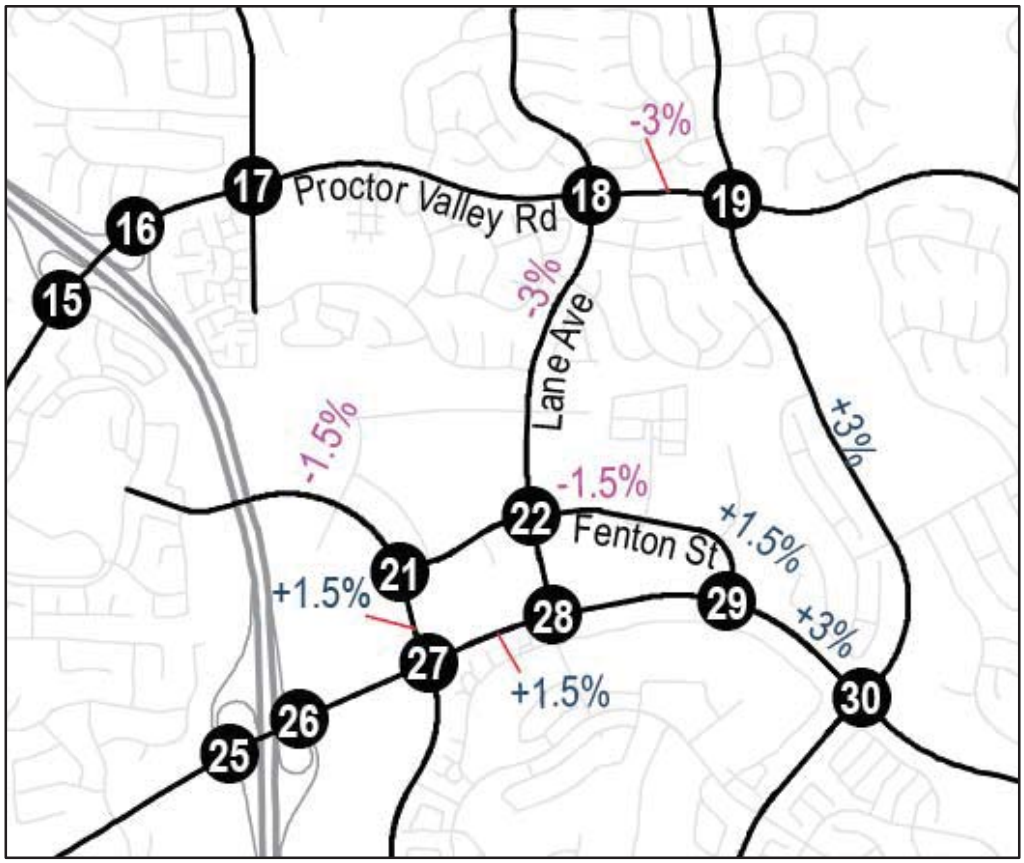
FIGURE 1
Year 2030 SANDAG SERIES 11 TRANSPORTATION FORECAST
SELECT ZONE ASSIGNMENT RESULTS



Proposed Manual Adjustments

As shown in Figure 1, the model does not include the eastern connection of Fenton Parkway to Otay Lakes Road, i.e. the Fenton Parkway / Otay Lakes Road intersection. Additionally, the Select Zone Assignment indicated that all of the Proposed Project trips (approximately 7%) traveling to and from the Eastlake Village Marketplace or the Eastlake Design District would solely use Lane Avenue and a number of non-circulation element roads (not typically analyzed in traffic studies) such as Bosewell Road and Miller Drive. 0% of the Proposed Project traffic would travel on Hunte Parkway (a circulation element roadway with a higher speed limit) to get to those destinations. To avoid underestimate of the potential traffic impacts to circulation element roads, approximately half (3%) of the Proposed Project traffic assigned to the Eastlake Village Marketplace or the Eastlake Design District via Lane Avenue and other non-circulation element roadways was assigned to use Hunte Parkway and Otay Lakes Road. This traffic would access the Design District from the Fenton Street / Otay Lakes Road intersection, which was not assumed on the model. **Figure 2** below displays the proposed shift in the project trip distribution.

FIGURE 2
PROCTOR VALLEY VILLAGE
PROJECT'S DISTRIBUTION ADJUSTMENT



Source: Chen Ryan Associates, August 2015

ATTACHMENT A

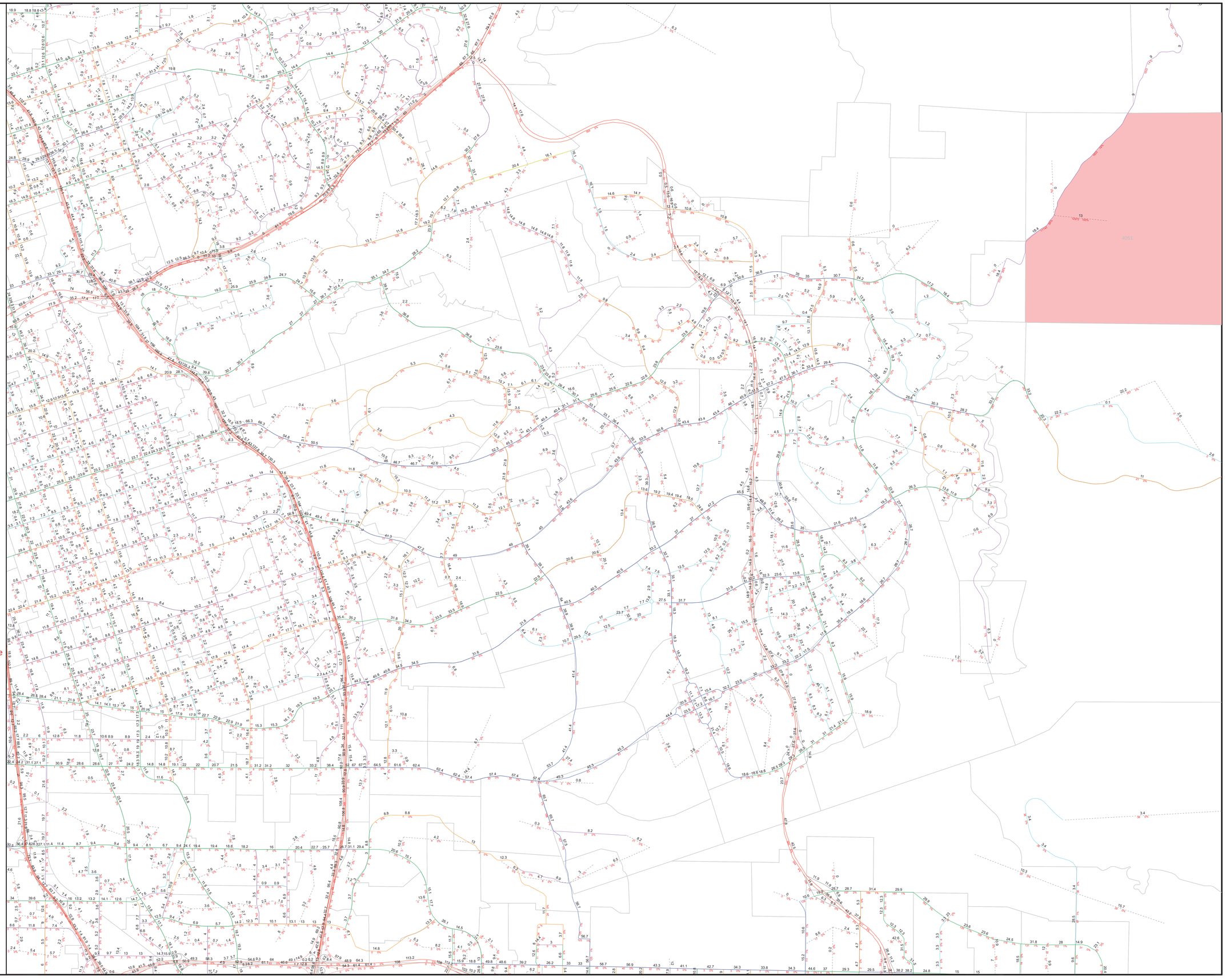
SANDAG
Series 11
Southbay2

Village 2 B&S

Otay Ranch V-14
Nearterm Cumulative
Model with Updated
Otay Mesa Land use

(2015 follow up run
with lu/network changes
along Proctor Vallley)

2030
Select Zone Run
TAZ 4051



Functional Classifications

- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

Traffic Analysis Zones

Selz Volumes & Percentage

Unadjusted ADT(x1000)

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February 24, 2015

Appendix E

Project Construction Timeline

Proctor Valley Village Central Phase

Phase Name	Phase Number	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Start Date	End Date	Num Days Week	Num Days
Site Preparation	1	18	0	0	10.8	7.3	20	9/1/2018	9/30/2018	5	20
Mass Grading	2	20	0	0	10.8	7.3	20	10/1/2018	6/30/2019	5	195
Slope Landscaping	3	20	0	0	10.8	7.3	20	7/1/2019	12/31/2019	5	132
Community Center	4	776	210	0	10.8	7.3	20	7/1/2019	10/31/2019	5	89
Home Construction	5	776	210	0	10.8	7.3	20	9/1/2019	3/31/2023	5	935
Exterior Painting	6	155	0	0	10.8	7.3	20	10/1/2019	1/31/2020	5	89
Commercial Phase 1	7	776	210	0	10.8	7.3	20	11/1/2019	5/31/2023	5	934
Elementary School	8	776	210	0	10.8	7.3	20	6/1/2021	11/30/2021	5	131
Fire Station	9	776	210	0	10.8	7.3	20	7/1/2021	7/31/2022	5	282
Commercial Phase 2	10	776	210	0	10.8	7.3	20	2/1/2022	10/31/2022	5	195
School Paving	11	15	0	0	10.8	7.3	20	6/1/2022	11/30/2022	5	131
Fire Station Paving	12	15	0	0	10.8	7.3	20	6/1/2022	6/30/2022	5	22
Commercial Phase 3	13	776	210	0	10.8	7.3	20	10/1/2022	10/31/2022	5	21
Parks	14	20	0	0	10.8	7.3	20	6/1/2023	11/30/2023	5	131
		3104	840								

Proctor Valley Village North Phase

Phase Name	Phase Number	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Start Date	End Date	Num Days Week	Num Days
Site Preparation	1	18	0	0	10.8	7.3	20	9/1/2020	9/30/2020	5	22
Mass Grading	2	20	0	0	10.8	7.3	20	10/1/2020	3/31/2021	5	130
Slope Landscaping	3	20	0	0	10.8	7.3	20	4/1/2021	7/31/2021	5	87
Home Construction	4	273	74	0	10.8	7.3	20	8/1/2021	4/30/2024	5	717
Exterior Painting	5	55	0	0	10.8	7.3	20	6/30/2022	9/30/2022	5	67
Parks	6	20	0	0	10.8	7.3	20	2/1/2024	5/31/2024	5	87
		328	74								

Proctor Valley Village South Phase

Phase Name	Phase Number	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Start Date	End Date	Num Days Week	Num Days
Site Preparation	1	18	0	0	10.8	7.3	20	10/1/2021	10/31/2021	5	21
Mass Grading	2	20	0	0	10.8	7.3	20	11/1/2021	3/31/2022	5	109
Slope Landscaping	3	20	0	0	10.8	7.3	20	4/1/2022	6/30/2022	5	65
Home Construction	4	144	0	0	10.8	7.3	20	8/1/2022	12/31/2024	5	632
Exterior Painting	5	29	0	0	10.8	7.3	20	1/1/2024	4/30/2024	5	87
Parks	6	20	0	0	10.8	7.3	20	10/1/2024	1/31/2025	5	89

PEAK CONSTRUCTION TRAFFIC WOULD OCCUR BETWEEN 6/30/2022 AND 7/31/2022

Building Construction Worker, Vendor, Painter, Off-road Operator - Trips per Day

Phases	Area	2018															
		Sep-18				Oct-18				Nov-18				Dec-18			
		W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P
Site Preparation	C			2.5													
Site Preparation	N																
Site Preparation	S																
Mass Grading	C							15.0				15.0				15.0	
Mass Grading	N																
Mass Grading	S																
Slope Landscaping	C																
Slope Landscaping	N																
Slope Landscaping	S																
Community Center - C	C																
Senior Center - C	C																
Swim Club - C	C																
Commercial - C1	C																
Elementary School - C	C																
Fire Station - C	C																
Commercial - C2	C																
Swim Club - N	N																
Commercial - C3	C																
Swim Club - S	S																
Home Construction - SF-1	C																
Home Construction - SF-2	C																
Home Construction - SF-3	C																
Home Construction - MF	C																
Home Construction - MU	C																
Home Construction - SF-1	N																
Home Construction - SF-2	N																
Home Construction - SF-1	S																
Totals		**0**	**0**	**3**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**15**	**0**
Monthly Totals		***3***				***15***				***15***				***15***			

W = Workers C = Off-road Operators
V = Vendors P = Painters

Building Construction Worker, Vendor, Painter, Off-road Operator - Trips per Day

Phases	Area	Q1-2019												Q2-2019											
		Jan-19				Feb-19				Mar-19				Apr-19				May-19				Jun-19			
		W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P
Site Preparation	C																								
Site Preparation	N																								
Site Preparation	S																								
Mass Grading	C			15.0				15.0				15.0				15.0				15.0				15.0	
Mass Grading	N																								
Mass Grading	S																								
Slope Landscaping	C																								
Slope Landscaping	N																								
Slope Landscaping	S																								
Community Center - C	C																								
Senior Center - C	C																								
Swim Club - C	C																								
Commercial - C1	C																								
Elementary School - C	C																								
Fire Station - C	C																								
Commercial - C2	C																								
Swim Club - N	N																								
Commercial - C3	C																								
Swim Club - S	S																								
Home Construction - SF-1	C																								
Home Construction - SF-2	C																								
Home Construction - SF-3	C																								
Home Construction - MF	C																								
Home Construction - MU	C																								
Home Construction - SF-1	N																								
Home Construction - SF-2	N																								
Home Construction - SF-1	S																								
Totals		**0**	**0**	**15**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**15**	**0**
Monthly Totals		***15***				***15***				***15***				***15***				***15***				***15***			

W = Workers C = Off-road Operators
V = Vendors P = Painters

Building Construction Worker, Vendor, Painter, Off-road Operator - Trips per Day

Phases	Area	Q3-2019												Q4-2019											
		Jul-19				Aug-19				Sep-19				Oct-19				Nov-19				Dec-19			
		W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P
Site Preparation	C																								
Site Preparation	N																								
Site Preparation	S																								
Mass Grading	C																								
Mass Grading	N																								
Mass Grading	S																								
Slope Landscaping	C			5.0				5.0				5.0				5.0				5.0				5.0	
Slope Landscaping	N																								
Slope Landscaping	S																								
Community Center - C	C	3.2	1.6	5.0		3.2	1.6	5.0		3.2	1.6	5.0		3.2	1.6	5.0	0.6				0.6				
Senior Center - C	C	6.3	2.5	5.0		6.3	2.5	5.0		6.3	2.5	5.0		6.3	2.5	5.0	1.3				1.3				
Swim Club - C	C																					1.0	0.5	5.0	
Commercial - C1	C																								
Elementary School - C	C																								
Fire Station - C	C																								
Commercial - C2	C																								
Swim Club - N	N																								
Commercial - C3	C																								
Swim Club - S	S																								
Home Construction - SF-1	C									326.2	96.9	5.0		326.2	96.9	5.0		326.2	96.9	5.0		326.2	96.9	5.0	65.2
Home Construction - SF-2	C									99.4	29.5	5.0		99.4	29.5	5.0		99.4	29.5	5.0		99.4	29.5	5.0	19.9
Home Construction - SF-3	C									137.5	40.8	5.0		137.5	40.8	5.0		137.5	40.8	5.0		137.5	40.8	5.0	27.5
Home Construction - MF	C									99.4	14.8	5.0		99.4	14.8	5.0		99.4	14.8	5.0		99.4	14.8	5.0	19.9
Home Construction - MU	C									77.8	11.5	5.0		77.8	11.5	5.0		77.8	11.5	5.0		77.8	11.5	5.0	15.6
Home Construction - SF-1	N																								
Home Construction - SF-2	N																								
Home Construction - SF-1	S																								
Totals		**10**	**4**	**15**	**0**	**10**	**4**	**15**	**0**	**750**	**198**	**40**	**0**	**750**	**198**	**40**	**2**	**740**	**193**	**30**	**2**	**741**	**194**	**35**	**148**
Monthly Totals		***29***				***29***				***987***				***989***				***966***				***1,118***			

W = Workers C = Off-road Operators
V = Vendors P = Painters

Building Construction Worker, Vendor, Painter, Off-road Operator - Trips per Day

Phases	Area	Q1-2020												Q2-2020											
		Jan-20				Feb-20				Mar-20				Apr-20				May-20				Jun-20			
		W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P
Site Preparation	C																								
Site Preparation	N																								
Site Preparation	S																								
Mass Grading	C																								
Mass Grading	N																								
Mass Grading	S																								
Slope Landscaping	C																								
Slope Landscaping	N																								
Slope Landscaping	S																								
Community Center - C	C																								
Senior Center - C	C																								
Swim Club - C	C	1.0	0.5	5.0		1.0	0.5	5.0		1.0	0.5	5.0					0.2				0.2				
Commercial - C1	C																								
Elementary School - C	C																								
Fire Station - C	C																								
Commercial - C2	C																								
Swim Club - N	N																								
Commercial - C3	C																								
Swim Club - S	S																								
Home Construction - SF-1	C	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2
Home Construction - SF-2	C	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9
Home Construction - SF-3	C	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5
Home Construction - MF	C	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9
Home Construction - MU	C	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6
Home Construction - SF-1	N																								
Home Construction - SF-2	N																								
Home Construction - SF-1	S																								
Totals		**741**	**194**	**30**	**148**	**741**	**194**	**30**	**148**	**741**	**194**	**30**	**148**	**740**	**193**	**25**	**148**	**740**	**193**	**25**	**148**	**740**	**193**	**25**	**148**
Monthly Totals		***1,113***				***1,113***				***1,113***				***1,107***				***1,107***				***1,107***			

W = Workers C = Off-road Operators
V = Vendors P = Painters

Building Construction Worker, Vendor, Painter, Off-road Operator - Trips per Day

Phases	Area	Q3-2020												Q4-2020											
		Jul-20				Aug-20				Sep-20				Oct-20				Nov-20				Dec-20			
		W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P
Site Preparation	C																								
Site Preparation	N											2.5													
Site Preparation	S																								
Mass Grading	C																								
Mass Grading	N															15.0				15.0				15.0	
Mass Grading	S																								
Slope Landscaping	C																								
Slope Landscaping	N																								
Slope Landscaping	S																								
Community Center - C	C																								
Senior Center - C	C																								
Swim Club - C	C																								
Commercial - C1	C																								
Elementary School - C	C																								
Fire Station - C	C																								
Commercial - C2	C																								
Swim Club - N	N																								
Commercial - C3	C																								
Swim Club - S	S																								
Home Construction - SF-1	C	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2
Home Construction - SF-2	C	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9
Home Construction - SF-3	C	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5
Home Construction - MF	C	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9
Home Construction - MU	C	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6
Home Construction - SF-1	N																								
Home Construction - SF-2	N																								
Home Construction - SF-1	S																								
Totals		**740**	**193**	**25**	**148**	**740**	**193**	**25**	**148**	**740**	**193**	**28**	**148**	**740**	**193**	**40**	**148**	**740**	**193**	**40**	**148**	**740**	**193**	**40**	**148**
Monthly Totals		***1,107***				***1,107***				***1,109***				***1,122***				***1,122***				***1,122***			

W = Workers C = Off-road Operators
V = Vendors P = Painters

Building Construction Worker, Vendor, Painter, Off-road Operator - Trips per Day

Phases	Area	Q1-2021												Q2-2021											
		Jan-21				Feb-21				Mar-21				Apr-21				May-21				Jun-21			
		W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P
Site Preparation	C																								
Site Preparation	N																								
Site Preparation	S																								
Mass Grading	C																								
Mass Grading	N			15.0				15.0																	
Mass Grading	S																								
Slope Landscaping	C																								
Slope Landscaping	N															3.8				3.8				3.8	
Slope Landscaping	S																								
Community Center - C	C																								
Senior Center - C	C																								
Swim Club - C	C																								
Commercial - C1	C																					3.2	1.6	6.3	
Elementary School - C	C																								
Fire Station - C	C																								
Commercial - C2	C																								
Swim Club - N	N																								
Commercial - C3	C																								
Swim Club - S	S																								
Home Construction - SF-1	C	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2
Home Construction - SF-2	C	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9
Home Construction - SF-3	C	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5
Home Construction - MF	C	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9
Home Construction - MU	C	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6
Home Construction - SF-1	N																								
Home Construction - SF-2	N																								
Home Construction - SF-1	S																								
Totals		**740**	**193**	**40**	**148**	**740**	**193**	**40**	**148**	**740**	**193**	**25**	**148**	**740**	**193**	**29**	**148**	**740**	**193**	**29**	**148**	**743**	**195**	**35**	**148**
Monthly Totals		***1,122***				***1,122***				***1,107***				***1,110***				***1,110***				***1,122***			

W = Workers C = Off-road Operators
V = Vendors P = Painters

Building Construction Worker, Vendor, Painter, Off-road Operator - Trips per Day

Phases	Area	Q3-2021												Q4-2021											
		Jul-21				Aug-21				Sep-21				Oct-21				Nov-21				Dec-21			
		W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P
Site Preparation	C																								
Site Preparation	N																								
Site Preparation	S															2.5									
Mass Grading	C																								
Mass Grading	N																								
Mass Grading	S																			15.0				15.0	
Slope Landscaping	C																								
Slope Landscaping	N			3.8																					
Slope Landscaping	S																								
Community Center - C	C																								
Senior Center - C	C																								
Swim Club - C	C																								
Commercial - C1	C	3.2	1.6	6.3		3.2	1.6	6.3		3.2	1.6	6.3		3.2	1.6	6.3	0.6	3.2	1.6	6.3	0.6				0.6
Elementary School - C	C	38.4	19.7	6.3		38.4	19.7	6.3		38.4	19.7	6.3		38.4	19.7	6.3		38.4	19.7	6.3		38.4	19.7	6.3	
Fire Station - C	C																								
Commercial - C2	C																								
Swim Club - N	N																								
Commercial - C3	C																								
Swim Club - S	S																								
Home Construction - SF-1	C	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2
Home Construction - SF-2	C	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9
Home Construction - SF-3	C	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5
Home Construction - MF	C	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9
Home Construction - MU	C	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6
Home Construction - SF-1	N													164.2	48.7	3.8		164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8
Home Construction - SF-2	N													105.1	31.2	3.8		105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0
Home Construction - SF-1	S																								
Totals		**782**	**215**	**41**	**148**	**782**	**215**	**38**	**148**	**782**	**215**	**38**	**148**	**1,051**	**295**	**48**	**149**	**1,051**	**295**	**60**	**203**	**1,048**	**293**	**54**	**203**
Monthly Totals		***1,186***				***1,182***				***1,182***				***1,542***				***1,608***				***1,597***			

W = Workers C = Off-road Operators
V = Vendors P = Painters

Building Construction Worker, Vendor, Painter, Off-road Operator - Trips per Day

Phases	Area	Q1-2022												Q2-2022											
		Jan-22				Feb-22				Mar-22				Apr-22				May-22				Jun-22			
		W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P
Site Preparation	C																								
Site Preparation	N																								
Site Preparation	S																								
Mass Grading	C																								
Mass Grading	N																								
Mass Grading	S			15.0																					
Slope Landscaping	C																								
Slope Landscaping	N																								
Slope Landscaping	S															2.5				2.5				2.5	
Community Center - C	C																								
Senior Center - C	C																								
Swim Club - C	C																								
Commercial - C1	C																								
Elementary School - C	C	38.4	19.7	6.3		38.4	19.7	6.3	7.7	38.4	19.7	6.3	7.7	38.4	19.7	6.3	7.7	38.4	19.7	6.3	7.7	38.4	19.7	6.3	7.7
Fire Station - C	C					4.8	2.5	5.0		4.8	2.5	5.0		4.8	2.5	5.0		4.8	2.5	5.0	1.0	4.8	2.5	5.0	1.0
Commercial - C2	C																					3.2	1.6	6.3	
Swim Club - N	N																					1.0	0.5	5.0	
Commercial - C3	C																								
Swim Club - S	S																								
Home Construction - SF-1	C	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2
Home Construction - SF-2	C	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9
Home Construction - SF-3	C	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5
Home Construction - MF	C	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9
Home Construction - MU	C	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6
Home Construction - SF-1	N	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8
Home Construction - SF-2	N	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0
Home Construction - SF-1	S																								
Totals		**1,048**	**293**	**54**	**202**	**1,053**	**296**	**44**	**210**	**1,053**	**296**	**44**	**210**	**1,053**	**296**	**46**	**210**	**1,053**	**296**	**46**	**211**	**1,057**	**298**	**58**	**211**
Monthly Totals		***1,597***				***1,602***				***1,602***				***1,604***				***1,605***				***1,623***			

W = Workers C = Off-road Operators
V = Vendors P = Painters

Building Construction Worker, Vendor, Painter, Off-road Operator - Trips per Day

Phases	Area	Q3-2022												Q4-2022											
		Jul-22				Aug-22				Sep-22				Oct-22				Nov-22				Dec-22			
		W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P
Site Preparation	C																								
Site Preparation	N																								
Site Preparation	S																								
Mass Grading	C																								
Mass Grading	N																								
Mass Grading	S																								
Slope Landscaping	C																								
Slope Landscaping	N																								
Slope Landscaping	S			2.5																					
Community Center - C	C																								
Senior Center - C	C																								
Swim Club - C	C																								
Commercial - C1	C																								
Elementary School - C	C	38.4	19.7	6.3	7.7				7.7																
Fire Station - C	C	4.8	2.5	5.0	1.0	4.8	2.5	5.0	1.0	4.8	2.5	5.0	1.0	4.8	2.5	5.0		4.8	2.5	5.0					
Commercial - C2	C	3.2	1.6	6.3		3.2	1.6	6.3		3.2	1.6	6.3		3.2	1.6	6.3	0.6	3.2	1.6	6.3	0.6				0.6
Swim Club - N	N	1.0	0.5	5.0		1.0	0.5	5.0	0.2	1.0	0.5	5.0	0.2												
Commercial - C3	C																								
Swim Club - S	S																								
Home Construction - SF-1	C	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2
Home Construction - SF-2	C	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9
Home Construction - SF-3	C	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5
Home Construction - MF	C	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9
Home Construction - MU	C	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6
Home Construction - SF-1	N	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8
Home Construction - SF-2	N	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0
Home Construction - SF-1	S					180.0	53.5	5.0		180.0	53.5	5.0		180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0
Totals		**1,057**	**298**	**58**	**211**	**1,198**	**331**	**54**	**211**	**1,198**	**331**	**54**	**203**	**1,197**	**331**	**49**	**239**	**1,197**	**331**	**49**	**239**	**1,189**	**327**	**38**	**239**
Monthly Totals		***1,623***				***1,794***				***1,787***				***1,816***				***1,816***				***1,792***			

380 1,436

W = Workers C = Off-road Operators
V = Vendors P = Painters

Building Construction Worker, Vendor, Painter, Off-road Operator - Trips per Day

Phases	Area	Q1-2023												Q2-2023											
		Jan-23				Feb-23				Mar-23				Apr-23				May-23				Jun-23			
		W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P
Site Preparation	C																								
Site Preparation	N																								
Site Preparation	S																								
Mass Grading	C																								
Mass Grading	N																								
Mass Grading	S																								
Slope Landscaping	C																								
Slope Landscaping	N																								
Slope Landscaping	S																								
Community Center - C	C																								
Senior Center - C	C																								
Swim Club - C	C																								
Commercial - C1	C																								
Elementary School - C	C																								
Fire Station - C	C																								
Commercial - C2	C																								
Swim Club - N	N																								
Commercial - C3	C																					3.2	1.6	6.3	
Swim Club - S	S																								
Home Construction - SF-1	C	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2	326.2	96.9	5.0	65.2				65.2
Home Construction - SF-2	C	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9	99.4	29.5	5.0	19.9				19.9
Home Construction - SF-3	C	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5	137.5	40.8	5.0	27.5				27.5
Home Construction - MF	C	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9	99.4	14.8	5.0	19.9				19.9
Home Construction - MU	C	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6	77.8	11.5	5.0	15.6				15.6
Home Construction - SF-1	N	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8
Home Construction - SF-2	N	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0
Home Construction - SF-1	S	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0
Totals		**1,189**	**327**	**38**	**238**	**1,189**	**327**	**38**	**238**	**1,189**	**327**	**38**	**238**	**1,189**	**327**	**38**	**238**	**1,189**	**327**	**38**	**238**	**452**	**135**	**19**	**238**
Monthly Totals		***1,792***				***1,792***				***1,792***				***1,792***				***1,792***				***844***			

W = Workers C = Off-road Operators
V = Vendors P = Painters

Building Construction Worker, Vendor, Painter, Off-road Operator - Trips per Day

Phases	Area	Q3-2023												Q4-2023											
		Jul-23				Aug-23				Sep-23				Oct-23				Nov-23				Dec-23			
		W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P
Site Preparation	C																								
Site Preparation	N																								
Site Preparation	S																								
Mass Grading	C																								
Mass Grading	N																								
Mass Grading	S																								
Slope Landscaping	C																								
Slope Landscaping	N																								
Slope Landscaping	S																								
Community Center - C	C																								
Senior Center - C	C																								
Swim Club - C	C																								
Commercial - C1	C																								
Elementary School - C	C																								
Fire Station - C	C																								
Commercial - C2	C																								
Swim Club - N	N																								
Commercial - C3	C	3.2	1.6	6.3		3.2	1.6	6.3		3.2	1.6	6.3		3.2	1.6	6.3	0.6	3.2	1.6	6.3	0.6				0.6
Swim Club - S	S																								
Home Construction - SF-1	C				65.2																				
Home Construction - SF-2	C				19.9																				
Home Construction - SF-3	C				27.5																				
Home Construction - MF	C				19.9																				
Home Construction - MU	C				15.6																				
Home Construction - SF-1	N	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8
Home Construction - SF-2	N	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0
Home Construction - SF-1	S	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0
Totals		**452**	**135**	**19**	**238**	**452**	**135**	**19**	**90**	**452**	**135**	**19**	**90**	**452**	**135**	**19**	**90**	**452**	**135**	**19**	**90**	**449**	**133**	**13**	**90**
Monthly Totals		***844***				***696***				***696***				***697***				***697***				***686***			

W = Workers C = Off-road Operators
V = Vendors P = Painters

Building Construction Worker, Vendor, Painter, Off-road Operator - Trips per Day

Phases	Area	Q1-2024												Q2-2024											
		Jan-24				Feb-24				Mar-24				Apr-24				May-24				Jun-24			
		W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P
Site Preparation	C																								
Site Preparation	N																								
Site Preparation	S																								
Mass Grading	C																								
Mass Grading	N																								
Mass Grading	S																								
Slope Landscaping	C																								
Slope Landscaping	N																								
Slope Landscaping	S																								
Community Center - C	C																								
Senior Center - C	C																								
Swim Club - C	C																								
Commercial - C1	C																								
Elementary School - C	C																								
Fire Station - C	C																								
Commercial - C2	C																								
Swim Club - N	N																								
Commercial - C3	C																								
Swim Club - S	S																								
Home Construction - SF-1	C																								
Home Construction - SF-2	C																								
Home Construction - SF-3	C																								
Home Construction - MF	C																								
Home Construction - MU	C																								
Home Construction - SF-1	N	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8	164.2	48.7	3.8	32.8				32.8				32.8
Home Construction - SF-2	N	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0	105.1	31.2	3.8	21.0				21.0				21.0
Home Construction - SF-1	S	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0
Totals		**449**	**133**	**13**	**90**	**449**	**133**	**13**	**90**	**449**	**133**	**13**	**90**	**449**	**133**	**13**	**90**	**180**	**53**	**5**	**90**	**180**	**53**	**5**	**90**
Monthly Totals		***685***				***685***				***685***				***685***				***328***				***328***			

W = Workers C = Off-road Operators
V = Vendors P = Painters

Building Construction Worker, Vendor, Painter, Off-road Operator - Trips per Day

Phases	Area	Q3-2024												Q4-2024											
		Jul-24				Aug-24				Sep-24				Oct-24				Nov-24				Dec-24			
		W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P
Site Preparation	C																								
Site Preparation	N																								
Site Preparation	S																								
Mass Grading	C																								
Mass Grading	N																								
Mass Grading	S																								
Slope Landscaping	C																								
Slope Landscaping	N																								
Slope Landscaping	S																								
Community Center - C	C																								
Senior Center - C	C																								
Swim Club - C	C																								
Commercial - C1	C																								
Elementary School - C	C																								
Fire Station - C	C																								
Commercial - C2	C																								
Swim Club - N	N																								
Commercial - C3	C																								
Swim Club - S	S																								
Home Construction - SF-1	C																								
Home Construction - SF-2	C																								
Home Construction - SF-3	C																								
Home Construction - MF	C																								
Home Construction - MU	C																								
Home Construction - SF-1	N				32.8																				
Home Construction - SF-2	N				21.0																				
Home Construction - SF-1	S	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0	180.0	53.5	5.0	36.0
Totals		**180**	**53**	**5**	**90**	**180**	**53**	**5**	**36**	**180**	**53**	**5**	**36**	**180**	**53**	**5**	**36**	**180**	**53**	**5**	**36**	**180**	**53**	**5**	**36**
Monthly Totals		***328***				***274***				***274***				***274***				***274***				***274***			

W = Workers C = Off-road Operators
V = Vendors P = Painters

Building Construction Worker, Vendor, Painter, Off-road Operator - Trips per Day

Phases	Area	Q1-2025												Q2-2025							
		Jan-25				Feb-25				Mar-25				Apr-25				May-25			
		W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P	W	V	C	P
Site Preparation	C																				
Site Preparation	N																				
Site Preparation	S																				
Mass Grading	C																				
Mass Grading	N																				
Mass Grading	S																				
Slope Landscaping	C																				
Slope Landscaping	N																				
Slope Landscaping	S																				
Community Center - C	C																				
Senior Center - C	C																				
Swim Club - C	C																				
Commercial - C1	C																				
Elementary School - C	C																				
Fire Station - C	C																				
Commercial - C2	C																				
Swim Club - N	N																				
Commercial - C3	C																				
Swim Club - S	S	1.0	0.5	5.0		1.0	0.5	5.0		1.0	0.5	5.0		1.0	0.5	5.0	0.2	1.0	0.5	5.0	0.2
Home Construction - SF-1	C																				
Home Construction - SF-2	C																				
Home Construction - SF-3	C																				
Home Construction - MF	C																				
Home Construction - MU	C																				
Home Construction - SF-1	N																				
Home Construction - SF-2	N																				
Home Construction - SF-1	S				36.0				36.0				36.0				36.0				
Totals		**1**	**0**	**5**	**36**	**1**	**0**	**5**	**36**	**1**	**0**	**5**	**36**	**1**	**0**	**5**	**36**	**1**	**0**	**5**	**0**
Monthly Totals		***42***				***42***				***42***				***43***				***7***			

W = Workers C = Off-road Operators
V = Vendors P = Painters

Appendix F

Analysis Worksheets –

Existing Plus Project Buildout Conditions

Intersection	
Int Delay, s/veh	22.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	14	4	3	5	1	307	8	664	9	129	166	6
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	325	-	-	165	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	78	78	78	83	83	83	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	5	4	6	1	394	10	800	11	159	205	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1352	1357	209	1357	1356	805	212	0	0	811	0	0
Stage 1	527	527	-	825	825	-	-	-	-	-	-	-
Stage 2	825	830	-	532	531	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	127	149	831	126	149	~ 382	1358	-	-	815	-	-
Stage 1	535	528	-	367	387	-	-	-	-	-	-	-
Stage 2	367	385	-	531	526	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	119	831	102	119	~ 382	1358	-	-	815	-	-
Mov Cap-2 Maneuver	-	119	-	102	119	-	-	-	-	-	-	-
Stage 1	531	425	-	364	384	-	-	-	-	-	-	-
Stage 2	-	382	-	420	423	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		86.8	0.1	4.5
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1358	-	-	-	104	382	815	-	-
HCM Lane V/C Ratio	0.007	-	-	-	0.074	1.03	0.195	-	-
HCM Control Delay (s)	7.7	-	-	-	42.4	87.7	10.5	-	-
HCM Lane LOS	A	-	-	-	E	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	12.9	0.7	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	113	35	4	461	59	111	38	2	26	28	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	16	143	31	5	530	45	126	43	1	32	35	37
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.79	0.79	0.79	0.87	0.87	0.87	0.88	0.88	0.88	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	657	142	10	731	62	363	85	2	189	136	108
Arrive On Green	0.02	0.44	0.44	0.01	0.43	0.43	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1774	1484	322	1774	1694	144	1056	474	9	331	756	600
Grp Volume(v), veh/h	16	0	174	5	0	575	170	0	0	104	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1806	1774	0	1837	1539	0	0	1687	0	0
Q Serve(g_s), s	0.3	0.0	2.2	0.1	0.0	9.4	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	2.2	0.1	0.0	9.4	3.4	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.08	0.74		0.01	0.31		0.36
Lane Grp Cap(c), veh/h	29	0	799	10	0	793	449	0	0	433	0	0
V/C Ratio(X)	0.55	0.00	0.22	0.52	0.00	0.73	0.38	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	201	0	1520	201	0	1546	859	0	0	887	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.7	0.0	6.2	18.0	0.0	8.5	13.5	0.0	0.0	13.0	0.0	0.0
Incr Delay (d2), s/veh	15.1	0.0	0.1	37.4	0.0	1.3	0.5	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.1	0.1	0.0	4.9	1.6	0.0	0.0	0.9	0.0	0.0
LnGrp Delay(d),s/veh	32.8	0.0	6.4	55.4	0.0	9.8	14.0	0.0	0.0	13.2	0.0	0.0
LnGrp LOS	C		A	E		A	B			B		
Approach Vol, veh/h		190			580			170			104	
Approach Delay, s/veh		8.6			10.2			14.0			13.2	
Approach LOS		A			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		11.0	4.7	20.5		11.0	5.1	20.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		16.9	4.1	30.5		16.9	4.1	30.5
Max Q Clear Time (g_c+I1), s		5.4	2.1	4.2		3.9	2.3	11.4
Green Ext Time (p_c), s		1.1	0.0	4.7		1.1	0.0	4.3

Intersection Summary	
HCM 2010 Ctrl Delay	10.8
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	43	3	0	111	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	85	85	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	4	0	131	12	0

Major/Minor	Major2		Major1		Minor2	
Conflicting Flow All	131	-	0	0	65	254
Stage 1	-	-	-	-	0	123
Stage 2	-	-	-	-	65	131
Critical Hdwy	4.12	-	-	-	6.42	6.52
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.42	5.52
Follow-up Hdwy	2.218	-	-	-	3.518	4.018
Pot Cap-1 Maneuver	1454	-	-	-	941	650
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	958	788
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1454	-	-	-	902	0
Mov Cap-2 Maneuver	-	-	-	-	902	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	-	958	0

Approach	WB	NB	SB
HCM Control Delay, s	7.1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	WBL	WBR	SBLn1
Capacity (veh/h)	-	-	1454	-	902
HCM Lane V/C Ratio	-	-	0.042	-	0.013
HCM Control Delay (s)	-	-	7.6	-	9
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	70	24	9	7	2	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	50	50	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	31	18	14	2	45

Major/Minor	Major1		Minor1		Major2	
Conflicting Flow All	45	0	262	31	31	-
Stage 1	-	-	213	-	-	-
Stage 2	-	-	49	-	-	-
Critical Hdwy	-	-	6.52	6.22	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	-	-	643	1043	1582	-
Stage 1	-	-	726	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-				-
Mov Cap-1 Maneuver	-	-	0	1043	1582	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s		8.6	0.4
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBLn1	SBL	SBR
Capacity (veh/h)	-	-	1043	1582	-
HCM Lane V/C Ratio	-	-	0.031	0.002	-
HCM Control Delay (s)	-	-	8.6	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	16	0	13	1	0	6	4	471	0	6	109	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	58	58	58	93	93	93	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	0	16	2	0	10	4	506	0	7	120	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	658	653	125	661	658	506	130	0	0	506	0	0
Stage 1	138	138	-	515	515	-	-	-	-	-	-	-
Stage 2	520	515	-	146	143	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	378	387	926	376	384	566	1455	-	-	1059	-	-
Stage 1	865	782	-	543	535	-	-	-	-	-	-	-
Stage 2	539	535	-	857	779	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	368	383	926	366	380	566	1455	-	-	1059	-	-
Mov Cap-2 Maneuver	368	383	-	366	380	-	-	-	-	-	-	-
Stage 1	862	777	-	541	533	-	-	-	-	-	-	-
Stage 2	527	533	-	836	774	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	12	0.1	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	504	525	1059	-	-
HCM Lane V/C Ratio	0.003	-	-	0.073	0.023	0.006	-	-
HCM Control Delay (s)	7.5	0	-	12.7	12	8.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	345	334	0	59	9
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	0	426	393	0	83	6
Adj No. of Lanes	0	2	2	0	1	1
Peak Hour Factor	0.81	0.81	0.85	0.85	0.71	0.71
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	738	738	0	1159	1034
Arrive On Green	0.00	0.21	0.21	0.00	0.65	0.65
Sat Flow, veh/h	0	3725	3725	0	1774	1583
Grp Volume(v), veh/h	0	426	393	0	83	6
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1774	1583
Q Serve(g_s), s	0.0	7.0	6.4	0.0	1.1	0.1
Cycle Q Clear(g_c), s	0.0	7.0	6.4	0.0	1.1	0.1
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	738	738	0	1159	1034
V/C Ratio(X)	0.00	0.58	0.53	0.00	0.07	0.01
Avail Cap(c_a), veh/h	0	1388	1388	0	1159	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.98	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	23.1	22.9	0.0	4.1	3.9
Incr Delay (d2), s/veh	0.0	0.7	0.6	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	3.2	0.0	0.6	0.0
LnGrp Delay(d),s/veh	0.0	23.9	23.5	0.0	4.2	3.9
LnGrp LOS		C	C		A	A
Approach Vol, veh/h		426	393		89	
Approach Delay, s/veh		23.9	23.5		4.2	
Approach LOS		C	C		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				18.1		46.9		18.1
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				25.5		30.5		25.5
Max Q Clear Time (g_c+I1), s				9.0		3.1		8.4
Green Ext Time (p_c), s				4.5		0.2		4.6

Intersection Summary	
HCM 2010 Ctrl Delay	21.8
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	39	365	338	244	0	0
Number	7	4	8	18		
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900		
Adj Flow Rate, veh/h	45	420	371	235		
Adj No. of Lanes	1	2	2	0		
Peak Hour Factor	0.87	0.87	0.91	0.91		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	61	1322	566	353		
Arrive On Green	0.07	0.75	0.27	0.27		
Sat Flow, veh/h	1774	3632	2188	1307		
Grp Volume(v), veh/h	45	420	313	293		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1632		
Q Serve(g_s), s	1.6	2.6	10.2	10.4		
Cycle Q Clear(g_c), s	1.6	2.6	10.2	10.4		
Prop In Lane	1.00			0.80		
Lane Grp Cap(c), veh/h	61	1322	478	441		
V/C Ratio(X)	0.74	0.32	0.65	0.67		
Avail Cap(c_a), veh/h	805	3294	721	665		
HCM Platoon Ratio	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.86	0.86	1.00	1.00		
Uniform Delay (d), s/veh	30.0	5.5	21.0	21.1		
Incr Delay (d2), s/veh	14.0	0.1	1.5	1.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.0	1.2	5.2	4.9		
LnGrp Delay(d),s/veh	44.0	5.6	22.6	22.9		
LnGrp LOS	D	A	C	C		
Approach Vol, veh/h		465	606			
Approach Delay, s/veh		9.3	22.7			
Approach LOS		A	C			

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4			7	8
Phs Duration (G+Y+Rc), s				28.8			6.7	22.1
Change Period (Y+Rc), s				4.5			4.5	4.5
Max Green Setting (Gmax), s				60.5			29.5	26.5
Max Q Clear Time (g_c+I1), s				4.6			3.6	12.4
Green Ext Time (p_c), s				7.3			0.1	5.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	925	293	486	1112	0	946
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	0	1863
Adj Flow Rate, veh/h	1051	219	600	1373	0	807
Adj No. of Lanes	3	0	1	2	0	2
Peak Hour Factor	0.88	0.88	0.81	0.81	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	1726	359	688	3180	0	0
Arrive On Green	0.41	0.41	0.39	0.90	0.00	0.00
Sat Flow, veh/h	4387	878	1774	3632	0	
Grp Volume(v), veh/h	844	426	600	1373	0.0	
Grp Sat Flow(s),veh/h/ln	1695	1708	1774	1770		
Q Serve(g_s), s	8.7	8.7	13.9	2.9		
Cycle Q Clear(g_c), s	8.7	8.7	13.9	2.9		
Prop In Lane		0.51	1.00			
Lane Grp Cap(c), veh/h	1386	698	688	3180		
V/C Ratio(X)	0.61	0.61	0.87	0.43		
Avail Cap(c_a), veh/h	1454	732	953	3778		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.3	10.3	12.5	0.4		
Incr Delay (d2), s/veh	0.7	1.4	6.7	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.1	4.3	7.9	1.2		
LnGrp Delay(d),s/veh	11.0	11.7	19.2	0.5		
LnGrp LOS	B	B	B	A		
Approach Vol, veh/h	1270			1973		
Approach Delay, s/veh	11.2			6.2		
Approach LOS	B			A		

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4				8
Phs Duration (G+Y+Rc), s			21.7	22.6				44.3
Change Period (Y+Rc), s			4.5	4.5				4.5
Max Green Setting (Gmax), s			23.8	19.0				47.3
Max Q Clear Time (g_c+I1), s			15.9	10.7				4.9
Green Ext Time (p_c), s			1.3	7.4				28.5

Intersection Summary	
HCM 2010 Ctrl Delay	8.2
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1478	412	0	1231	366	442
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	1719	0	0	1296	552	280
Adj No. of Lanes	3	1	0	2	2	1
Peak Hour Factor	0.86	0.86	0.95	0.95	0.82	0.82
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	2954	920	0	2056	880	393
Arrive On Green	0.58	0.00	0.00	0.58	0.25	0.25
Sat Flow, veh/h	5253	1583	0	3725	3548	1583
Grp Volume(v), veh/h	1719	0	0	1296	552	280
Grp Sat Flow(s),veh/h/ln	1695	1583	0	1770	1774	1583
Q Serve(g_s), s	11.3	0.0	0.0	12.7	7.3	8.5
Cycle Q Clear(g_c), s	11.3	0.0	0.0	12.7	7.3	8.5
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2954	920	0	2056	880	393
V/C Ratio(X)	0.58	0.00	0.00	0.63	0.63	0.71
Avail Cap(c_a), veh/h	3144	979	0	2188	1586	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.0	0.0	0.0	7.3	17.6	18.1
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.7	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	0.0	6.3	3.6	3.9
LnGrp Delay(d),s/veh	7.2	0.0	0.0	7.8	18.3	20.5
LnGrp LOS	A			A	B	C
Approach Vol, veh/h	1719			1296	832	
Approach Delay, s/veh	7.2			7.8	19.1	
Approach LOS	A			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		17.5		35.0				35.0
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		23.5		32.5				32.5
Max Q Clear Time (g_c+I1), s		10.5		13.3				14.7
Green Ext Time (p_c), s		2.5		17.0				15.8

Intersection Summary	
HCM 2010 Ctrl Delay	10.0
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	74	1699	9	6	2094	42	55	3	17	43	1	174
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	92	2124	7	6	2252	34	65	4	16	54	1	181
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	0	1	1
Peak Hour Factor	0.80	0.80	0.80	0.93	0.93	0.93	0.85	0.85	0.85	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	3027	10	11	2679	40	275	53	211	341	5	256
Arrive On Green	0.07	0.58	0.58	0.01	0.52	0.52	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1774	5233	17	1774	5161	78	1197	326	1306	1280	32	1583
Grp Volume(v), veh/h	92	1376	755	6	1478	808	65	0	20	55	0	181
Grp Sat Flow(s),veh/h/ln	1774	1695	1860	1774	1695	1849	1197	0	1632	1311	0	1583
Q Serve(g_s), s	2.7	15.3	15.3	0.2	19.8	19.9	2.7	0.0	0.6	1.8	0.0	5.8
Cycle Q Clear(g_c), s	2.7	15.3	15.3	0.2	19.8	19.9	5.1	0.0	0.6	2.4	0.0	5.8
Prop In Lane	1.00		0.01	1.00		0.04	1.00		0.80	0.98		1.00
Lane Grp Cap(c), veh/h	117	1961	1076	11	1760	960	275	0	264	346	0	256
V/C Ratio(X)	0.79	0.70	0.70	0.53	0.84	0.84	0.24	0.00	0.08	0.16	0.00	0.71
Avail Cap(c_a), veh/h	157	1961	1076	137	1840	1004	485	0	549	589	0	532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.5	8.0	8.0	26.4	10.9	10.9	21.9	0.0	18.9	19.9	0.0	21.1
Incr Delay (d2), s/veh	17.0	1.1	2.1	33.5	3.5	6.4	0.4	0.0	0.1	0.2	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	7.4	8.4	0.2	9.9	11.6	0.9	0.0	0.3	0.7	0.0	2.8
LnGrp Delay(d),s/veh	41.5	9.1	10.0	59.8	14.5	17.3	22.4	0.0	19.1	20.1	0.0	24.7
LnGrp LOS	D	A	B	E	B	B	C		B	C		C
Approach Vol, veh/h		2223			2292			85			236	
Approach Delay, s/veh		10.8			15.6			21.6			23.7	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		13.1	4.8	35.3		13.1	8.0	32.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		17.9	4.1	29.5		17.9	4.7	28.9
Max Q Clear Time (g_c+I1), s		7.1	2.2	17.3		7.8	4.7	21.9
Green Ext Time (p_c), s		0.9	0.0	12.0		0.8	0.0	5.8

Intersection Summary	
HCM 2010 Ctrl Delay	13.9
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	142	1573	1875	44	30	269
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	189	2097	2083	38	33	205
Adj No. of Lanes	2	3	3	0	1	1
Peak Hour Factor	0.75	0.75	0.90	0.90	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	291	3440	2641	48	295	263
Arrive On Green	0.08	0.68	0.51	0.51	0.17	0.17
Sat Flow, veh/h	3442	5253	5310	94	1774	1583
Grp Volume(v), veh/h	189	2097	1372	749	33	205
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1846	1774	1583
Q Serve(g_s), s	3.0	13.0	18.9	19.0	0.9	7.1
Cycle Q Clear(g_c), s	3.0	13.0	18.9	19.0	0.9	7.1
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	291	3440	1741	948	295	263
V/C Ratio(X)	0.65	0.61	0.79	0.79	0.11	0.78
Avail Cap(c_a), veh/h	343	3520	1742	949	509	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	5.1	11.4	11.4	20.3	22.8
Incr Delay (d2), s/veh	3.3	0.3	2.5	4.6	0.2	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	5.9	9.4	10.8	0.5	6.3
LnGrp Delay(d),s/veh	28.7	5.4	13.9	15.9	20.4	27.8
LnGrp LOS	C	A	B	B	C	C
Approach Vol, veh/h		2286	2121		238	
Approach Delay, s/veh		7.3	14.6		26.8	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				43.2		14.0	9.3	33.9
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				39.6		16.4	5.7	29.4
Max Q Clear Time (g_c+I1), s				15.0		9.1	5.0	21.0
Green Ext Time (p_c), s				23.7		0.4	0.0	8.3

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	113	1388	90	165	1600	63	212	57	291	36	28	107
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	151	1851	80	181	1758	47	244	66	219	40	31	85
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.75	0.75	0.75	0.91	0.91	0.91	0.87	0.87	0.87	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	2296	715	268	2345	730	337	628	281	107	392	175
Arrive On Green	0.07	0.45	0.45	0.08	0.46	0.46	0.10	0.18	0.18	0.03	0.11	0.11
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	151	1851	80	181	1758	47	244	66	219	40	31	85
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	2.9	21.6	2.0	3.5	19.6	1.1	4.7	1.1	9.1	0.8	0.5	3.5
Cycle Q Clear(g_c), s	2.9	21.6	2.0	3.5	19.6	1.1	4.7	1.1	9.1	0.8	0.5	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	2296	715	268	2345	730	337	628	281	107	392	175
V/C Ratio(X)	0.64	0.81	0.11	0.68	0.75	0.06	0.72	0.11	0.78	0.37	0.08	0.49
Avail Cap(c_a), veh/h	281	2332	726	276	2345	730	376	1082	484	200	902	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	16.2	10.9	30.8	15.2	10.3	30.1	23.7	27.0	32.6	27.4	28.7
Incr Delay (d2), s/veh	3.7	2.2	0.1	6.2	1.4	0.0	6.0	0.1	4.7	2.2	0.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.4	0.9	1.9	9.4	0.5	2.5	0.5	4.3	0.4	0.3	1.6
LnGrp Delay(d),s/veh	34.9	18.4	10.9	37.1	16.6	10.3	36.1	23.7	31.6	34.8	27.5	30.8
LnGrp LOS	C	B	B	D	B	B	D	C	C	C	C	C
Approach Vol, veh/h		2082			1986			529			156	
Approach Delay, s/veh		19.3			18.3			32.7			31.2	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	16.7	9.8	35.5	11.2	12.1	9.2	36.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	21.0	5.5	31.5	7.5	17.5	5.6	31.4
Max Q Clear Time (g_c+I1), s	2.8	11.1	5.5	23.6	6.7	5.5	4.9	21.6
Green Ext Time (p_c), s	0.0	1.1	0.0	7.5	0.1	1.2	0.0	9.5

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	172	1254	134	177	1288	106	424	287	307	154	192	236
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	210	1529	72	213	1552	50	551	373	243	183	229	126
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.82	0.82	0.82	0.83	0.83	0.83	0.77	0.77	0.77	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	1819	86	270	1806	58	534	635	408	211	280	148
Arrive On Green	0.09	0.37	0.37	0.08	0.36	0.36	0.30	0.31	0.31	0.12	0.13	0.13
Sat Flow, veh/h	3442	4977	234	3442	5061	163	1774	2069	1329	1774	2237	1186
Grp Volume(v), veh/h	210	1041	560	213	1040	562	551	318	298	183	179	176
Grp Sat Flow(s),veh/h/ln	1721	1695	1821	1721	1695	1834	1774	1770	1628	1774	1770	1653
Q Serve(g_s), s	7.3	34.6	34.6	7.5	35.0	35.0	37.0	18.7	19.1	12.5	12.1	12.8
Cycle Q Clear(g_c), s	7.3	34.6	34.6	7.5	35.0	35.0	37.0	18.7	19.1	12.5	12.1	12.8
Prop In Lane	1.00		0.13	1.00		0.09	1.00		0.82	1.00		0.72
Lane Grp Cap(c), veh/h	300	1239	666	270	1209	654	534	543	500	211	221	207
V/C Ratio(X)	0.70	0.84	0.84	0.79	0.86	0.86	1.03	0.59	0.60	0.87	0.81	0.85
Avail Cap(c_a), veh/h	308	1296	696	336	1323	716	534	543	500	289	259	242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	35.7	35.7	55.7	36.7	36.7	43.0	36.0	36.1	53.2	52.4	52.6
Incr Delay (d2), s/veh	6.7	5.0	8.8	9.7	5.6	9.7	47.5	1.6	1.9	18.0	15.2	21.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	17.1	19.0	3.9	17.2	19.4	25.1	9.3	8.9	7.2	6.9	7.1
LnGrp Delay(d),s/veh	61.3	40.7	44.5	65.4	42.2	46.4	90.5	37.6	38.1	71.2	67.6	73.8
LnGrp LOS	E	D	D	E	D	D	F	D	D	E	E	E
Approach Vol, veh/h		1811			1815			1167			538	
Approach Delay, s/veh		44.3			46.2			62.7			70.9	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	48.9	41.0	19.4	14.7	47.9	18.7	41.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	47.0	37.0	18.0	11.0	48.0	20.0	35.0
Max Q Clear Time (g_c+I1), s	9.5	36.6	39.0	14.8	9.3	37.0	14.5	21.1
Green Ext Time (p_c), s	0.2	7.1	0.0	0.6	1.4	6.9	0.2	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	51.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	253	519	342	154	918	222	313	657	55	278	587	238
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	347	711	331	177	1055	186	333	699	0	356	753	0
Adj No. of Lanes	1	2	1	1	2	1	2	3	1	2	3	1
Peak Hour Factor	0.73	0.73	0.73	0.87	0.87	0.87	0.94	0.94	0.94	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	362	1354	606	204	1038	464	395	936	292	395	936	292
Arrive On Green	0.20	0.38	0.38	0.11	0.29	0.29	0.11	0.18	0.00	0.11	0.18	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	347	711	331	177	1055	186	333	699	0	356	753	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	15.2	12.2	12.8	7.7	23.0	7.4	7.4	10.2	0.0	8.0	11.1	0.0
Cycle Q Clear(g_c), s	15.2	12.2	12.8	7.7	23.0	7.4	7.4	10.2	0.0	8.0	11.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	362	1354	606	204	1038	464	395	936	292	395	936	292
V/C Ratio(X)	0.96	0.53	0.55	0.87	1.02	0.40	0.84	0.75	0.00	0.90	0.80	0.00
Avail Cap(c_a), veh/h	362	1354	606	204	1038	464	395	1037	323	395	1037	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.9	18.7	18.9	34.1	27.7	22.2	34.0	30.3	0.0	34.3	30.6	0.0
Incr Delay (d2), s/veh	36.5	1.5	3.5	30.8	32.2	2.6	15.2	2.7	0.0	23.2	4.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	6.2	6.2	5.5	15.7	3.6	4.3	5.0	0.0	5.1	5.5	0.0
LnGrp Delay(d),s/veh	67.4	20.2	22.4	64.9	59.9	24.8	49.3	33.0	0.0	57.5	34.9	0.0
LnGrp LOS	E	C	C	E	F	C	D	C		E	C	
Approach Vol, veh/h		1389			1418			1032			1109	
Approach Delay, s/veh		32.5			55.9			38.2			42.2	
Approach LOS		C			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	34.0	13.0	18.4	20.0	27.0	13.0	18.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	30.0	9.0	16.0	16.0	23.0	9.0	16.0
Max Q Clear Time (g_c+I1), s	19.7	14.8	9.4	13.1	17.2	25.0	10.0	12.2
Green Ext Time (p_c), s	0.0	4.9	0.0	1.3	0.0	0.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	729	96	0	929	176	0	0	0	187	0	85
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	767	0	0	1119	164				260	0	90
Adj No. of Lanes	0	3	1	0	2	1				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.83	0.83	0.83				0.72	0.72	0.72
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	3221	1003	0	2242	1226				485	0	223
Arrive On Green	0.00	0.63	0.00	0.00	0.63	0.63				0.14	0.00	0.14
Sat Flow, veh/h	0	5253	1583	0	3632	1583				3442	0	1583
Grp Volume(v), veh/h	0	767	0	0	1119	164				260	0	90
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1770	1583				1721	0	1583
Q Serve(g_s), s	0.0	2.6	0.0	0.0	6.8	1.0				2.8	0.0	2.1
Cycle Q Clear(g_c), s	0.0	2.6	0.0	0.0	6.8	1.0				2.8	0.0	2.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3221	1003	0	2242	1226				485	0	223
V/C Ratio(X)	0.00	0.24	0.00	0.00	0.50	0.13				0.54	0.00	0.40
Avail Cap(c_a), veh/h	0	4910	1529	0	3417	1752				1511	0	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	3.2	0.0	0.0	3.9	1.1				15.9	0.0	15.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.2	0.0				0.9	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.0	0.0	3.3	0.7				1.4	0.0	1.0
LnGrp Delay(d),s/veh	0.0	3.2	0.0	0.0	4.1	1.2				16.8	0.0	16.8
LnGrp LOS		A			A	A				B		B
Approach Vol, veh/h		767			1283						350	
Approach Delay, s/veh		3.2			3.7						16.8	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				29.8		10.1		29.8
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				38.5		17.5		38.5
Max Q Clear Time (g_c+I1), s				4.6		4.8		8.8
Green Ext Time (p_c), s				17.7		0.9		16.5

Intersection Summary	
HCM 2010 Ctrl Delay	5.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	730	182	0	1080	486	31	0	49	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	777	130	0	1241	0	34	0	43			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.94	0.94	0.94	0.87	0.87	0.87	0.90	0.90	0.90			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3273	1193	0	3273	1019	195	0	306			
Arrive On Green	0.00	0.64	0.64	0.00	0.64	0.00	0.11	0.00	0.11			
Sat Flow, veh/h	0	5253	1583	0	5253	1583	1774	0	2787			
Grp Volume(v), veh/h	0	777	130	0	1241	0	34	0	43			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583	1774	0	1393			
Q Serve(g_s), s	0.0	2.3	0.8	0.0	4.2	0.0	0.6	0.0	0.5			
Cycle Q Clear(g_c), s	0.0	2.3	0.8	0.0	4.2	0.0	0.6	0.0	0.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3273	1193	0	3273	1019	195	0	306			
V/C Ratio(X)	0.00	0.24	0.11	0.00	0.38	0.00	0.17	0.00	0.14			
Avail Cap(c_a), veh/h	0	4950	1715	0	4950	1541	997	0	1566			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	2.7	1.2	0.0	3.1	0.0	14.7	0.0	14.7			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.1	0.0	0.4	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.5	0.0	1.9	0.0	0.3	0.0	0.2			
LnGrp Delay(d),s/veh	0.0	2.8	1.2	0.0	3.1	0.0	15.2	0.0	14.9			
LnGrp LOS		A	A		A		B		B			
Approach Vol, veh/h		907			1241			77				
Approach Delay, s/veh		2.6			3.1			15.0				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		8.5		28.0				28.0
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		35.5				35.5
Max Q Clear Time (g_c+I1), s		2.6		4.3				6.2
Green Ext Time (p_c), s		0.2		17.9				17.3

Intersection Summary	
HCM 2010 Ctrl Delay	3.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	165	523	95	50	1041	367	199	105	61	310	129	327
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	190	601	75	52	1073	275	246	130	63	388	161	272
Adj No. of Lanes	2	3	1	2	3	0	1	2	0	1	2	2
Peak Hour Factor	0.87	0.87	0.87	0.97	0.97	0.97	0.81	0.81	0.81	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	1642	778	128	1125	288	299	286	132	438	709	785
Arrive On Green	0.08	0.32	0.32	0.04	0.28	0.28	0.17	0.12	0.12	0.25	0.20	0.20
Sat Flow, veh/h	3442	5085	1583	3442	4036	1034	1774	2356	1085	1774	3539	2787
Grp Volume(v), veh/h	190	601	75	52	901	447	246	96	97	388	161	272
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1680	1774	1770	1671	1774	1770	1393
Q Serve(g_s), s	3.6	6.0	1.7	1.0	17.3	17.3	8.9	3.3	3.6	14.0	2.5	5.2
Cycle Q Clear(g_c), s	3.6	6.0	1.7	1.0	17.3	17.3	8.9	3.3	3.6	14.0	2.5	5.2
Prop In Lane	1.00		1.00	1.00		0.62	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	280	1642	778	128	945	468	299	215	203	438	709	785
V/C Ratio(X)	0.68	0.37	0.10	0.41	0.95	0.95	0.82	0.45	0.48	0.88	0.23	0.35
Avail Cap(c_a), veh/h	296	1642	778	207	945	468	508	488	461	521	1002	1016
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	17.3	9.0	31.2	23.5	23.5	26.6	27.1	27.2	24.1	22.2	19.0
Incr Delay (d2), s/veh	5.7	0.1	0.1	2.1	19.0	30.2	5.7	1.4	1.7	14.7	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.8	0.7	0.5	10.5	11.9	4.8	1.7	1.7	8.6	1.2	2.0
LnGrp Delay(d),s/veh	35.4	17.4	9.1	33.3	42.6	53.7	32.3	28.5	28.9	38.8	22.4	19.2
LnGrp LOS	D	B	A	C	D	D	C	C	C	D	C	B
Approach Vol, veh/h		866			1400			439			821	
Approach Delay, s/veh		20.6			45.8			30.7			29.1	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.9	12.6	7.0	25.9	15.7	17.8	9.9	23.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.5	18.3	4.0	20.2	19.0	18.8	5.7	18.5
Max Q Clear Time (g_c+I1), s	16.0	5.6	3.0	8.0	10.9	7.2	5.6	19.3
Green Ext Time (p_c), s	0.4	2.5	0.0	8.8	0.4	2.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	33.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	676	221	160	1150	36	156	11	114	37	38	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	26	867	206	176	1264	29	168	12	101	50	51	74
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.78	0.78	0.78	0.91	0.91	0.91	0.93	0.93	0.93	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	1187	281	144	1769	41	252	265	225	216	84	121
Arrive On Green	0.02	0.29	0.29	0.08	0.35	0.35	0.14	0.14	0.14	0.12	0.12	0.12
Sat Flow, veh/h	1774	4110	971	1774	5115	117	1774	1863	1583	1774	688	998
Grp Volume(v), veh/h	26	714	359	176	838	455	168	12	101	50	0	125
Grp Sat Flow(s),veh/h/ln	1774	1695	1691	1774	1695	1842	1774	1863	1583	1774	0	1687
Q Serve(g_s), s	0.7	9.3	9.4	4.0	10.6	10.6	4.4	0.3	2.9	1.3	0.0	3.5
Cycle Q Clear(g_c), s	0.7	9.3	9.4	4.0	10.6	10.6	4.4	0.3	2.9	1.3	0.0	3.5
Prop In Lane	1.00		0.57	1.00		0.06	1.00		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	43	979	489	144	1173	637	252	265	225	216	0	205
V/C Ratio(X)	0.60	0.73	0.73	1.22	0.71	0.71	0.67	0.05	0.45	0.23	0.00	0.61
Avail Cap(c_a), veh/h	144	1103	550	144	1173	637	577	606	515	577	0	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	15.8	15.8	22.6	14.0	14.0	20.0	18.2	19.3	19.5	0.0	20.5
Incr Delay (d2), s/veh	12.8	2.2	4.5	146.0	2.1	3.8	3.0	0.1	1.4	0.5	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.7	5.0	7.8	5.2	6.0	2.4	0.1	1.3	0.6	0.0	1.8
LnGrp Delay(d),s/veh	36.5	17.9	20.2	168.6	16.1	17.8	23.0	18.3	20.7	20.1	0.0	23.4
LnGrp LOS	D	B	C	F	B	B	C	B	C	C		C
Approach Vol, veh/h		1099			1469			281			175	
Approach Delay, s/veh		19.1			34.9			22.0			22.4	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		11.5	8.5	18.7		10.5	5.7	21.5
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		16.0	4.0	16.0		16.0	4.0	16.0
Max Q Clear Time (g_c+I1), s		6.4	6.0	11.4		5.5	2.7	12.6
Green Ext Time (p_c), s		0.6	0.0	2.8		0.5	0.0	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	27.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	663	281	284	1027	11	351	15	164	9	10	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	51	921	307	379	1369	15	433	19	177	13	15	94
Adj No. of Lanes	1	3	1	2	3	0	2	1	1	1	1	0
Peak Hour Factor	0.72	0.72	0.72	0.75	0.75	0.75	0.81	0.81	0.81	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	1432	446	310	1720	19	560	503	427	23	27	168
Arrive On Green	0.04	0.28	0.28	0.09	0.33	0.33	0.16	0.27	0.27	0.01	0.12	0.12
Sat Flow, veh/h	1774	5085	1583	3442	5186	57	3442	1863	1583	1774	222	1394
Grp Volume(v), veh/h	51	921	307	379	895	489	433	19	177	13	0	109
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1853	1721	1863	1583	1774	0	1617
Q Serve(g_s), s	1.5	8.3	9.0	4.7	12.5	12.5	6.3	0.4	4.8	0.4	0.0	3.3
Cycle Q Clear(g_c), s	1.5	8.3	9.0	4.7	12.5	12.5	6.3	0.4	4.8	0.4	0.0	3.3
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	71	1432	446	310	1124	614	560	503	427	23	0	195
V/C Ratio(X)	0.72	0.64	0.69	1.22	0.80	0.80	0.77	0.04	0.41	0.56	0.00	0.56
Avail Cap(c_a), veh/h	139	1560	486	310	1124	614	627	797	677	136	0	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.7	16.4	16.7	23.7	15.8	15.8	20.9	14.0	15.6	25.6	0.0	21.6
Incr Delay (d2), s/veh	12.6	0.8	3.7	125.3	4.1	7.2	5.4	0.0	0.6	19.1	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.9	4.3	7.6	6.5	7.6	3.4	0.2	2.1	0.3	0.0	1.6
LnGrp Delay(d),s/veh	37.4	17.2	20.4	149.0	19.9	23.0	26.3	14.1	16.3	44.7	0.0	24.1
LnGrp LOS	D	B	C	F	B	C	C	B	B	D		C
Approach Vol, veh/h		1279			1763			629			122	
Approach Delay, s/veh		18.8			48.5			23.1			26.3	
Approach LOS		B			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	18.6	9.2	19.2	13.0	10.8	6.6	21.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	22.3	4.7	16.0	9.5	16.8	4.1	16.6
Max Q Clear Time (g_c+I1), s	2.4	6.8	6.7	11.0	8.3	5.3	3.5	14.5
Green Ext Time (p_c), s	0.0	1.1	0.0	3.7	0.2	1.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	33.6
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	55.4
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	50	284	37	0	43	601	1	0	59	32	21
Peak Hour Factor	0.95	0.71	0.71	0.71	0.95	0.56	0.56	0.56	0.95	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	70	400	52	0	77	1073	2	0	73	40	26
Number of Lanes	0	1	1	1	0	0	2	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	3	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	2
HCM Control Delay	47.5	70.9	15.2
HCM LOS	E	F	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	13%	0%	4%	0%
Vol Thru, %	0%	60%	0%	100%	0%	87%	100%	96%	0%
Vol Right, %	0%	40%	0%	0%	100%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	53	50	284	37	344	302	51	106
LT Vol	59	0	50	0	0	43	0	2	0
Through Vol	0	32	0	284	0	301	301	49	0
RT Vol	0	21	0	0	37	0	1	0	106
Lane Flow Rate	73	65	70	400	52	613	538	67	139
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.211	0.176	0.174	0.934	0.112	1	1	0.181	0.348
Departure Headway (Hd)	10.444	9.67	9.032	8.532	7.832	8.045	7.978	9.699	8.982
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	345	373	399	428	461	454	458	372	402
Service Time	8.159	7.384	6.732	6.232	5.532	5.771	5.704	7.411	6.694
HCM Lane V/C Ratio	0.212	0.174	0.175	0.935	0.113	1.35	1.175	0.18	0.346
HCM Control Delay	15.9	14.4	13.6	58.1	11.5	71	70.7	14.5	16.4
HCM Lane LOS	C	B	B	F	B	F	F	B	C
HCM 95th-tile Q	0.8	0.6	0.6	10.5	0.4	12.9	13	0.7	1.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	2	49	106
Peak Hour Factor	0.95	0.76	0.76	0.76
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	64	139
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	15.8
HCM LOS	C

Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	55	101	29	184	94	37	91	409	227	74	266	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	62	115	22	200	102	29	107	481	196	80	289	66
Adj No. of Lanes	0	1	1	2	1	0	2	2	0	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.85	0.85	0.85	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	164	218	455	185	52	223	696	282	100	788	177
Arrive On Green	0.14	0.14	0.14	0.13	0.13	0.13	0.06	0.28	0.28	0.06	0.27	0.27
Sat Flow, veh/h	641	1189	1583	3442	1396	397	3442	2460	996	1774	2872	646
Grp Volume(v), veh/h	177	0	22	200	0	131	107	345	332	80	176	179
Grp Sat Flow(s),veh/h/ln	1831	0	1583	1721	0	1793	1721	1770	1687	1774	1770	1749
Q Serve(g_s), s	4.3	0.0	0.6	2.5	0.0	3.2	1.4	8.0	8.1	2.1	3.7	3.8
Cycle Q Clear(g_c), s	4.3	0.0	0.6	2.5	0.0	3.2	1.4	8.0	8.1	2.1	3.7	3.8
Prop In Lane	0.35		1.00	1.00		0.22	1.00		0.59	1.00		0.37
Lane Grp Cap(c), veh/h	252	0	218	455	0	237	223	500	477	100	486	480
V/C Ratio(X)	0.70	0.00	0.10	0.44	0.00	0.55	0.48	0.69	0.70	0.80	0.36	0.37
Avail Cap(c_a), veh/h	636	0	550	1196	0	623	299	615	586	154	615	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	17.4	18.4	0.0	18.7	20.8	14.7	14.7	21.5	13.5	13.5
Incr Delay (d2), s/veh	3.5	0.0	0.2	0.7	0.0	2.0	1.6	2.5	2.7	15.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.3	1.2	0.0	1.7	0.7	4.2	4.0	1.4	1.9	1.9
LnGrp Delay(d),s/veh	22.5	0.0	17.6	19.1	0.0	20.7	22.4	17.2	17.5	36.6	13.9	14.0
LnGrp LOS	C		B	B		C	C	B	B	D	B	B
Approach Vol, veh/h		199			331			784			435	
Approach Delay, s/veh		21.9			19.7			18.0			18.1	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.1	17.5		10.8	7.5	17.1		10.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	4.0	16.0		16.0	4.0	16.0		16.0
Max Q Clear Time (g_c+I1), s	4.1	10.1		6.3	3.4	5.8		5.2
Green Ext Time (p_c), s	0.0	2.9		0.6	0.0	4.3		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	84	103	32	57	77	59	39	239	212	156	204	131
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	102	126	27	81	110	70	53	327	208	171	224	111
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.82	0.82	0.82	0.70	0.70	0.70	0.73	0.73	0.73	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	267	227	102	237	202	77	546	340	220	791	379
Arrive On Green	0.07	0.14	0.14	0.06	0.13	0.13	0.04	0.26	0.26	0.12	0.34	0.34
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	2097	1305	1774	2324	1112
Grp Volume(v), veh/h	102	126	27	81	110	70	53	275	260	171	169	166
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1770	1632	1774	1770	1667
Q Serve(g_s), s	2.5	2.7	0.6	2.0	2.4	1.7	1.3	5.9	6.1	4.1	3.0	3.2
Cycle Q Clear(g_c), s	2.5	2.7	0.6	2.0	2.4	1.7	1.3	5.9	6.1	4.1	3.0	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		0.67
Lane Grp Cap(c), veh/h	130	267	227	102	237	202	77	461	425	220	603	567
V/C Ratio(X)	0.79	0.47	0.12	0.79	0.46	0.35	0.69	0.60	0.61	0.78	0.28	0.29
Avail Cap(c_a), veh/h	250	726	617	213	688	585	254	670	618	348	764	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	17.1	16.2	20.2	17.5	17.3	20.4	14.0	14.1	18.4	10.4	10.5
Incr Delay (d2), s/veh	10.0	1.3	0.2	12.9	1.4	1.0	10.3	1.2	1.4	5.9	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.5	0.3	1.3	1.3	0.8	0.8	3.0	2.8	2.3	1.5	1.5
LnGrp Delay(d),s/veh	29.7	18.4	16.4	33.1	18.9	18.3	30.7	15.3	15.5	24.3	10.7	10.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		255			261			588			506	
Approach Delay, s/veh		22.7			23.2			16.8			15.3	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	15.8	7.0	10.7	6.4	19.3	7.7	10.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	16.4	5.2	16.9	6.2	18.7	6.1	16.0
Max Q Clear Time (g_c+I1), s	6.1	8.1	4.0	4.7	3.3	5.2	4.5	4.4
Green Ext Time (p_c), s	0.1	3.2	0.0	1.2	0.0	4.2	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	202	1241	249	77	1212	236	491	759	173	204	577	233
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	220	1349	206	84	1317	192	571	883	149	237	671	201
Adj No. of Lanes	2	3	1	2	3	0	2	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	1964	611	133	1532	223	600	1238	554	295	702	210
Arrive On Green	0.08	0.39	0.39	0.04	0.34	0.34	0.17	0.35	0.35	0.09	0.26	0.26
Sat Flow, veh/h	3442	5085	1583	3442	4484	654	3442	3539	1583	3442	2686	804
Grp Volume(v), veh/h	220	1349	206	84	996	513	571	883	149	237	442	430
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1747	1721	1770	1583	1721	1770	1721
Q Serve(g_s), s	7.2	25.4	10.5	2.8	31.4	31.4	18.8	24.8	7.8	7.8	28.2	28.2
Cycle Q Clear(g_c), s	7.2	25.4	10.5	2.8	31.4	31.4	18.8	24.8	7.8	7.8	28.2	28.2
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	286	1964	611	133	1158	597	600	1238	554	295	463	450
V/C Ratio(X)	0.77	0.69	0.34	0.63	0.86	0.86	0.95	0.71	0.27	0.80	0.96	0.96
Avail Cap(c_a), veh/h	480	2171	676	150	1158	597	600	1238	554	330	463	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	29.4	24.9	54.4	35.2	35.2	46.9	32.3	26.8	51.5	41.7	41.7
Incr Delay (d2), s/veh	4.3	0.8	0.3	6.9	6.7	12.1	25.3	2.0	0.3	12.1	30.6	31.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	12.0	4.7	1.4	15.7	17.1	11.1	12.5	3.4	4.2	17.7	17.3
LnGrp Delay(d),s/veh	55.8	30.2	25.2	61.3	41.9	47.3	72.2	34.3	27.0	63.6	72.3	73.1
LnGrp LOS	E	C	C	E	D	D	E	C	C	E	E	E
Approach Vol, veh/h		1775			1593			1603			1109	
Approach Delay, s/veh		32.8			44.7			47.1			70.8	
Approach LOS		C			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	48.3	24.0	34.0	13.6	43.2	13.9	44.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	49.0	20.0	30.0	16.0	38.0	11.0	39.0
Max Q Clear Time (g_c+I1), s	4.8	27.4	20.8	30.2	9.2	33.4	9.8	26.8
Green Ext Time (p_c), s	0.0	16.9	0.0	0.0	0.4	4.3	0.1	8.3

Intersection Summary	
HCM 2010 Ctrl Delay	46.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	373	888	333	199	900	250	447	788	375	131	382	124
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	444	1057	277	207	938	166	491	866	280	142	415	102
Adj No. of Lanes	2	3	1	2	3	1	2	2	2	2	3	1
Peak Hour Factor	0.84	0.84	0.84	0.96	0.96	0.96	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	440	1464	456	330	1301	405	758	1049	1093	220	713	222
Arrive On Green	0.13	0.29	0.29	0.10	0.26	0.26	0.22	0.30	0.30	0.06	0.14	0.14
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	2787	3442	5085	1583
Grp Volume(v), veh/h	444	1057	277	207	938	166	491	866	280	142	415	102
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1393	1721	1695	1583
Q Serve(g_s), s	8.0	11.7	9.4	3.6	10.5	4.0	8.1	14.3	0.9	2.5	4.8	3.7
Cycle Q Clear(g_c), s	8.0	11.7	9.4	3.6	10.5	4.0	8.1	14.3	0.9	2.5	4.8	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	440	1464	456	330	1301	405	758	1049	1093	220	713	222
V/C Ratio(X)	1.01	0.72	0.61	0.63	0.72	0.41	0.65	0.83	0.26	0.65	0.58	0.46
Avail Cap(c_a), veh/h	440	1464	456	330	1301	405	758	1189	1203	220	1301	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	20.0	19.2	27.2	21.2	10.7	22.2	20.5	4.9	28.6	25.2	24.7
Incr Delay (d2), s/veh	45.0	3.1	5.9	3.7	3.5	3.0	1.9	4.4	0.1	6.3	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	5.9	4.9	1.9	5.3	2.5	4.0	7.5	0.9	1.4	2.3	1.7
LnGrp Delay(d),s/veh	72.3	23.1	25.1	30.9	24.7	13.7	24.1	24.9	5.0	34.9	25.9	26.2
LnGrp LOS	F	C	C	C	C	B	C	C	A	C	C	C
Approach Vol, veh/h		1778			1311			1637			659	
Approach Delay, s/veh		35.7			24.3			21.3			27.9	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	22.0	17.8	12.8	12.0	20.0	8.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	18.0	9.0	16.0	8.0	16.0	4.0	21.0
Max Q Clear Time (g_c+I1), s	5.6	13.7	10.1	6.8	10.0	12.5	4.5	16.3
Green Ext Time (p_c), s	0.1	2.7	0.0	2.0	0.0	2.0	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1447	42	0	1178	112	0	0	0	232	0	42
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	1743	39	0	1253	87				267	0	37
Adj No. of Lanes	0	3	1	0	3	1				2	0	1
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94				0.87	0.87	0.87
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	2802	872	0	2802	1380				1104	0	508
Arrive On Green	0.00	0.55	0.55	0.00	0.55	0.55				0.32	0.00	0.32
Sat Flow, veh/h	0	5253	1583	0	5253	1583				3442	0	1583
Grp Volume(v), veh/h	0	1743	39	0	1253	87				267	0	37
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583				1721	0	1583
Q Serve(g_s), s	0.0	14.6	0.7	0.0	9.2	0.5				3.6	0.0	1.0
Cycle Q Clear(g_c), s	0.0	14.6	0.7	0.0	9.2	0.5				3.6	0.0	1.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2802	872	0	2802	1380				1104	0	508
V/C Ratio(X)	0.00	0.62	0.04	0.00	0.45	0.06				0.24	0.00	0.07
Avail Cap(c_a), veh/h	0	3018	940	0	3018	1447				1104	0	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.6	6.4	0.0	8.3	0.5				15.6	0.0	14.7
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.1	0.0				0.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.9	0.3	0.0	4.2	0.7				1.7	0.0	0.5
LnGrp Delay(d),s/veh	0.0	9.9	6.5	0.0	8.5	0.6				16.1	0.0	15.0
LnGrp LOS		A	A		A	A				B		B
Approach Vol, veh/h		1782			1340						304	
Approach Delay, s/veh		9.8			7.9						16.0	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				38.4		24.0		38.4
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				37.0		20.0		37.0
Max Q Clear Time (g_c+I1), s				16.6		5.6		11.2
Green Ext Time (p_c), s				17.8		0.8		21.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1497	188	0	1279	456	11	0	78	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	1761	150	0	1375	361	12	0	66			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.85	0.85	0.85	0.93	0.93	0.93	0.89	0.89	0.89			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	2908	1382	0	2908	905	535	0	840			
Arrive On Green	0.00	0.57	0.57	0.00	0.57	0.57	0.30	0.00	0.30			
Sat Flow, veh/h	0	5253	1583	0	5253	1583	1774	0	2787			
Grp Volume(v), veh/h	0	1761	150	0	1375	361	12	0	66			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583	1774	0	1393			
Q Serve(g_s), s	0.0	14.3	0.8	0.0	10.0	8.0	0.3	0.0	1.1			
Cycle Q Clear(g_c), s	0.0	14.3	0.8	0.0	10.0	8.0	0.3	0.0	1.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2908	1382	0	2908	905	535	0	840			
V/C Ratio(X)	0.00	0.61	0.11	0.00	0.47	0.40	0.02	0.00	0.08			
Avail Cap(c_a), veh/h	0	3065	1431	0	3065	954	535	0	840			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.8	0.6	0.0	7.9	7.5	15.5	0.0	15.8			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.1	0.3	0.1	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	6.6	1.2	0.0	4.6	3.5	0.2	0.0	0.4			
LnGrp Delay(d),s/veh	0.0	9.2	0.6	0.0	8.0	7.8	15.6	0.0	15.9			
LnGrp LOS		A	A		A	A	B		B			
Approach Vol, veh/h		1911			1736			78				
Approach Delay, s/veh		8.5			8.0			15.9				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		23.0		40.1				40.1
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		19.0		38.0				38.0
Max Q Clear Time (g_c+I1), s		3.1		16.3				12.0
Green Ext Time (p_c), s		0.2		19.8				23.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	331	803	281	210	801	70	535	331	203	48	239	191
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	348	845	170	236	900	68	608	376	163	53	263	144
Adj No. of Lanes	2	3	2	2	3	0	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.89	0.89	0.89	0.88	0.88	0.88	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	432	1257	689	321	1036	78	693	1397	772	123	811	562
Arrive On Green	0.13	0.25	0.25	0.09	0.21	0.21	0.20	0.39	0.39	0.04	0.23	0.23
Sat Flow, veh/h	3442	5085	2787	3442	4825	364	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	348	845	170	236	632	336	608	376	163	53	263	144
Grp Sat Flow(s),veh/h/ln	1721	1695	1393	1721	1695	1799	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	7.3	11.1	3.6	5.0	13.3	13.4	12.7	5.3	4.4	1.1	4.6	4.8
Cycle Q Clear(g_c), s	7.3	11.1	3.6	5.0	13.3	13.4	12.7	5.3	4.4	1.1	4.6	4.8
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	432	1257	689	321	728	386	693	1397	772	123	811	562
V/C Ratio(X)	0.80	0.67	0.25	0.74	0.87	0.87	0.88	0.27	0.21	0.43	0.32	0.26
Avail Cap(c_a), veh/h	441	1261	691	329	731	388	719	1397	772	186	811	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	25.2	22.4	32.7	28.1	28.1	28.7	15.2	10.8	35.0	23.8	17.0
Incr Delay (d2), s/veh	10.3	1.4	0.2	8.1	10.8	18.8	11.6	0.5	0.6	2.4	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	5.3	1.4	2.7	7.3	8.7	7.1	2.7	2.0	0.6	2.3	2.2
LnGrp Delay(d),s/veh	41.9	26.6	22.6	40.9	38.9	47.0	40.4	15.7	11.5	37.4	24.9	18.1
LnGrp LOS	D	C	C	D	D	D	D	B	B	D	C	B
Approach Vol, veh/h		1363			1204			1147			460	
Approach Delay, s/veh		30.0			41.6			28.2			24.2	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	33.3	11.4	22.3	19.4	21.0	13.8	19.9
Change Period (Y+Rc), s	4.5	4.0	4.5	4.0	4.5	4.0	4.5	4.0
Max Green Setting (Gmax), s	4.0	28.5	7.1	18.4	15.5	17.0	9.5	16.0
Max Q Clear Time (g_c+I1), s	3.1	7.3	7.0	13.1	14.7	6.8	9.3	15.4
Green Ext Time (p_c), s	0.0	5.0	0.0	4.2	0.2	3.6	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	486	541	892	93	38	178
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	572	636	959	89	51	187
Adj No. of Lanes	2	3	3	0	1	2
Peak Hour Factor	0.85	0.85	0.93	0.93	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	792	3439	1622	150	207	369
Arrive On Green	0.23	0.68	0.34	0.34	0.12	0.12
Sat Flow, veh/h	3442	5253	4905	439	1774	3167
Grp Volume(v), veh/h	572	636	686	362	51	187
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1785	1774	1583
Q Serve(g_s), s	6.7	2.0	7.2	7.3	1.1	2.4
Cycle Q Clear(g_c), s	6.7	2.0	7.2	7.3	1.1	2.4
Prop In Lane	1.00			0.25	1.00	1.00
Lane Grp Cap(c), veh/h	792	3439	1161	611	207	369
V/C Ratio(X)	0.72	0.18	0.59	0.59	0.25	0.51
Avail Cap(c_a), veh/h	1308	4510	1367	720	715	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	2.6	11.8	11.8	17.4	18.0
Incr Delay (d2), s/veh	1.3	0.0	0.5	0.9	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	0.9	3.4	3.7	0.6	2.2
LnGrp Delay(d),s/veh	16.7	2.6	12.3	12.7	18.1	19.1
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		1208	1048		238	
Approach Delay, s/veh		9.3	12.4		18.9	
Approach LOS		A	B		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		33.9		9.6	14.5	19.4		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		38.5		17.5	16.5	17.5		
Max Q Clear Time (g_c+I1), s		4.0		4.4	8.7	9.3		
Green Ext Time (p_c), s		13.2		0.6	1.3	5.6		

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	127	398	833	179	51	23
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	169	531	969	208	81	37
Adj No. of Lanes	1	3	3	0	1	1
Peak Hour Factor	0.75	0.75	0.86	0.86	0.63	0.63
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	264	3374	1670	358	184	164
Arrive On Green	0.15	0.66	0.40	0.40	0.10	0.10
Sat Flow, veh/h	1774	5253	4364	898	1774	1583
Grp Volume(v), veh/h	169	531	782	395	81	37
Grp Sat Flow(s),veh/h/ln	1774	1695	1695	1704	1774	1583
Q Serve(g_s), s	3.5	1.5	7.0	7.0	1.7	0.8
Cycle Q Clear(g_c), s	3.5	1.5	7.0	7.0	1.7	0.8
Prop In Lane	1.00			0.53	1.00	1.00
Lane Grp Cap(c), veh/h	264	3374	1349	678	184	164
V/C Ratio(X)	0.64	0.16	0.58	0.58	0.44	0.23
Avail Cap(c_a), veh/h	740	5149	1624	816	776	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	2.4	9.1	9.1	16.3	15.9
Incr Delay (d2), s/veh	2.6	0.0	0.4	0.8	1.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.7	3.2	3.4	0.9	0.8
LnGrp Delay(d),s/veh	18.0	2.5	9.5	9.9	17.9	16.6
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		700	1177		118	
Approach Delay, s/veh		6.2	9.6		17.5	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				30.1		8.5	10.2	19.9
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				39.1		16.9	16.1	18.5
Max Q Clear Time (g_c+I1), s				3.5		3.7	5.5	9.0
Green Ext Time (p_c), s				13.8		0.2	0.3	6.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	248	114	180	137	441	89	365	495	77	44	386	323
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	285	131	138	176	565	114	456	619	96	56	495	324
Adj No. of Lanes	2	3	0	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.87	0.87	0.87	0.78	0.78	0.78	0.80	0.80	0.80	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	266	474	221	438	1015	316	623	1248	558	147	792	354
Arrive On Green	0.08	0.14	0.14	0.13	0.20	0.20	0.18	0.35	0.35	0.04	0.22	0.22
Sat Flow, veh/h	3442	3390	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	285	131	138	176	565	114	456	619	96	56	495	324
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	4.0	1.8	4.3	2.4	5.2	3.2	6.5	7.1	1.2	0.8	6.5	7.3
Cycle Q Clear(g_c), s	4.0	1.8	4.3	2.4	5.2	3.2	6.5	7.1	1.2	0.8	6.5	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	266	474	221	438	1015	316	623	1248	558	147	792	354
V/C Ratio(X)	1.07	0.28	0.62	0.40	0.56	0.36	0.73	0.50	0.17	0.38	0.62	0.91
Avail Cap(c_a), veh/h	266	1086	507	438	1815	565	664	1468	657	266	1093	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	19.9	21.0	20.8	18.7	17.9	20.0	13.2	3.5	24.1	18.1	9.7
Incr Delay (d2), s/veh	75.9	0.3	2.9	0.6	0.5	0.7	3.9	0.3	0.1	1.6	0.8	17.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.9	2.0	1.2	2.5	1.5	3.4	3.5	0.9	0.4	3.3	5.2
LnGrp Delay(d),s/veh	99.8	20.3	23.9	21.4	19.2	18.6	23.9	13.5	3.6	25.8	19.0	27.2
LnGrp LOS	F	C	C	C	B	B	C	B	A	C	B	C
Approach Vol, veh/h		554			855			1171			875	
Approach Delay, s/veh		62.1			19.5			16.7			22.4	
Approach LOS		E			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	11.7	13.4	15.6	8.0	14.8	6.7	22.3
Change Period (Y+Rc), s	4.5	4.5	4.0	4.0	4.0	4.5	4.5	4.0
Max Green Setting (Gmax), s	5.4	16.6	10.0	16.0	4.0	18.5	4.0	21.5
Max Q Clear Time (g_c+I1), s	4.4	6.3	8.5	9.3	6.0	7.2	2.8	9.1
Green Ext Time (p_c), s	0.5	1.0	0.9	2.3	0.0	3.2	0.0	4.7

Intersection Summary	
HCM 2010 Ctrl Delay	26.1
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	202	432	226	83	930	76	275	229	39	60	168	168
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	273	584	224	105	1177	71	309	257	33	65	181	133
Adj No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	2
Peak Hour Factor	0.74	0.74	0.74	0.79	0.79	0.79	0.89	0.89	0.89	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	1967	613	261	1771	551	454	919	406	162	487	586
Arrive On Green	0.11	0.39	0.39	0.08	0.35	0.35	0.13	0.18	0.18	0.05	0.10	0.10
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	5085	1583	3442	5085	2787
Grp Volume(v), veh/h	273	584	224	105	1177	71	309	257	33	65	181	133
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1695	1583	1721	1695	1393
Q Serve(g_s), s	3.9	4.1	5.2	1.5	10.1	1.6	4.4	2.3	0.1	0.9	1.7	1.1
Cycle Q Clear(g_c), s	3.9	4.1	5.2	1.5	10.1	1.6	4.4	2.3	0.1	0.9	1.7	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	1967	613	261	1771	551	454	919	406	162	487	586
V/C Ratio(X)	0.69	0.30	0.37	0.40	0.66	0.13	0.68	0.28	0.08	0.40	0.37	0.23
Avail Cap(c_a), veh/h	466	1967	613	333	1771	551	533	1967	733	266	1574	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	11.0	11.3	22.8	14.3	11.5	21.4	18.3	6.1	23.9	21.9	6.1
Incr Delay (d2), s/veh	3.5	0.4	1.7	1.0	2.0	0.5	2.8	0.2	0.1	1.6	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.0	2.6	0.8	5.0	0.8	2.3	1.1	0.2	0.5	0.8	0.6
LnGrp Delay(d),s/veh	25.5	11.4	13.0	23.8	16.3	12.0	24.2	18.4	6.2	25.5	22.4	6.3
LnGrp LOS	C	B	B	C	B	B	C	B	A	C	C	A
Approach Vol, veh/h		1081			1353			599			379	
Approach Delay, s/veh		15.3			16.6			20.7			17.3	
Approach LOS		B			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	24.0	10.8	8.9	9.9	22.0	6.4	13.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	20.0	8.0	16.0	7.0	18.0	4.0	20.0
Max Q Clear Time (g_c+I1), s	3.5	7.2	6.4	3.7	5.9	12.1	2.9	4.3
Green Ext Time (p_c), s	1.1	3.6	0.5	1.2	0.1	3.7	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	281	144	20	26	310	83	40	187	29	37	205	415
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	351	180	19	35	419	98	44	208	21	39	218	313
Adj No. of Lanes	2	3	0	2	2	1	2	3	0	2	2	1
Peak Hour Factor	0.80	0.80	0.80	0.74	0.74	0.74	0.90	0.90	0.90	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	501	2203	227	76	1228	549	124	817	81	113	604	501
Arrive On Green	0.15	0.47	0.47	0.02	0.35	0.35	0.04	0.17	0.17	0.03	0.17	0.17
Sat Flow, veh/h	3442	4685	482	3442	3539	1583	3442	4707	464	3442	3539	1583
Grp Volume(v), veh/h	351	129	70	35	419	98	44	148	81	39	218	313
Grp Sat Flow(s),veh/h/ln	1721	1695	1778	1721	1770	1583	1721	1695	1781	1721	1770	1583
Q Serve(g_s), s	5.2	1.1	1.2	0.5	4.7	2.3	0.7	2.0	2.1	0.6	2.9	5.5
Cycle Q Clear(g_c), s	5.2	1.1	1.2	0.5	4.7	2.3	0.7	2.0	2.1	0.6	2.9	5.5
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	501	1594	836	76	1228	549	124	589	309	113	604	501
V/C Ratio(X)	0.70	0.08	0.08	0.46	0.34	0.18	0.36	0.25	0.26	0.34	0.36	0.63
Avail Cap(c_a), veh/h	842	1594	836	259	1228	549	259	1020	536	259	1065	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	7.8	7.8	25.7	12.9	12.1	25.0	19.0	19.0	25.1	19.5	6.3
Incr Delay (d2), s/veh	1.8	0.1	0.2	4.2	0.8	0.7	1.7	0.2	0.4	1.8	0.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.5	0.6	0.3	2.4	1.1	0.3	0.9	1.1	0.3	1.4	2.7
LnGrp Delay(d),s/veh	23.4	7.9	8.0	29.9	13.6	12.8	26.7	19.2	19.5	26.9	19.8	7.6
LnGrp LOS	C	A	A	C	B	B	C	B	B	C	B	A
Approach Vol, veh/h		550			552			273			570	
Approach Delay, s/veh		17.8			14.5			20.5			13.6	
Approach LOS		B			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	29.0	5.9	13.1	11.7	22.4	5.8	13.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	25.0	4.0	16.0	13.0	16.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	2.5	3.2	2.7	7.5	7.2	6.7	2.6	4.1
Green Ext Time (p_c), s	0.0	1.0	0.2	1.5	0.6	2.0	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adj No. of Lanes	2	3	0	2	2	2	1	2	0	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3230	4772	0	5	5	4	3	5	0	5	8	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	5253	0	3442	3539	2787	1774	3632	0	3442	5253	0
Grp Volume(v), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1721	1770	1393	1774	1770	0	1721	1695	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	3230	4772	0	5	5	4	3	5	0	5	8	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	3230	4772	0	318	1035	815	164	980	0	318	1408	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h		0			0			0			0	
Approach Delay, s/veh		0.0			0.0			0.0			0.0	
Approach LOS												

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	65.0	0.0	0.0	65.0	0.0	0.0	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	19.0	6.0	18.0	6.0	19.0	6.0	18.0
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	0.0
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	201	334	483
Demand Flow Rate, veh/h	205	340	493
Vehicles Circulating, veh/h	276	6	198
Vehicles Exiting, veh/h	70	685	283
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.8	6.2	11.0
Approach LOS	A	A	B

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	205	340	493
Cap Entry Lane, veh/h	857	1123	927
Entry HV Adj Factor	0.980	0.981	0.981
Flow Entry, veh/h	201	334	483
Cap Entry, veh/h	841	1102	909
V/C Ratio	0.239	0.303	0.532
Control Delay, s/veh	6.8	6.2	11.0
LOS	A	A	B
95th %tile Queue, veh	1	1	3

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	7	244	20	0	459
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	257	21	0	483

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	750	267	0	0	278	0
Stage 1	267	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	379	772	-	-	1285	-
Stage 1	778	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	379	772	-	-	1285	-
Mov Cap-2 Maneuver	379	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	772	1285	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s)	-	-	9.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	6.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	13	163	264	336
Demand Flow Rate, veh/h	13	166	269	343
Vehicles Circulating, veh/h	493	200	13	162
Vehicles Exiting, veh/h	12	82	493	204
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.5	5.7	5.5	7.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	13	166	269	343
Cap Entry Lane, veh/h	690	925	1115	961
Entry HV Adj Factor	0.992	0.981	0.982	0.981
Flow Entry, veh/h	13	163	264	336
Cap Entry, veh/h	685	908	1096	943
V/C Ratio	0.019	0.179	0.241	0.357
Control Delay, s/veh	5.5	5.7	5.5	7.7
LOS	A	A	A	A
95th %tile Queue, veh	0	1	1	2

Intersection	
Intersection Delay, s/veh	5.2
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	0	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	192	169
Demand Flow Rate, veh/h	0	196	172
Vehicles Circulating, veh/h	102	7	168
Vehicles Exiting, veh/h	101	333	115
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	4.8	5.6
Approach LOS	-	A	A

Lane	Left	Left
Designated Moves	TR	LT
Assumed Moves	TR	LT
RT Channelized		
Lane Util	1.000	1.000
Critical Headway, s	5.193	5.193
Entry Flow, veh/h	196	172
Cap Entry Lane, veh/h	1122	955
Entry HV Adj Factor	0.980	0.981
Flow Entry, veh/h	192	169
Cap Entry, veh/h	1099	937
V/C Ratio	0.175	0.180
Control Delay, s/veh	4.8	5.6
LOS	A	A
95th %tile Queue, veh	1	1

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	38	15	118	143
Demand Flow Rate, veh/h	39	15	120	146
Vehicles Circulating, veh/h	150	117	10	24
Vehicles Exiting, veh/h	20	13	179	108
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.2	3.7	4.2	4.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	39	15	120	146
Cap Entry Lane, veh/h	973	1005	1119	1103
Entry HV Adj Factor	0.972	0.993	0.983	0.981
Flow Entry, veh/h	38	15	118	143
Cap Entry, veh/h	945	999	1100	1082
V/C Ratio	0.040	0.015	0.107	0.132
Control Delay, s/veh	4.2	3.7	4.2	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	29	13	89	106	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	31	14	94	112	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	233	112	113	0	-	0
Stage 1	112	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	755	941	1476	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	747	941	1476	-	-	-
Mov Cap-2 Maneuver	747	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1476	-	941	-	-
HCM Lane V/C Ratio	0.009	-	0.032	-	-
HCM Control Delay (s)	7.5	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	38	1	74	17	5	69
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	1	78	18	5	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	170	87	0	0	96	0
Stage 1	87	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	820	971	-	-	1498	-
Stage 1	936	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	818	971	-	-	1498	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	821	1498	-
HCM Lane V/C Ratio	-	-	0.05	0.004	-
HCM Control Delay (s)	-	-	9.6	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	3.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	14	42	79	39
Demand Flow Rate, veh/h	14	43	80	40
Vehicles Circulating, veh/h	69	66	8	43
Vehicles Exiting, veh/h	14	22	75	66
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.6	3.8	3.9	3.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	14	43	80	40
Cap Entry Lane, veh/h	1055	1058	1121	1082
Entry HV Adj Factor	0.993	0.974	0.985	0.984
Flow Entry, veh/h	14	42	79	39
Cap Entry, veh/h	1047	1031	1104	1065
V/C Ratio	0.013	0.041	0.071	0.037
Control Delay, s/veh	3.6	3.8	3.9	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	2	3	11	3	151	2	274	13	283	610	15
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	325	-	-	165	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	41	41	41	87	87	87	88	88	88	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	5	7	13	3	174	2	311	15	292	629	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1545	1551	637	1549	1551	319	644	0	0	326	0	0
Stage 1	1220	1220	-	323	323	-	-	-	-	-	-	-
Stage 2	325	331	-	1226	1228	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	93	114	477	93	114	722	941	-	-	1234	-	-
Stage 1	220	253	-	689	650	-	-	-	-	-	-	-
Stage 2	687	645	-	218	250	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	87	477	72	87	722	941	-	-	1234	-	-
Mov Cap-2 Maneuver	56	87	-	72	87	-	-	-	-	-	-	-
Stage 1	220	193	-	688	649	-	-	-	-	-	-	-
Stage 2	518	644	-	160	191	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	82.8	16.2	0.1	2.7
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	941	-	-	76	75	722	1234	-	-
HCM Lane V/C Ratio	0.002	-	-	0.417	0.215	0.24	0.236	-	-
HCM Control Delay (s)	8.8	-	-	82.8	65.7	11.6	8.8	-	-
HCM Lane LOS	A	-	-	F	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.7	0.7	0.9	0.9	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	417	106	5	184	33	58	50	24	54	35	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	19	434	100	6	230	29	69	60	23	64	41	18
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.80	0.80	0.80	0.84	0.84	0.84	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	629	145	11	676	85	255	135	42	275	124	41
Arrive On Green	0.02	0.43	0.43	0.01	0.42	0.42	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1774	1465	338	1774	1622	205	602	792	249	675	728	240
Grp Volume(v), veh/h	19	0	534	6	0	259	152	0	0	123	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1803	1774	0	1827	1642	0	0	1643	0	0
Q Serve(g_s), s	0.4	0.0	8.2	0.1	0.0	3.3	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	8.2	0.1	0.0	3.3	2.7	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.11	0.45		0.15	0.52		0.15
Lane Grp Cap(c), veh/h	34	0	774	11	0	761	433	0	0	440	0	0
V/C Ratio(X)	0.55	0.00	0.69	0.52	0.00	0.34	0.35	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	212	0	1551	212	0	1571	976	0	0	965	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.7	0.0	7.9	17.0	0.0	6.8	12.9	0.0	0.0	12.7	0.0	0.0
Incr Delay (d2), s/veh	13.3	0.0	1.1	32.1	0.0	0.3	0.5	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	4.2	0.2	0.0	1.7	1.4	0.0	0.0	1.1	0.0	0.0
LnGrp Delay(d),s/veh	29.9	0.0	9.0	49.1	0.0	7.1	13.4	0.0	0.0	13.0	0.0	0.0
LnGrp LOS	C		A	D		A	B			B		
Approach Vol, veh/h		553			265			152			123	
Approach Delay, s/veh		9.8			8.0			13.4			13.0	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		10.3	4.7	19.2		10.3	5.2	18.8
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		17.9	4.1	29.5		17.9	4.1	29.5
Max Q Clear Time (g_c+I1), s		4.7	2.1	10.2		4.1	2.4	5.3
Green Ext Time (p_c), s		1.1	0.0	4.5		1.2	0.0	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	10.2
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	106	8	0	60	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	68	68	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	11	0	88	4	0

Major/Minor	Major2		Major1		Minor2	
Conflicting Flow All	88	-	0	0	44	372
Stage 1	-	-	-	-	0	284
Stage 2	-	-	-	-	44	88
Critical Hdwy	4.12	-	-	-	6.42	6.52
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.42	5.52
Follow-up Hdwy	2.218	-	-	-	3.518	4.018
Pot Cap-1 Maneuver	1508	-	-	-	967	558
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	978	822
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1508	-	-	-	878	0
Mov Cap-2 Maneuver	-	-	-	-	878	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	-	978	0

Approach	WB	NB	SB
HCM Control Delay, s	7.1	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	WBL	WBR	SBLn1
Capacity (veh/h)	-	-	1508	-	878
HCM Lane V/C Ratio	-	-	0.092	-	0.005
HCM Control Delay (s)	-	-	7.6	-	9.1
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0.3	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	43	9	22	3	5	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	67	67	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	13	33	4	6	97

Major/Minor	Major1		Minor1		Major2	
Conflicting Flow All	97	0	246	13	13	-
Stage 1	-	-	138	-	-	-
Stage 2	-	-	108	-	-	-
Critical Hdwy	-	-	6.52	6.22	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	-	-	656	1067	1606	-
Stage 1	-	-	782	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-				-
Mov Cap-1 Maneuver	-	-	0	1067	1606	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s		8.5	0.4
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBLn1	SBL	SBR
Capacity (veh/h)	-	-	1067	1606	-
HCM Lane V/C Ratio	-	-	0.035	0.004	-
HCM Control Delay (s)	-	-	8.5	7.2	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	12	0	5	0	0	4	14	154	1	1	484	14
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	65	65	65	50	50	50	85	85	85	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	8	0	0	8	16	181	1	1	621	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	851	847	629	851	856	182	638	0	0	182	0	0
Stage 1	632	632	-	215	215	-	-	-	-	-	-	-
Stage 2	219	215	-	636	641	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	280	299	482	280	295	861	946	-	-	1393	-	-
Stage 1	468	474	-	787	725	-	-	-	-	-	-	-
Stage 2	783	725	-	466	469	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	273	293	482	271	289	861	946	-	-	1393	-	-
Mov Cap-2 Maneuver	273	293	-	271	289	-	-	-	-	-	-	-
Stage 1	459	474	-	772	711	-	-	-	-	-	-	-
Stage 2	761	711	-	458	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.5	9.2	0.7	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	946	-	-	313	861	1393	-	-
HCM Lane V/C Ratio	0.017	-	-	0.084	0.009	0.001	-	-
HCM Control Delay (s)	8.9	0	-	17.5	9.2	7.6	0	-
HCM Lane LOS	A	A	-	C	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	562	321	0	174	28
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	0	598	365	0	207	21
Adj No. of Lanes	0	2	2	0	1	1
Peak Hour Factor	0.94	0.94	0.88	0.88	0.84	0.84
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	893	893	0	1081	965
Arrive On Green	0.00	0.25	0.25	0.00	0.61	0.61
Sat Flow, veh/h	0	3725	3725	0	1774	1583
Grp Volume(v), veh/h	0	598	365	0	207	21
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1774	1583
Q Serve(g_s), s	0.0	9.9	5.6	0.0	3.4	0.3
Cycle Q Clear(g_c), s	0.0	9.9	5.6	0.0	3.4	0.3
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	893	893	0	1081	965
V/C Ratio(X)	0.00	0.67	0.41	0.00	0.19	0.02
Avail Cap(c_a), veh/h	0	1280	1280	0	1081	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.99	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	21.9	20.3	0.0	5.6	5.0
Incr Delay (d2), s/veh	0.0	0.9	0.3	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.9	2.8	0.0	1.7	0.2
LnGrp Delay(d),s/veh	0.0	22.7	20.6	0.0	6.0	5.1
LnGrp LOS		C	C		A	A
Approach Vol, veh/h		598	365		228	
Approach Delay, s/veh		22.7	20.6		5.9	
Approach LOS		C	C		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				20.9		44.1		20.9
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				23.5		32.5		23.5
Max Q Clear Time (g_c+I1), s				11.9		5.4		7.6
Green Ext Time (p_c), s				4.5		0.6		5.3

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	12	710	329	80	0	0
Number	7	4	8	18		
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900		
Adj Flow Rate, veh/h	14	807	401	86		
Adj No. of Lanes	1	2	2	0		
Peak Hour Factor	0.88	0.88	0.82	0.82		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	24	1232	770	164		
Arrive On Green	0.03	0.70	0.26	0.26		
Sat Flow, veh/h	1774	3632	2999	618		
Grp Volume(v), veh/h	14	807	243	244		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1754		
Q Serve(g_s), s	0.5	8.3	7.6	7.7		
Cycle Q Clear(g_c), s	0.5	8.3	7.6	7.7		
Prop In Lane	1.00			0.35		
Lane Grp Cap(c), veh/h	24	1232	469	465		
V/C Ratio(X)	0.57	0.66	0.52	0.53		
Avail Cap(c_a), veh/h	778	3294	749	742		
HCM Platoon Ratio	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.83	0.83	1.00	1.00		
Uniform Delay (d), s/veh	31.4	7.7	20.4	20.4		
Incr Delay (d2), s/veh	16.4	0.5	0.9	0.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.4	3.8	3.8	3.8		
LnGrp Delay(d),s/veh	47.8	8.2	21.2	21.3		
LnGrp LOS	D	A	C	C		
Approach Vol, veh/h		821	487			
Approach Delay, s/veh		8.9	21.3			
Approach LOS		A	C			

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4			7	8
Phs Duration (G+Y+Rc), s				27.1			5.4	21.7
Change Period (Y+Rc), s				4.5			4.5	4.5
Max Green Setting (Gmax), s				60.5			28.5	27.5
Max Q Clear Time (g_c+I1), s				10.3			2.5	9.7
Green Ext Time (p_c), s				10.2			0.0	7.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.5
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1399	268	479	918	0	1690
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	0	1863
Adj Flow Rate, veh/h	1488	211	499	956	0	1463
Adj No. of Lanes	3	0	1	2	0	2
Peak Hour Factor	0.94	0.94	0.96	0.96	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	2422	343	566	3286	0	0
Arrive On Green	0.54	0.54	0.32	0.93	0.00	0.00
Sat Flow, veh/h	4670	638	1774	3632	0	
Grp Volume(v), veh/h	1120	579	499	956	0.0	
Grp Sat Flow(s),veh/h/ln	1695	1750	1774	1770		
Q Serve(g_s), s	14.3	14.4	16.8	1.7		
Cycle Q Clear(g_c), s	14.3	14.4	16.8	1.7		
Prop In Lane		0.36	1.00			
Lane Grp Cap(c), veh/h	1824	942	566	3286		
V/C Ratio(X)	0.61	0.62	0.88	0.29		
Avail Cap(c_a), veh/h	2074	1071	888	4189		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.0	10.0	20.3	0.2		
Incr Delay (d2), s/veh	0.4	0.9	6.6	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.6	7.0	9.2	0.7		
LnGrp Delay(d),s/veh	10.5	10.9	26.9	0.3		
LnGrp LOS	B	B	C	A		
Approach Vol, veh/h	1699			1455		
Approach Delay, s/veh	10.6			9.4		
Approach LOS	B			A		

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4				8
Phs Duration (G+Y+Rc), s			24.6	38.4				62.9
Change Period (Y+Rc), s			4.5	4.5				4.5
Max Green Setting (Gmax), s			31.5	38.5				74.5
Max Q Clear Time (g_c+I1), s			18.8	16.4				3.7
Green Ext Time (p_c), s			1.3	17.5				38.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	2645	507	0	1041	326	530
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	2755	0	0	1073	506	258
Adj No. of Lanes	3	1	0	2	2	1
Peak Hour Factor	0.96	0.96	0.97	0.97	0.91	0.91
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	3234	1007	0	2251	758	338
Arrive On Green	0.64	0.00	0.00	0.64	0.21	0.21
Sat Flow, veh/h	5253	1583	0	3725	3548	1583
Grp Volume(v), veh/h	2755	0	0	1073	506	258
Grp Sat Flow(s),veh/h/ln	1695	1583	0	1770	1774	1583
Q Serve(g_s), s	25.8	0.0	0.0	9.5	7.8	9.2
Cycle Q Clear(g_c), s	25.8	0.0	0.0	9.5	7.8	9.2
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3234	1007	0	2251	758	338
V/C Ratio(X)	0.85	0.00	0.00	0.48	0.67	0.76
Avail Cap(c_a), veh/h	3252	1013	0	2264	1049	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.7	0.0	0.0	5.7	21.6	22.1
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.2	1.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	0.0	0.0	4.5	3.9	4.5
LnGrp Delay(d),s/veh	11.0	0.0	0.0	5.9	22.6	27.0
LnGrp LOS	B			A	C	C
Approach Vol, veh/h	2755			1073	764	
Approach Delay, s/veh	11.0			5.9	24.1	
Approach LOS	B			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		17.3		42.6				42.6
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		17.7		38.3				38.3
Max Q Clear Time (g_c+I1), s		11.2		27.8				11.5
Green Ext Time (p_c), s		1.6		10.3				25.6

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	129	2543	39	21	1688	49	38	2	11	44	2	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	136	2677	30	23	1855	43	57	3	9	49	2	61
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.67	0.67	0.67	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	3343	37	37	2904	67	222	48	145	264	9	186
Arrive On Green	0.10	0.64	0.64	0.02	0.57	0.57	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1774	5185	58	1774	5114	118	1334	411	1234	1282	73	1583
Grp Volume(v), veh/h	136	1748	959	23	1229	669	57	0	12	51	0	61
Grp Sat Flow(s),veh/h/ln	1774	1695	1853	1774	1695	1842	1334	0	1645	1355	0	1583
Q Serve(g_s), s	4.7	23.6	23.8	0.8	15.3	15.4	2.6	0.0	0.4	2.0	0.0	2.2
Cycle Q Clear(g_c), s	4.7	23.6	23.8	0.8	15.3	15.4	4.9	0.0	0.4	2.4	0.0	2.2
Prop In Lane	1.00		0.03	1.00		0.06	1.00		0.75	0.96		1.00
Lane Grp Cap(c), veh/h	174	2186	1195	37	1926	1046	222	0	194	273	0	186
V/C Ratio(X)	0.78	0.80	0.80	0.61	0.64	0.64	0.26	0.00	0.06	0.19	0.00	0.33
Avail Cap(c_a), veh/h	264	2201	1203	117	1926	1046	426	0	446	489	0	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.5	8.1	8.2	30.3	9.1	9.1	27.6	0.0	24.5	25.4	0.0	25.3
Incr Delay (d2), s/veh	8.2	2.2	4.0	15.3	0.7	1.3	0.6	0.0	0.1	0.3	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	11.3	13.1	0.5	7.2	8.0	1.0	0.0	0.2	0.8	0.0	1.0
LnGrp Delay(d),s/veh	35.7	10.3	12.2	45.5	9.8	10.5	28.2	0.0	24.6	25.8	0.0	26.3
LnGrp LOS	D	B	B	D	A	B	C		C	C		C
Approach Vol, veh/h		2843			1921			69			112	
Approach Delay, s/veh		12.1			10.5			27.6			26.0	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		11.8	5.8	44.7		11.8	10.6	39.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		16.9	4.1	40.5		16.9	9.3	35.3
Max Q Clear Time (g_c+I1), s		6.9	2.8	25.8		4.4	6.7	17.4
Green Ext Time (p_c), s		0.4	0.0	14.4		0.5	0.1	17.7

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	196	2388	1615	65	38	118
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	206	2514	1835	63	49	125
Adj No. of Lanes	2	3	3	0	1	1
Peak Hour Factor	0.95	0.95	0.88	0.88	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	319	3610	2687	92	213	190
Arrive On Green	0.09	0.71	0.53	0.53	0.12	0.12
Sat Flow, veh/h	3442	5253	5217	173	1774	1583
Grp Volume(v), veh/h	206	2514	1231	667	49	125
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1832	1774	1583
Q Serve(g_s), s	3.1	15.0	14.1	14.1	1.3	4.0
Cycle Q Clear(g_c), s	3.1	15.0	14.1	14.1	1.3	4.0
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	319	3610	1804	975	213	190
V/C Ratio(X)	0.65	0.70	0.68	0.68	0.23	0.66
Avail Cap(c_a), veh/h	423	3702	1804	975	587	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	4.4	9.1	9.1	21.1	22.2
Incr Delay (d2), s/veh	2.2	0.6	1.1	2.0	0.5	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	6.9	6.8	7.6	0.7	3.6
LnGrp Delay(d),s/veh	25.4	5.0	10.2	11.1	21.6	26.1
LnGrp LOS	C	A	B	B	C	C
Approach Vol, veh/h		2720	1898		174	
Approach Delay, s/veh		6.5	10.5		24.8	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				42.0		10.8	9.4	32.6
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				38.5		17.5	6.5	27.5
Max Q Clear Time (g_c+I1), s				17.0		6.0	5.1	16.1
Green Ext Time (p_c), s				20.5		0.3	0.1	11.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	220	1978	268	245	1303	113	127	121	233	114	99	186
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	234	2104	221	310	1649	105	161	153	219	127	110	140
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.79	0.79	0.79	0.79	0.79	0.79	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	2267	706	385	2370	738	233	611	273	196	572	256
Arrive On Green	0.09	0.45	0.45	0.11	0.47	0.47	0.07	0.17	0.17	0.06	0.16	0.16
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	234	2104	221	310	1649	105	161	153	219	127	110	140
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	5.6	33.1	7.6	7.4	21.7	3.2	3.9	3.2	11.2	3.1	2.3	6.9
Cycle Q Clear(g_c), s	5.6	33.1	7.6	7.4	21.7	3.2	3.9	3.2	11.2	3.1	2.3	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	2267	706	385	2370	738	233	611	273	196	572	256
V/C Ratio(X)	0.74	0.93	0.31	0.81	0.70	0.14	0.69	0.25	0.80	0.65	0.19	0.55
Avail Cap(c_a), veh/h	403	2317	721	395	2370	738	236	771	345	220	754	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	22.1	15.1	36.6	17.8	12.9	38.5	30.2	33.6	39.0	30.7	32.6
Incr Delay (d2), s/veh	5.4	7.2	0.3	11.3	0.9	0.1	8.1	0.2	10.2	5.5	0.2	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	16.9	3.4	4.1	10.3	1.4	2.1	1.6	5.7	1.6	1.1	3.1
LnGrp Delay(d),s/veh	42.8	29.3	15.3	48.0	18.7	13.0	46.6	30.5	43.8	44.6	30.8	34.4
LnGrp LOS	D	C	B	D	B	B	D	C	D	D	C	C
Approach Vol, veh/h		2559			2064			533			377	
Approach Delay, s/veh		29.4			22.8			40.8			36.8	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	19.1	14.0	42.2	10.2	18.2	12.2	43.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.4	18.4	9.7	38.5	5.8	18.0	9.9	38.3
Max Q Clear Time (g_c+I1), s	5.6	13.2	9.4	35.1	5.9	8.9	7.6	23.7
Green Ext Time (p_c), s	0.0	1.4	0.0	2.6	0.0	2.0	0.2	14.2

Intersection Summary	
HCM 2010 Ctrl Delay	28.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	303	1605	443	197	1069	87	260	174	179	95	204	209
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	319	1689	340	219	1125	60	310	207	153	100	215	157
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.90	0.95	0.95	0.84	0.84	0.84	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	535	1702	339	229	1538	82	315	563	397	128	355	247
Arrive On Green	0.16	0.40	0.40	0.07	0.31	0.31	0.18	0.28	0.28	0.07	0.18	0.18
Sat Flow, veh/h	3442	4255	848	3442	4943	263	1774	1986	1399	1774	1995	1392
Grp Volume(v), veh/h	319	1342	687	219	771	414	310	183	177	100	190	182
Grp Sat Flow(s),veh/h/ln	1721	1695	1713	1721	1695	1816	1774	1770	1616	1774	1770	1617
Q Serve(g_s), s	7.8	35.4	36.0	5.7	18.3	18.3	15.7	7.5	7.9	5.0	8.9	9.4
Cycle Q Clear(g_c), s	7.8	35.4	36.0	5.7	18.3	18.3	15.7	7.5	7.9	5.0	8.9	9.4
Prop In Lane	1.00		0.50	1.00		0.15	1.00		0.87	1.00		0.86
Lane Grp Cap(c), veh/h	535	1356	685	229	1055	565	315	502	458	128	315	287
V/C Ratio(X)	0.60	0.99	1.00	0.95	0.73	0.73	0.98	0.37	0.39	0.78	0.60	0.63
Avail Cap(c_a), veh/h	535	1356	685	229	1055	565	315	502	458	217	315	287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	26.8	27.0	41.9	27.6	27.7	36.9	25.8	25.9	41.1	34.1	34.3
Incr Delay (d2), s/veh	1.8	22.1	34.9	46.6	4.5	8.1	45.9	2.0	2.4	10.0	8.3	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	20.6	23.6	4.2	9.1	10.4	11.7	3.9	3.8	2.8	5.0	5.0
LnGrp Delay(d),s/veh	37.2	49.0	61.9	88.5	32.1	35.8	82.7	27.8	28.4	51.0	42.4	44.5
LnGrp LOS	D	D	F	F	C	D	F	C	C	D	D	D
Approach Vol, veh/h		2348			1404			670			472	
Approach Delay, s/veh		51.1			42.0			53.4			45.0	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	40.0	20.0	20.0	18.0	32.0	10.5	29.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	36.0	16.0	16.0	14.0	28.0	11.0	21.0
Max Q Clear Time (g_c+I1), s	7.7	38.0	17.7	11.4	9.8	20.3	7.0	9.9
Green Ext Time (p_c), s	0.0	0.0	0.0	1.8	3.8	4.1	0.1	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	48.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	162	878	398	123	649	201	362	557	115	459	774	170
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	180	976	309	137	721	156	389	599	0	488	823	0
Adj No. of Lanes	1	2	1	1	2	1	2	3	1	2	3	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.93	0.93	0.93	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	1029	460	143	915	409	523	1060	330	556	1109	345
Arrive On Green	0.11	0.29	0.29	0.08	0.26	0.26	0.15	0.21	0.00	0.16	0.22	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	180	976	309	137	721	156	389	599	0	488	823	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	6.2	16.7	10.6	4.8	11.7	5.0	6.7	6.5	0.0	8.6	9.3	0.0
Cycle Q Clear(g_c), s	6.2	16.7	10.6	4.8	11.7	5.0	6.7	6.5	0.0	8.6	9.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	1029	460	143	915	409	523	1060	330	556	1109	345
V/C Ratio(X)	0.90	0.95	0.67	0.96	0.79	0.38	0.74	0.57	0.00	0.88	0.74	0.00
Avail Cap(c_a), veh/h	201	1029	460	143	915	409	556	1314	409	556	1314	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.1	21.5	19.3	28.3	21.4	18.9	25.1	22.0	0.0	25.4	22.6	0.0
Incr Delay (d2), s/veh	36.7	18.1	7.6	61.7	6.8	2.7	5.1	0.5	0.0	14.8	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	10.7	5.6	4.7	6.6	2.5	3.6	3.1	0.0	5.2	4.5	0.0
LnGrp Delay(d),s/veh	63.8	39.6	26.9	90.1	28.2	21.6	30.2	22.5	0.0	40.2	24.5	0.0
LnGrp LOS	E	D	C	F	C	C	C	C		D	C	
Approach Vol, veh/h		1465			1014			988			1311	
Approach Delay, s/veh		39.9			35.5			25.5			30.3	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	22.0	13.4	17.5	11.0	20.0	14.0	16.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	18.0	10.0	16.0	7.0	16.0	10.0	16.0
Max Q Clear Time (g_c+I1), s	8.2	18.7	8.7	11.3	8.2	13.7	10.6	8.5
Green Ext Time (p_c), s	0.0	0.0	0.7	2.2	0.0	1.2	0.0	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	33.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	959	36	0	740	80	0	0	0	356	0	201
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	1102	0	0	771	73				409	0	162
Adj No. of Lanes	0	3	1	0	2	1				2	0	1
Peak Hour Factor	0.87	0.87	0.87	0.96	0.96	0.96				0.87	0.87	0.87
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	2774	864	0	1931	1198				726	0	334
Arrive On Green	0.00	0.55	0.00	0.00	0.55	0.55				0.21	0.00	0.21
Sat Flow, veh/h	0	5253	1583	0	3632	1583				3442	0	1583
Grp Volume(v), veh/h	0	1102	0	0	771	73				409	0	162
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1770	1583				1721	0	1583
Q Serve(g_s), s	0.0	4.6	0.0	0.0	4.7	0.4				3.9	0.0	3.3
Cycle Q Clear(g_c), s	0.0	4.6	0.0	0.0	4.7	0.4				3.9	0.0	3.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2774	864	0	1931	1198				726	0	334
V/C Ratio(X)	0.00	0.40	0.00	0.00	0.40	0.06				0.56	0.00	0.49
Avail Cap(c_a), veh/h	0	4061	1264	0	2826	1598				2469	0	1136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.9	0.0	0.0	4.9	1.1				13.1	0.0	12.8
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.1	0.0				0.7	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	0.0	0.0	2.3	0.4				1.9	0.0	1.5
LnGrp Delay(d),s/veh	0.0	5.0	0.0	0.0	5.0	1.2				13.7	0.0	13.9
LnGrp LOS		A			A	A				B		B
Approach Vol, veh/h		1102			844						571	
Approach Delay, s/veh		5.0			4.7						13.8	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				24.7		12.3		24.7
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				29.5		26.5		29.5
Max Q Clear Time (g_c+I1), s				6.6		5.9		6.7
Green Ext Time (p_c), s				13.5		1.9		13.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1277	82	0	727	185	71	0	128	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	1316	75	0	836	0	85	0	116			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.97	0.97	0.97	0.87	0.87	0.87	0.84	0.84	0.84			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3253	1195	0	3253	1013	204	0	320			
Arrive On Green	0.00	0.64	0.64	0.00	0.64	0.00	0.11	0.00	0.11			
Sat Flow, veh/h	0	5253	1583	0	5253	1583	1774	0	2787			
Grp Volume(v), veh/h	0	1316	75	0	836	0	85	0	116			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583	1774	0	1393			
Q Serve(g_s), s	0.0	4.6	0.4	0.0	2.6	0.0	1.6	0.0	1.4			
Cycle Q Clear(g_c), s	0.0	4.6	0.4	0.0	2.6	0.0	1.6	0.0	1.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3253	1195	0	3253	1013	204	0	320			
V/C Ratio(X)	0.00	0.40	0.06	0.00	0.26	0.00	0.42	0.00	0.36			
Avail Cap(c_a), veh/h	0	4508	1585	0	4508	1404	1137	0	1786			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	3.2	1.2	0.0	2.8	0.0	15.1	0.0	15.0			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.0	1.4	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	2.1	0.3	0.0	1.2	0.0	0.9	0.0	0.6			
LnGrp Delay(d),s/veh	0.0	3.3	1.2	0.0	2.9	0.0	16.4	0.0	15.7			
LnGrp LOS		A	A		A		B		B			
Approach Vol, veh/h		1391			836			201				
Approach Delay, s/veh		3.2			2.9			16.0				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		8.7		28.0				28.0
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		23.5		32.5				32.5
Max Q Clear Time (g_c+I1), s		3.6		6.6				4.6
Green Ext Time (p_c), s		0.6		16.8				17.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	190	991	218	33	611	312	127	82	59	414	163	168
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	204	1066	169	40	745	307	131	85	56	455	179	130
Adj No. of Lanes	2	3	1	2	3	0	1	2	0	1	2	2
Peak Hour Factor	0.93	0.93	0.93	0.82	0.82	0.82	0.97	0.97	0.97	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	1517	623	110	864	353	169	214	131	500	1019	1044
Arrive On Green	0.09	0.30	0.30	0.03	0.24	0.24	0.10	0.10	0.10	0.28	0.29	0.29
Sat Flow, veh/h	3442	5085	1583	3442	3550	1448	1774	2115	1289	1774	3539	2787
Grp Volume(v), veh/h	204	1066	169	40	711	341	131	70	71	455	179	130
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1607	1774	1770	1635	1774	1770	1393
Q Serve(g_s), s	3.6	11.7	4.6	0.7	12.6	12.8	4.5	2.3	2.6	15.6	2.4	1.9
Cycle Q Clear(g_c), s	3.6	11.7	4.6	0.7	12.6	12.8	4.5	2.3	2.6	15.6	2.4	1.9
Prop In Lane	1.00		1.00	1.00		0.90	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	299	1517	623	110	826	391	169	179	166	500	1019	1044
V/C Ratio(X)	0.68	0.70	0.27	0.36	0.86	0.87	0.78	0.39	0.43	0.91	0.18	0.12
Avail Cap(c_a), veh/h	301	1517	623	219	863	409	342	479	442	522	1318	1279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	19.6	12.9	29.8	22.8	22.8	27.8	26.4	26.5	21.8	16.8	12.9
Incr Delay (d2), s/veh	6.1	1.5	0.2	2.0	8.6	17.6	7.4	1.4	1.8	19.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.6	2.0	0.4	6.8	7.6	2.6	1.2	1.2	10.3	1.2	0.7
LnGrp Delay(d),s/veh	34.0	21.1	13.2	31.8	31.4	40.4	35.2	27.8	28.3	41.3	16.9	12.9
LnGrp LOS	C	C	B	C	C	D	D	C	C	D	B	B
Approach Vol, veh/h		1439			1092			272			764	
Approach Delay, s/veh		22.0			34.2			31.5			30.7	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.2	10.9	6.5	23.3	10.5	22.6	10.0	19.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	17.0	4.0	17.5	12.1	23.4	5.5	16.0
Max Q Clear Time (g_c+I1), s	17.6	4.6	2.7	13.7	6.5	4.4	5.6	14.8
Green Ext Time (p_c), s	0.2	1.8	0.0	3.3	0.1	2.1	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	28.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	1029	276	136	582	16	319	75	201	18	53	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	71	1255	264	146	626	12	380	89	203	23	67	25
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.82	0.82	0.82	0.93	0.93	0.93	0.84	0.84	0.84	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	1304	274	127	1696	32	437	459	390	154	112	42
Arrive On Green	0.05	0.31	0.31	0.07	0.33	0.33	0.25	0.25	0.25	0.09	0.09	0.09
Sat Flow, veh/h	1774	4211	886	1774	5137	98	1774	1863	1583	1774	1294	483
Grp Volume(v), veh/h	71	1010	509	146	413	225	380	89	203	23	0	92
Grp Sat Flow(s),veh/h/ln	1774	1695	1706	1774	1695	1845	1774	1863	1583	1774	0	1778
Q Serve(g_s), s	2.5	18.5	18.5	4.5	5.8	5.9	12.9	2.4	7.0	0.8	0.0	3.1
Cycle Q Clear(g_c), s	2.5	18.5	18.5	4.5	5.8	5.9	12.9	2.4	7.0	0.8	0.0	3.1
Prop In Lane	1.00		0.52	1.00		0.05	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	91	1050	528	127	1119	609	437	459	390	154	0	154
V/C Ratio(X)	0.78	0.96	0.96	1.15	0.37	0.37	0.87	0.19	0.52	0.15	0.00	0.60
Avail Cap(c_a), veh/h	203	1050	528	127	1119	609	479	503	427	451	0	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.5	21.4	21.4	29.2	16.1	16.1	22.8	18.8	20.5	26.6	0.0	27.7
Incr Delay (d2), s/veh	13.7	19.3	29.8	126.4	0.2	0.4	14.8	0.2	1.1	0.4	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	11.4	13.0	6.6	2.7	3.0	8.1	1.2	3.1	0.4	0.0	1.7
LnGrp Delay(d),s/veh	43.2	40.7	51.2	155.7	16.3	16.5	37.5	19.0	21.6	27.1	0.0	31.4
LnGrp LOS	D	D	D	F	B	B	D	B	C	C		C
Approach Vol, veh/h		1590			784			672			115	
Approach Delay, s/veh		44.1			42.3			30.2			30.5	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.0	9.0	24.0		9.9	7.7	25.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		17.0	4.5	19.5		16.0	7.2	16.8
Max Q Clear Time (g_c+I1), s		14.9	6.5	20.5		5.1	4.5	7.9
Green Ext Time (p_c), s		0.6	0.0	0.0		0.3	0.0	7.1

Intersection Summary	
HCM 2010 Ctrl Delay	40.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	925	212	129	505	7	120	25	241	11	42	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	62	964	159	154	601	8	133	28	257	15	59	48
Adj No. of Lanes	1	3	1	2	3	0	2	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.84	0.84	0.84	0.90	0.90	0.90	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1608	501	256	1778	24	238	407	346	27	156	127
Arrive On Green	0.05	0.32	0.32	0.07	0.34	0.34	0.07	0.22	0.22	0.02	0.16	0.16
Sat Flow, veh/h	1774	5085	1583	3442	5172	69	3442	1863	1583	1774	952	774
Grp Volume(v), veh/h	62	964	159	154	394	215	133	28	257	15	0	107
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1851	1721	1863	1583	1774	0	1726
Q Serve(g_s), s	1.7	7.7	3.7	2.1	4.1	4.1	1.8	0.6	7.3	0.4	0.0	2.6
Cycle Q Clear(g_c), s	1.7	7.7	3.7	2.1	4.1	4.1	1.8	0.6	7.3	0.4	0.0	2.6
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	83	1608	501	256	1165	636	238	407	346	27	0	284
V/C Ratio(X)	0.74	0.60	0.32	0.60	0.34	0.34	0.56	0.07	0.74	0.56	0.00	0.38
Avail Cap(c_a), veh/h	241	1911	595	323	1165	636	424	797	678	148	0	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.5	13.8	12.4	21.5	11.7	11.7	21.6	14.9	17.5	23.4	0.0	17.8
Incr Delay (d2), s/veh	12.3	0.4	0.4	2.3	0.2	0.3	2.0	0.1	3.2	17.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.6	1.6	1.1	1.9	2.1	0.9	0.3	3.5	0.3	0.0	1.3
LnGrp Delay(d),s/veh	34.9	14.2	12.8	23.7	11.8	12.0	23.6	14.9	20.6	40.4	0.0	18.7
LnGrp LOS	C	B	B	C	B	B	C	B	C	D		B
Approach Vol, veh/h		1185			763			418			122	
Approach Delay, s/veh		15.1			14.3			21.2			21.3	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	15.0	8.1	19.6	7.8	12.4	6.7	21.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	20.5	4.5	18.0	5.9	18.6	6.5	16.0
Max Q Clear Time (g_c+I1), s	2.4	9.3	4.1	9.7	3.8	4.6	3.7	6.1
Green Ext Time (p_c), s	0.0	1.2	0.0	5.5	0.1	1.3	0.0	6.5

Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	40.2
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	94	787	35	0	24	370	2	0	27	25	52
Peak Hour Factor	0.95	0.92	0.92	0.92	0.95	0.75	0.75	0.75	0.95	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	102	855	38	0	32	493	3	0	36	34	70
Number of Lanes	0	1	1	1	0	0	2	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	3	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	2
HCM Control Delay	58.5	18.3	13.1
HCM LOS	F	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	11%	0%	0%	0%
Vol Thru, %	0%	32%	0%	100%	0%	89%	99%	100%	0%
Vol Right, %	0%	68%	0%	0%	100%	0%	1%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	77	94	787	35	209	187	16	65
LT Vol	27	0	94	0	0	24	0	0	0
Through Vol	0	25	0	787	0	185	185	16	0
RT Vol	0	52	0	0	35	0	2	0	65
Lane Flow Rate	36	104	102	855	38	279	249	20	80
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.091	0.232	0.214	1	0.067	0.567	0.503	0.048	0.178
Departure Headway (Hd)	8.997	8.031	7.523	7.015	6.304	7.331	7.266	8.675	7.979
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	398	446	476	522	566	493	496	412	449
Service Time	6.753	5.787	5.287	4.779	4.068	5.074	5.009	6.433	5.737
HCM Lane V/C Ratio	0.09	0.233	0.214	1.638	0.067	0.566	0.502	0.049	0.178
HCM Control Delay	12.7	13.2	12.3	66.2	9.5	19.3	17.2	11.9	12.5
HCM Lane LOS	B	B	B	F	A	C	C	B	B
HCM 95th-tile Q	0.3	0.9	0.8	13.8	0.2	3.5	2.8	0.2	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	16	65
Peak Hour Factor	0.95	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	20	80
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	12.4
HCM LOS	B

Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	123	188	80	347	142	84	139	599	175	109	643	126
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	131	200	74	408	167	87	145	624	135	118	699	104
Adj No. of Lanes	0	1	1	2	1	0	2	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.96	0.96	0.96	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	229	329	625	210	109	221	814	176	150	931	138
Arrive On Green	0.21	0.21	0.21	0.18	0.18	0.18	0.06	0.28	0.28	0.08	0.30	0.30
Sat Flow, veh/h	723	1104	1583	3442	1155	602	3442	2896	626	1774	3092	460
Grp Volume(v), veh/h	331	0	74	408	0	254	145	381	378	118	400	403
Grp Sat Flow(s),veh/h/ln	1827	0	1583	1721	0	1757	1721	1770	1752	1774	1770	1782
Q Serve(g_s), s	12.9	0.0	2.8	8.1	0.0	10.1	3.0	14.5	14.5	4.8	15.0	15.0
Cycle Q Clear(g_c), s	12.9	0.0	2.8	8.1	0.0	10.1	3.0	14.5	14.5	4.8	15.0	15.0
Prop In Lane	0.40		1.00	1.00		0.34	1.00		0.36	1.00		0.26
Lane Grp Cap(c), veh/h	379	0	329	625	0	319	221	497	492	150	533	537
V/C Ratio(X)	0.87	0.00	0.23	0.65	0.00	0.80	0.66	0.77	0.77	0.79	0.75	0.75
Avail Cap(c_a), veh/h	411	0	356	751	0	383	221	531	526	181	599	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	24.1	27.9	0.0	28.7	33.5	24.2	24.2	32.9	23.1	23.1
Incr Delay (d2), s/veh	17.3	0.0	0.3	1.5	0.0	9.4	6.9	6.2	6.4	17.1	4.7	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	1.3	4.0	0.0	5.8	1.6	7.9	7.9	3.0	7.9	8.1
LnGrp Delay(d),s/veh	45.5	0.0	24.5	29.4	0.0	38.1	40.4	30.4	30.6	50.1	27.8	27.8
LnGrp LOS	D		C	C		D	D	C	C	D	C	C
Approach Vol, veh/h		405			662			904			921	
Approach Delay, s/veh		41.6			32.7			32.1			30.7	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	25.1		19.7	9.2	26.6		17.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	7.5	22.0		16.5	4.7	24.8		16.0
Max Q Clear Time (g_c+I1), s	6.8	16.5		14.9	5.0	17.0		12.1
Green Ext Time (p_c), s	0.0	3.8		0.4	0.0	5.1		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	33.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	190	153	66	189	200	186	46	366	113	129	389	146
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	238	191	70	252	267	188	55	436	99	148	447	134
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.75	0.75	0.75	0.84	0.84	0.84	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	358	304	301	374	318	71	673	152	186	806	240
Arrive On Green	0.16	0.19	0.19	0.17	0.20	0.20	0.04	0.23	0.23	0.11	0.30	0.30
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	2871	647	1774	2691	800
Grp Volume(v), veh/h	238	191	70	252	267	188	55	267	268	148	293	288
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1770	1749	1774	1770	1722
Q Serve(g_s), s	7.8	5.6	2.3	8.3	8.1	6.5	1.9	8.2	8.3	4.9	8.4	8.5
Cycle Q Clear(g_c), s	7.8	5.6	2.3	8.3	8.1	6.5	1.9	8.2	8.3	4.9	8.4	8.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.46
Lane Grp Cap(c), veh/h	286	358	304	301	374	318	71	415	410	186	530	515
V/C Ratio(X)	0.83	0.53	0.23	0.84	0.71	0.59	0.78	0.64	0.65	0.79	0.55	0.56
Avail Cap(c_a), veh/h	309	495	420	339	526	447	132	529	522	191	587	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	21.9	20.6	24.2	22.5	21.8	28.7	20.8	20.9	26.3	17.7	17.8
Incr Delay (d2), s/veh	16.5	1.2	0.4	15.2	2.7	1.7	16.4	1.8	1.9	19.8	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	3.0	1.0	5.3	4.4	3.0	1.2	4.2	4.2	3.4	4.2	4.1
LnGrp Delay(d),s/veh	41.0	23.1	20.9	39.4	25.1	23.6	45.0	22.6	22.8	46.1	18.6	18.7
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		499			707			590			729	
Approach Delay, s/veh		31.4			29.8			24.8			24.3	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	18.6	14.7	16.1	6.9	22.5	14.2	16.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	18.0	11.5	16.0	4.5	20.0	10.5	17.0
Max Q Clear Time (g_c+I1), s	10.3	10.3	10.3	7.6	3.9	10.5	9.8	10.1
Green Ext Time (p_c), s	0.0	3.8	0.1	2.3	0.0	4.4	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	27.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	154	1368	455	134	1218	121	265	307	148	117	377	63
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	159	1410	345	143	1296	97	301	349	134	143	460	65
Adj No. of Lanes	2	3	1	2	3	0	2	2	1	2	2	0
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.88	0.88	0.88	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	2205	687	222	2041	153	362	804	360	222	582	82
Arrive On Green	0.08	0.43	0.43	0.06	0.42	0.42	0.11	0.23	0.23	0.06	0.19	0.19
Sat Flow, veh/h	3442	5085	1583	3442	4828	361	3442	3539	1583	3442	3117	438
Grp Volume(v), veh/h	159	1410	345	143	910	483	301	349	134	143	260	265
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1799	1721	1770	1583	1721	1770	1785
Q Serve(g_s), s	3.4	16.5	12.0	3.1	16.1	16.1	6.5	6.4	5.4	3.1	10.7	10.8
Cycle Q Clear(g_c), s	3.4	16.5	12.0	3.1	16.1	16.1	6.5	6.4	5.4	3.1	10.7	10.8
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	259	2205	687	222	1433	761	362	804	360	222	330	333
V/C Ratio(X)	0.61	0.64	0.50	0.64	0.63	0.63	0.83	0.43	0.37	0.64	0.79	0.79
Avail Cap(c_a), veh/h	724	2205	687	317	1433	761	362	804	360	317	372	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	16.9	15.6	34.7	17.3	17.3	33.4	25.2	24.8	34.7	29.5	29.6
Incr Delay (d2), s/veh	2.4	1.4	2.6	3.1	2.2	4.0	15.1	0.4	0.6	3.1	9.7	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	8.0	5.7	1.6	7.9	8.8	3.9	3.2	2.4	1.6	6.1	6.2
LnGrp Delay(d),s/veh	36.5	18.3	18.2	37.9	19.5	21.3	48.5	25.6	25.5	37.9	39.2	39.7
LnGrp LOS	D	B	B	D	B	C	D	C	C	D	D	D
Approach Vol, veh/h		1914			1536			784			668	
Approach Delay, s/veh		19.8			21.8			34.4			39.1	
Approach LOS		B			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	37.0	12.0	18.2	9.7	36.2	8.9	21.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	33.0	8.0	16.0	16.0	24.0	7.0	17.0
Max Q Clear Time (g_c+I1), s	5.1	18.5	8.5	12.8	5.4	18.1	5.1	8.4
Green Ext Time (p_c), s	0.1	12.8	0.0	1.4	0.3	5.5	0.1	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	287	1082	228	348	994	319	143	468	303	380	588	212
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	299	1127	176	405	1156	255	157	514	223	427	661	171
Adj No. of Lanes	2	3	1	2	3	1	2	2	2	2	3	1
Peak Hour Factor	0.96	0.96	0.96	0.86	0.86	0.86	0.91	0.91	0.91	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	394	1329	414	450	1412	440	481	706	920	506	1051	327
Arrive On Green	0.11	0.26	0.26	0.13	0.28	0.28	0.14	0.20	0.20	0.15	0.21	0.21
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	2787	3442	5085	1583
Grp Volume(v), veh/h	299	1127	176	405	1156	255	157	514	223	427	661	171
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1393	1721	1695	1583
Q Serve(g_s), s	5.2	12.9	5.7	7.1	13.0	5.2	2.5	8.3	1.1	7.4	7.3	5.9
Cycle Q Clear(g_c), s	5.2	12.9	5.7	7.1	13.0	5.2	2.5	8.3	1.1	7.4	7.3	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	394	1329	414	450	1412	440	481	706	920	506	1051	327
V/C Ratio(X)	0.76	0.85	0.43	0.90	0.82	0.58	0.33	0.73	0.24	0.84	0.63	0.52
Avail Cap(c_a), veh/h	394	1329	414	450	1412	440	481	925	1093	506	1579	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	21.4	18.8	26.2	20.7	7.2	23.7	22.9	5.1	25.4	22.1	21.6
Incr Delay (d2), s/veh	8.4	6.9	3.2	20.8	5.4	5.5	0.4	2.0	0.1	12.3	0.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.8	2.8	4.7	6.8	3.7	1.2	4.3	0.6	4.4	3.4	2.7
LnGrp Delay(d),s/veh	34.6	28.3	22.0	47.0	26.0	12.7	24.1	25.0	5.2	37.8	22.8	22.9
LnGrp LOS	C	C	C	D	C	B	C	C	A	D	C	C
Approach Vol, veh/h		1602			1816			894			1259	
Approach Delay, s/veh		28.8			28.9			19.9			27.9	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	20.0	12.6	16.6	11.0	21.0	13.0	16.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	16.0	6.0	19.0	7.0	17.0	9.0	16.0
Max Q Clear Time (g_c+I1), s	9.1	14.9	4.5	9.3	7.2	15.0	9.4	10.3
Green Ext Time (p_c), s	0.0	0.8	0.7	3.4	0.0	1.4	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	27.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1717	23	0	1597	59	0	0	0	446	0	96
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	1887	14	0	1755	54				469	0	69
Adj No. of Lanes	0	3	1	0	3	1				2	0	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	2859	890	0	2859	1385				1076	0	495
Arrive On Green	0.00	0.56	0.56	0.00	0.56	0.56				0.31	0.00	0.31
Sat Flow, veh/h	0	5253	1583	0	5253	1583				3442	0	1583
Grp Volume(v), veh/h	0	1887	14	0	1755	54				469	0	69
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583				1721	0	1583
Q Serve(g_s), s	0.0	16.5	0.2	0.0	14.8	0.3				6.9	0.0	2.0
Cycle Q Clear(g_c), s	0.0	16.5	0.2	0.0	14.8	0.3				6.9	0.0	2.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2859	890	0	2859	1385				1076	0	495
V/C Ratio(X)	0.00	0.66	0.02	0.00	0.61	0.04				0.44	0.00	0.14
Avail Cap(c_a), veh/h	0	2942	916	0	2942	1411				1076	0	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	6.2	0.0	9.4	0.5				17.5	0.0	15.8
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.4	0.0				1.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.7	0.1	0.0	6.9	0.4				3.4	0.0	0.9
LnGrp Delay(d),s/veh	0.0	10.3	6.2	0.0	9.7	0.5				18.8	0.0	16.4
LnGrp LOS		B	A		A	A				B		B
Approach Vol, veh/h		1901			1809						538	
Approach Delay, s/veh		10.2			9.5						18.5	
Approach LOS		B			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				40.0		24.0		40.0
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				37.0		20.0		37.0
Max Q Clear Time (g_c+I1), s				18.5		8.9		16.8
Green Ext Time (p_c), s				17.4		1.5		19.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2101	55	0	1625	288	23	0	116	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	2284	49	0	1729	200	26	0	96			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.89	0.89	0.89			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3114	1387	0	3114	970	468	0	734			
Arrive On Green	0.00	0.61	0.61	0.00	0.61	0.61	0.26	0.00	0.26			
Sat Flow, veh/h	0	5253	1583	0	5253	1583	1774	0	2787			
Grp Volume(v), veh/h	0	2284	49	0	1729	200	26	0	96			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583	1774	0	1393			
Q Serve(g_s), s	0.0	20.4	0.3	0.0	12.9	3.6	0.7	0.0	1.7			
Cycle Q Clear(g_c), s	0.0	20.4	0.3	0.0	12.9	3.6	0.7	0.0	1.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3114	1387	0	3114	970	468	0	734			
V/C Ratio(X)	0.00	0.73	0.04	0.00	0.56	0.21	0.06	0.00	0.13			
Avail Cap(c_a), veh/h	0	3153	1399	0	3153	982	468	0	734			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.8	0.5	0.0	7.3	5.5	17.8	0.0	18.1			
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.0	0.2	0.1	0.2	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	9.6	0.3	0.0	6.0	1.6	0.4	0.0	0.7			
LnGrp Delay(d),s/veh	0.0	9.7	0.5	0.0	7.6	5.6	18.0	0.0	18.5			
LnGrp LOS		A	A		A	A	B		B			
Approach Vol, veh/h		2333			1929			122				
Approach Delay, s/veh		9.5			7.4			18.4				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		21.0		43.5				43.5
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		17.0		40.0				40.0
Max Q Clear Time (g_c+I1), s		3.7		22.4				14.9
Green Ext Time (p_c), s		0.3		17.1				24.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	369	830	702	375	711	71	482	439	234	130	545	200
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	380	856	518	417	790	68	513	467	185	144	606	155
Adj No. of Lanes	2	3	2	2	3	0	2	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.94	0.94	0.94	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	429	1151	631	449	1108	95	567	1180	735	228	832	569
Arrive On Green	0.12	0.23	0.23	0.13	0.23	0.23	0.16	0.33	0.33	0.07	0.23	0.23
Sat Flow, veh/h	3442	5085	2787	3442	4772	409	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	380	856	518	417	560	298	513	467	185	144	606	155
Grp Sat Flow(s),veh/h/ln	1721	1695	1393	1721	1695	1791	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	7.6	10.9	12.3	8.4	10.6	10.7	10.2	7.1	5.0	2.8	11.0	4.9
Cycle Q Clear(g_c), s	7.6	10.9	12.3	8.4	10.6	10.7	10.2	7.1	5.0	2.8	11.0	4.9
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	429	1151	631	449	787	416	567	1180	735	228	832	569
V/C Ratio(X)	0.89	0.74	0.82	0.93	0.71	0.72	0.90	0.40	0.25	0.63	0.73	0.27
Avail Cap(c_a), veh/h	429	1166	639	449	797	421	567	1180	735	335	832	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	25.1	25.7	30.0	24.7	24.7	28.6	17.9	11.4	31.8	24.6	15.9
Incr Delay (d2), s/veh	19.4	2.6	8.3	25.9	3.0	5.7	18.0	1.0	0.8	2.9	5.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	5.3	5.5	5.6	5.3	6.0	6.3	3.6	2.3	1.5	6.0	2.3
LnGrp Delay(d),s/veh	49.5	27.7	34.0	55.9	27.6	30.4	46.7	18.9	12.2	34.7	30.2	17.0
LnGrp LOS	D	C	C	E	C	C	D	B	B	C	C	B
Approach Vol, veh/h		1754			1275			1165			905	
Approach Delay, s/veh		34.3			37.5			30.0			28.7	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	27.3	13.6	19.8	16.0	20.4	13.2	20.2
Change Period (Y+Rc), s	4.5	4.0	4.5	4.0	4.5	4.0	4.5	4.0
Max Green Setting (Gmax), s	5.8	21.1	9.1	16.0	11.5	16.4	8.7	16.4
Max Q Clear Time (g_c+I1), s	14.8	9.1	10.4	14.3	12.2	13.0	9.6	12.7
Green Ext Time (p_c), s	0.1	6.2	0.0	1.5	0.0	2.3	0.0	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	33.1
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	376	798	630	57	128	472
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1148	950
Adj Flow Rate, veh/h	404	858	677	56	171	562
Adj No. of Lanes	2	3	3	0	1	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	100
Cap, veh/h	554	2736	1407	116	323	477
Arrive On Green	0.16	0.54	0.29	0.29	0.30	0.30
Sat Flow, veh/h	3442	5253	4958	394	1093	1615
Grp Volume(v), veh/h	404	858	478	255	171	562
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1793	1093	807
Q Serve(g_s), s	6.0	5.1	6.3	6.3	7.1	16.0
Cycle Q Clear(g_c), s	6.0	5.1	6.3	6.3	7.1	16.0
Prop In Lane	1.00			0.22	1.00	1.00
Lane Grp Cap(c), veh/h	554	2736	996	527	323	477
V/C Ratio(X)	0.73	0.31	0.48	0.48	0.53	1.18
Avail Cap(c_a), veh/h	859	3242	1347	712	323	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	6.9	15.7	15.7	15.9	19.1
Incr Delay (d2), s/veh	1.9	0.1	0.4	0.7	1.6	99.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	2.3	3.0	3.2	2.3	12.7
LnGrp Delay(d),s/veh	23.4	7.0	16.1	16.4	17.5	118.8
LnGrp LOS	C	A	B	B	B	F
Approach Vol, veh/h		1262	733		733	
Approach Delay, s/veh		12.3	16.2		95.1	
Approach LOS		B	B		F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		33.6		20.5	13.2	20.4		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		34.5		16.0	13.5	21.5		
Max Q Clear Time (g_c+I1), s		7.1		18.0	8.0	8.3		
Green Ext Time (p_c), s		11.3		0.0	0.7	7.6		

Intersection Summary	
HCM 2010 Ctrl Delay	35.6
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	136	711	515	154	152	118
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	145	756	599	179	185	144
Adj No. of Lanes	1	3	3	0	1	1
Peak Hour Factor	0.94	0.94	0.86	0.86	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	183	2791	1208	354	316	282
Arrive On Green	0.10	0.55	0.31	0.31	0.18	0.18
Sat Flow, veh/h	1774	5253	4075	1144	1774	1583
Grp Volume(v), veh/h	145	756	518	260	185	144
Grp Sat Flow(s),veh/h/ln	1774	1695	1695	1661	1774	1583
Q Serve(g_s), s	2.6	2.6	4.1	4.2	3.2	2.7
Cycle Q Clear(g_c), s	2.6	2.6	4.1	4.2	3.2	2.7
Prop In Lane	1.00			0.69	1.00	1.00
Lane Grp Cap(c), veh/h	183	2791	1048	513	316	282
V/C Ratio(X)	0.79	0.27	0.49	0.51	0.58	0.51
Avail Cap(c_a), veh/h	215	2791	1644	806	861	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	3.9	9.3	9.3	12.4	12.2
Incr Delay (d2), s/veh	15.6	0.1	0.4	0.8	1.7	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.2	1.9	2.0	1.7	2.5
LnGrp Delay(d),s/veh	30.1	4.0	9.7	10.1	14.1	13.7
LnGrp LOS	C	A	A	B	B	B
Approach Vol, veh/h		901	778		329	
Approach Delay, s/veh		8.2	9.8		13.9	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				22.6		10.4	7.9	14.7
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				16.0		16.0	4.0	16.0
Max Q Clear Time (g_c+I1), s				4.6		5.2	4.6	6.2
Green Ext Time (p_c), s				6.7		0.7	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	254	353	461	45	249	36	258	259	45	53	270	185
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	262	364	351	53	293	30	269	270	37	60	303	157
Adj No. of Lanes	2	3	0	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.85	0.85	0.85	0.96	0.96	0.96	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	380	1269	593	186	1619	504	430	806	361	152	520	233
Arrive On Green	0.11	0.37	0.37	0.05	0.32	0.32	0.12	0.23	0.23	0.04	0.15	0.15
Sat Flow, veh/h	3442	3390	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	262	364	351	53	293	30	269	270	37	60	303	157
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	3.9	4.0	9.5	0.8	2.2	0.7	4.0	3.4	0.7	0.9	4.3	3.5
Cycle Q Clear(g_c), s	3.9	4.0	9.5	0.8	2.2	0.7	4.0	3.4	0.7	0.9	4.3	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	380	1269	593	186	1619	504	430	806	361	152	520	233
V/C Ratio(X)	0.69	0.29	0.59	0.28	0.18	0.06	0.63	0.34	0.10	0.39	0.58	0.67
Avail Cap(c_a), veh/h	451	1269	593	258	1619	504	580	1392	623	258	1060	474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	11.7	13.4	24.3	13.2	12.7	22.2	17.2	8.8	24.8	21.2	10.4
Incr Delay (d2), s/veh	3.5	0.6	4.3	0.8	0.2	0.2	1.5	0.2	0.1	1.7	1.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.0	4.8	0.4	1.1	0.3	2.0	1.7	0.4	0.5	2.1	2.1
LnGrp Delay(d),s/veh	26.4	12.3	17.7	25.1	13.4	12.9	23.7	17.5	9.0	26.5	22.3	13.8
LnGrp LOS	C	B	B	C	B	B	C	B	A	C	C	B
Approach Vol, veh/h		977			376			576			520	
Approach Delay, s/veh		18.0			15.0			19.8			20.2	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	24.0	10.7	11.9	9.9	21.0	6.4	16.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	20.0	9.0	16.0	7.0	17.0	4.0	21.0
Max Q Clear Time (g_c+I1), s	2.8	11.5	6.0	6.3	5.9	4.2	2.9	5.4
Green Ext Time (p_c), s	0.2	2.7	0.8	1.6	0.1	1.5	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	18.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	275	811	272	132	514	116	262	365	110	172	487	209
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	299	882	231	143	559	93	291	406	89	195	553	170
Adj No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	1682	524	293	1505	469	428	1105	479	304	921	839
Arrive On Green	0.12	0.33	0.33	0.09	0.30	0.30	0.12	0.22	0.22	0.09	0.18	0.18
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	5085	1583	3442	5085	2787
Grp Volume(v), veh/h	299	882	231	143	559	93	291	406	89	195	553	170
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1695	1583	1721	1695	1393
Q Serve(g_s), s	4.8	8.1	6.6	2.3	5.0	2.5	4.6	3.9	0.5	3.1	5.7	1.4
Cycle Q Clear(g_c), s	4.8	8.1	6.6	2.3	5.0	2.5	4.6	3.9	0.5	3.1	5.7	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	1682	524	293	1505	469	428	1105	479	304	921	839
V/C Ratio(X)	0.72	0.52	0.44	0.49	0.37	0.20	0.68	0.37	0.19	0.64	0.60	0.20
Avail Cap(c_a), veh/h	479	1682	524	360	1505	469	479	1417	576	479	1417	1110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	15.6	15.1	25.1	16.0	15.1	24.0	19.1	5.6	25.3	21.6	5.2
Incr Delay (d2), s/veh	4.6	1.2	2.7	1.3	0.7	0.9	3.3	0.2	0.2	2.3	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.9	3.2	1.1	2.4	1.2	2.4	1.8	0.6	1.6	2.7	0.7
LnGrp Delay(d),s/veh	28.9	16.7	17.7	26.3	16.7	16.1	27.4	19.3	5.8	27.6	22.2	5.4
LnGrp LOS	C	B	B	C	B	B	C	B	A	C	C	A
Approach Vol, veh/h		1412			795			786			918	
Approach Delay, s/veh		19.5			18.4			20.8			20.2	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	23.0	11.1	14.4	10.9	21.0	9.1	16.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	19.0	8.0	16.0	8.0	17.0	8.0	16.0
Max Q Clear Time (g_c+I1), s	4.3	10.1	6.6	7.7	6.8	7.0	5.1	5.9
Green Ext Time (p_c), s	0.8	4.2	0.6	2.7	0.1	3.1	0.2	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	19.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	373	362	40	17	275	53	14	150	34	70	125	283
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	405	393	32	19	306	48	15	163	26	76	136	243
Adj No. of Lanes	2	3	0	2	2	1	2	3	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	564	2432	195	41	1255	562	52	466	72	181	503	484
Arrive On Green	0.16	0.51	0.51	0.01	0.35	0.35	0.02	0.10	0.10	0.05	0.14	0.14
Sat Flow, veh/h	3442	4799	386	3442	3539	1583	3442	4449	683	3442	3539	1583
Grp Volume(v), veh/h	405	276	149	19	306	48	15	123	66	76	136	243
Grp Sat Flow(s),veh/h/ln	1721	1695	1795	1721	1770	1583	1721	1695	1742	1721	1770	1583
Q Serve(g_s), s	5.5	2.2	2.2	0.3	3.0	1.0	0.2	1.7	1.7	1.1	1.7	3.9
Cycle Q Clear(g_c), s	5.5	2.2	2.2	0.3	3.0	1.0	0.2	1.7	1.7	1.1	1.7	3.9
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	564	1718	909	41	1255	562	52	355	182	181	503	484
V/C Ratio(X)	0.72	0.16	0.16	0.46	0.24	0.09	0.29	0.35	0.36	0.42	0.27	0.50
Avail Cap(c_a), veh/h	837	1718	909	279	1255	562	279	1099	565	279	1148	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	6.5	6.5	24.2	11.2	10.6	24.0	20.5	20.6	22.7	18.9	5.8
Incr Delay (d2), s/veh	1.7	0.2	0.4	7.9	0.5	0.3	3.0	0.6	1.2	1.6	0.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	1.0	1.2	0.2	1.5	0.5	0.1	0.8	0.9	0.5	0.9	2.0
LnGrp Delay(d),s/veh	21.3	6.7	6.9	32.2	11.7	10.9	27.1	21.1	21.8	24.2	19.2	6.6
LnGrp LOS	C	A	A	C	B	B	C	C	C	C	B	A
Approach Vol, veh/h		830			373			204			455	
Approach Delay, s/veh		13.9			12.6			21.8			13.3	
Approach LOS		B			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	29.0	4.7	11.0	12.1	21.5	6.6	9.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	25.0	4.0	16.0	12.0	17.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	2.3	4.2	2.2	5.9	7.5	5.0	3.1	3.7
Green Ext Time (p_c), s	0.0	2.3	0.2	1.1	0.6	1.5	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	14.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	17	0	8	8	0	0	0	17	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	18	0	8	8	0	0	0	18	0	0	0
Adj No. of Lanes	2	3	0	2	2	2	1	2	0	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1719	3938	0	29	1003	790	3	31	27	6	88	0
Arrive On Green	0.00	0.77	0.00	0.01	0.28	0.00	0.00	0.00	0.02	0.00	0.00	0.00
Sat Flow, veh/h	3442	5253	0	3442	3539	2787	1774	1770	1583	3442	5253	0
Grp Volume(v), veh/h	0	18	0	8	8	0	0	0	18	0	0	0
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1721	1770	1393	1774	1770	1583	1721	1695	0
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.7	0.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1719	3938	0	29	1003	790	3	31	27	6	88	0
V/C Ratio(X)	0.00	0.00	0.00	0.28	0.01	0.00	0.00	0.00	0.66	0.00	0.00	0.00
Avail Cap(c_a), veh/h	1719	3938	0	287	1003	790	148	501	449	287	1441	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	1.5	0.0	29.6	15.4	0.0	0.0	0.0	29.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0	23.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	1.5	0.0	34.8	15.5	0.0	0.0	0.0	53.0	0.0	0.0	0.0
LnGrp LOS		A		C	B				D			
Approach Vol, veh/h		18			16			18			0	
Approach Delay, s/veh		1.5			25.1			53.0			0.0	
Approach LOS		A			C			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	50.5	0.0	5.0	34.0	21.0	0.0	5.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	17.0	5.0	17.0	5.0	17.0	5.0	17.0
Max Q Clear Time (g_c+I1), s	2.1	2.0	0.0	0.0	0.0	2.1	0.0	2.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.6
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	109	904	366
Demand Flow Rate, veh/h	111	922	373
Vehicles Circulating, veh/h	736	18	107
Vehicles Exiting, veh/h	204	462	740
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.5	21.2	7.5
Approach LOS	A	C	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	111	922	373
Cap Entry Lane, veh/h	541	1110	1015
Entry HV Adj Factor	0.982	0.980	0.981
Flow Entry, veh/h	109	904	366
Cap Entry, veh/h	532	1088	996
V/C Ratio	0.205	0.831	0.367
Control Delay, s/veh	9.5	21.2	7.5
LOS	A	C	A
95th %tile Queue, veh	1	10	2

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	4	632	58	0	349
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	665	61	0	367

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1063	696	0	0	726	0
Stage 1	696	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	247	442	-	-	877	-
Stage 1	495	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	247	442	-	-	877	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	442	877	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s)	-	-	13.2	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	12	112	670	275
Demand Flow Rate, veh/h	12	114	683	280
Vehicles Circulating, veh/h	380	478	18	114
Vehicles Exiting, veh/h	14	223	374	478
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.8	7.1	11.5	6.4
Approach LOS	A	A	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	12	114	683	280
Cap Entry Lane, veh/h	773	701	1110	1008
Entry HV Adj Factor	0.992	0.982	0.981	0.981
Flow Entry, veh/h	12	112	670	275
Cap Entry, veh/h	766	688	1088	989
V/C Ratio	0.016	0.163	0.615	0.278
Control Delay, s/veh	4.8	7.1	11.5	6.4
LOS	A	A	B	A
95th %tile Queue, veh	0	1	4	1

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	0	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	463	137
Demand Flow Rate, veh/h	0	472	139
Vehicles Circulating, veh/h	212	19	155
Vehicles Exiting, veh/h	279	275	224
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	7.9	5.1
Approach LOS	-	A	A

Lane	Left	Left
Designated Moves	TR	LT
Assumed Moves	TR	LT
RT Channelized		
Lane Util	1.000	1.000
Critical Headway, s	5.193	5.193
Entry Flow, veh/h	472	139
Cap Entry Lane, veh/h	1109	968
Entry HV Adj Factor	0.981	0.983
Flow Entry, veh/h	463	137
Cap Entry, veh/h	1087	951
V/C Ratio	0.426	0.144
Control Delay, s/veh	7.9	5.1
LOS	A	A
95th %tile Queue, veh	2	1

Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	23	14	226	130
Demand Flow Rate, veh/h	23	14	231	132
Vehicles Circulating, veh/h	134	227	13	50
Vehicles Exiting, veh/h	48	17	144	191
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.9	4.2	5.2	4.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	23	14	231	132
Cap Entry Lane, veh/h	988	900	1115	1075
Entry HV Adj Factor	0.996	0.993	0.980	0.982
Flow Entry, veh/h	23	14	226	130
Cap Entry, veh/h	984	894	1093	1055
V/C Ratio	0.023	0.016	0.207	0.123
Control Delay, s/veh	3.9	4.2	5.2	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	1	16	37	141	108	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	17	39	148	114	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	341	115	117	0	-	0
Stage 1	115	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	655	937	1471	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	636	937	1471	-	-	-
Mov Cap-2 Maneuver	636	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	788	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1471	-	912	-	-
HCM Lane V/C Ratio	0.026	-	0.02	-	-
HCM Control Delay (s)	7.5	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	21	1	94	48	1	90
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	1	99	51	1	95

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	221	124	0	0	149	0
Stage 1	124	-	-	-	-	-
Stage 2	97	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	767	927	-	-	1432	-
Stage 1	902	-	-	-	-	-
Stage 2	927	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	766	927	-	-	1432	-
Mov Cap-2 Maneuver	766	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	772	1432	-
HCM Lane V/C Ratio	-	-	0.03	0.001	-
HCM Control Delay (s)	-	-	9.8	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	4.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	15	25	99	79
Demand Flow Rate, veh/h	15	25	101	80
Vehicles Circulating, veh/h	97	64	15	34
Vehicles Exiting, veh/h	17	52	97	55
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.7	3.6	4.1	4.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	15	25	101	80
Cap Entry Lane, veh/h	1025	1060	1113	1092
Entry HV Adj Factor	0.993	0.996	0.981	0.982
Flow Entry, veh/h	15	25	99	79
Cap Entry, veh/h	1019	1056	1092	1072
V/C Ratio	0.015	0.024	0.091	0.073
Control Delay, s/veh	3.7	3.6	4.1	4.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

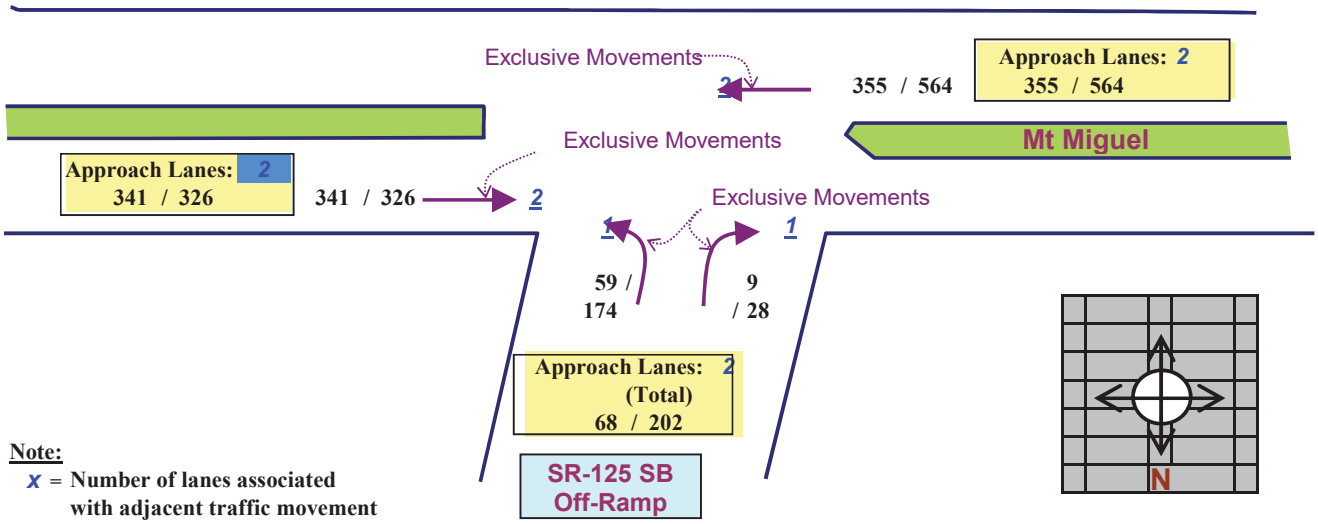
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 SB / Mt. Miguel

Scenario: Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

59 / 174 ← → **9 / 28**

59 / 9
174 / 28

178 / 282 ← 355 / 564

171 / 163 → **171 / 163**

PHASE 1:	178 / 282	171 / 163	->	178	/	282
PHASE 2:	59 / 174	9 / 28	->	59	/	174
PHASE 3:	0 / 0	0 / 0	->	0	/	0

OPERATING LEVEL:
ILV/HR. = **237** in AM ==> ILV: <1,200M
and **456** in PM ==> ILV <1,200

TOTAL = 237 / 456 **ILV/HR. in the AM / PM peak hours**

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

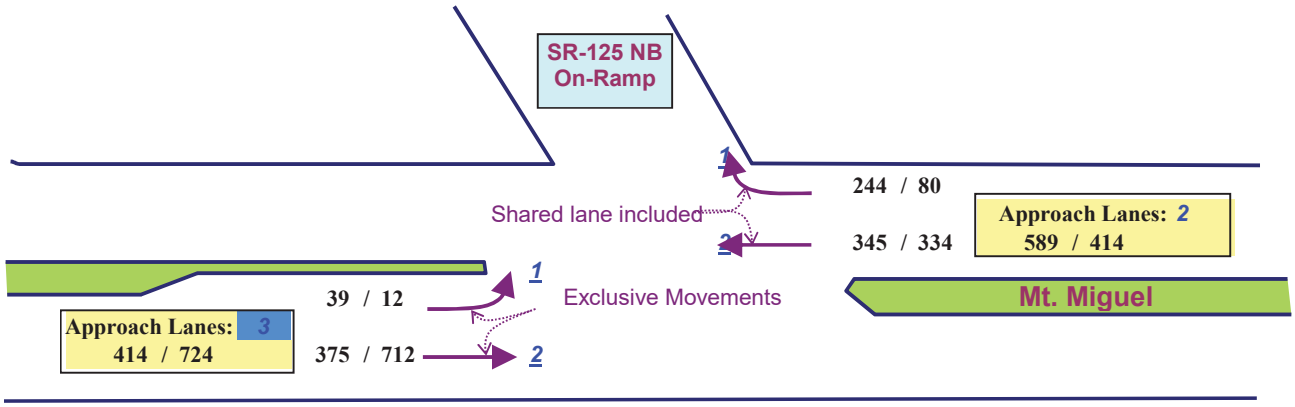
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

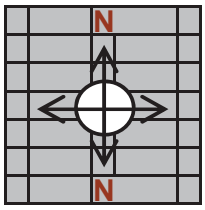
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 NB / Mt. Miguel

Scenario: Existing (AM/PM Peak)





(Indicate "**N**" on North Arrow)

Note:
x = **Number of lanes associated with adjacent traffic movement**

ILV per Lane:

Shared with Thru => **295** / **207**

295 / **207** ← 589 / 414

188 / 356 → **188** / **207** (Remainder in Phase II)

39 / **12**

39 / 12 →

345 / 334 → **0** / **149**

PHASE 1:	295 / 207			295	/	207
	188 / 207					
PHASE 2:	39 / 12			39	/	149
	0 / 149					

OPERATING LEVEL:
ILV/HR. = **334** in AM ==> ILV: <1,200M
and **356** in PM ==> ILV <1,200

TOTAL = 334 / 356 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

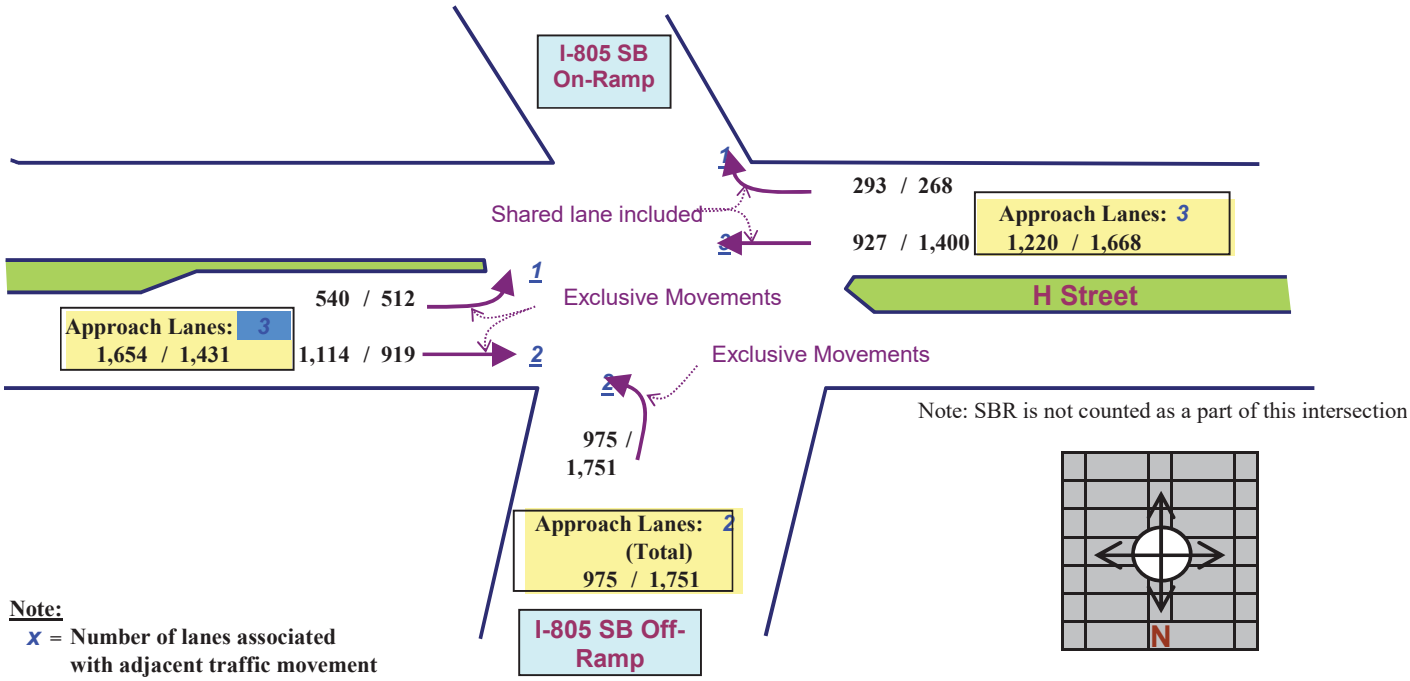
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: I-805 SB / H Street

Scenario: Existing (AM/PM Peak)



Note: SBR is not counted as a part of this intersection

(Indicate "**N**" on North Arrow)

Note:
x = **Number of lanes associated with adjacent traffic movement**

ILV per Lane:

Shared with Thru => **407** / **556**

488 / **876**

540 / **512**

407 / **556**

1,220 / 1,668

975 / 1,751

540 / 512

927 / 1,400

150 / **0**

557 / 460

407 / **460** (Remainder in Phase III)

PHASE 1:	407	/	556	->	407	/	556
	407	/	460				
PHASE 2:	488	/	876	->	488	/	876
	0	/	0				
PHASE 3:	540	/	512	->	540	/	512
	150	/	0				

OPERATING LEVEL:

ILV/HR. = **1,434** in AM ==> ILV: BETWEEN 1,200 & 1,500

and **1,944** in PM ==> ILV >1,500

TOTAL = 1,434 / 1,944 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)

& OVER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

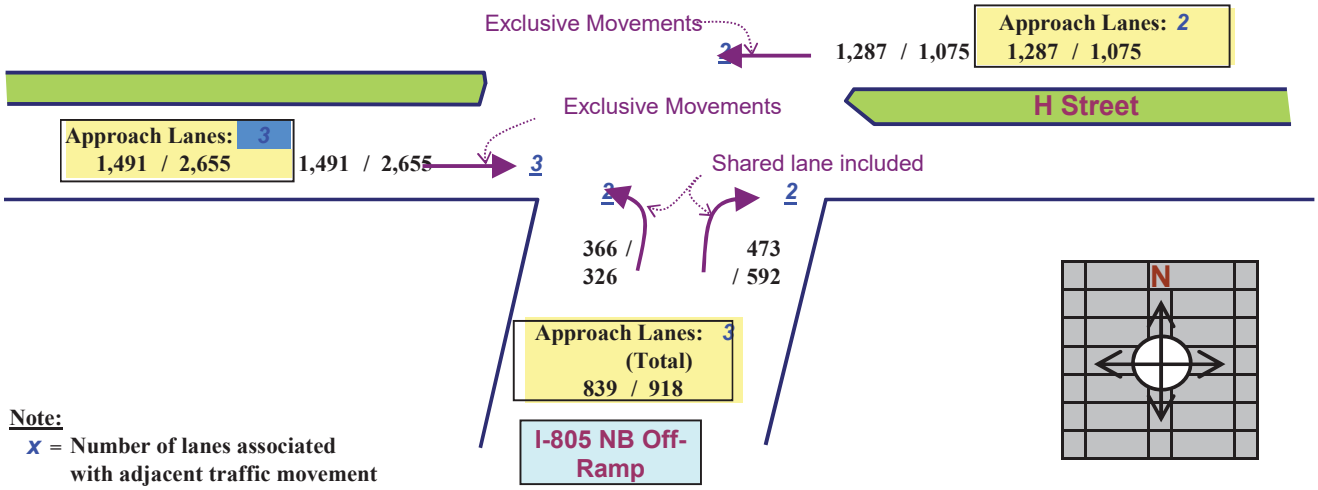
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: I-805 NB / H Street

Scenario: Existing (AM/PM Peak)

Note: NBR turn before this intersection



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

280 / 306 ← 366 / 473 → **280 / 306**
326 / 592

644 / 538 ← 1,287 / 1,075

497 / 885 → **497 / 538** (Remainder in Phase III)

PHASE 1:	644	/	538	->	644	/ 538
	497	/	538			
PHASE 2:	280	/	306	->	280	/ 306
	280	/	306			

OPERATING LEVEL:
ILV/HR. = **923** in AM ==> ILV: <1,200M
and **844** in PM ==> ILV <1,200

TOTAL = 923 / 844 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

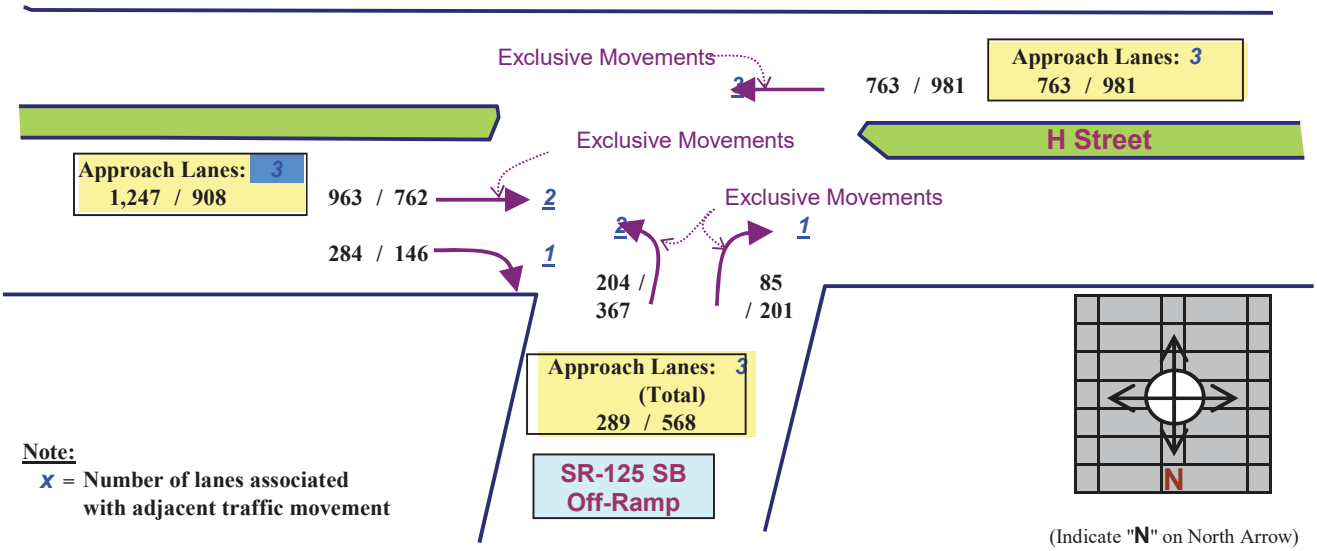
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 SB / H STREET

Scenario: Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

102 / 184 **85 / 201**

204 / 85
367 / 201

254 / 327 763 / 981

482 / 381 **482 / 381**
284 / 146

PHASE 1:	254 / 327	482 / 381	->	482	/	381
	482 / 381					
PHASE 2:	102 / 184	102 / 201	->	102	/	201
	85 / 201					

OPERATING LEVEL:
ILV/HR. = **584** in AM ==> ILV: <1,200M
and **582** in PM ==> ILV <1,200

TOTAL = 584 / 582 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

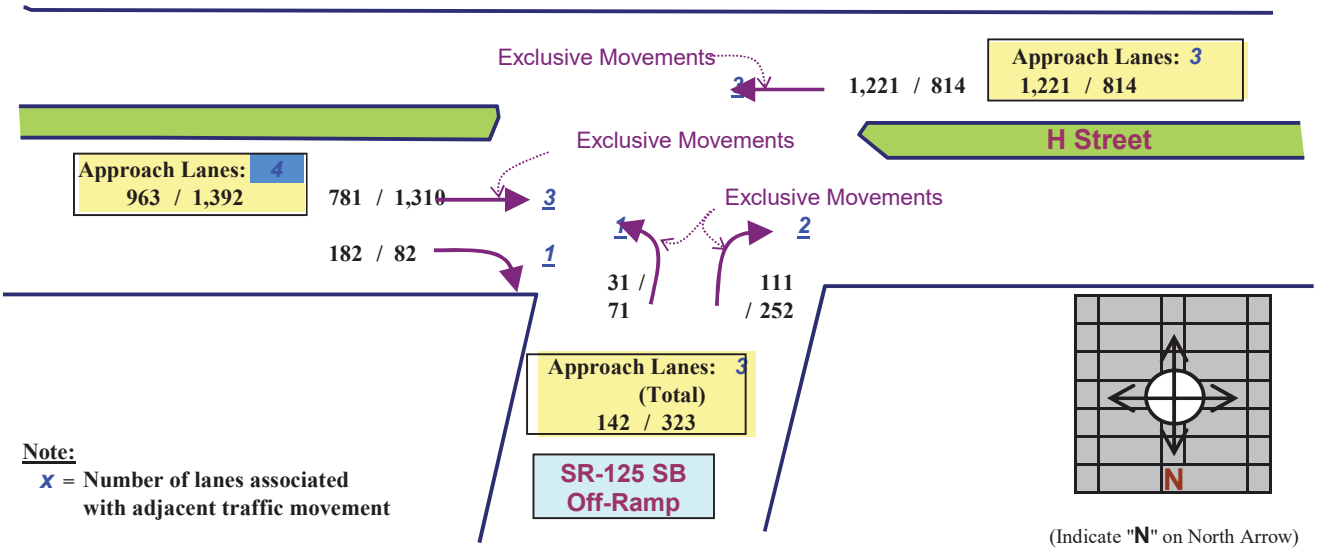
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 NB / H STREET

Scenario: Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

31 / 71 **56 / 126**

31 / 111
71 / 252

407 / 271 1,221 / 814

260 / 437 **260 / 271**
182 / 82

PHASE 1:	407 / 271		407 / 271		407	/ 271
	260 / 271					
PHASE 2:	31 / 71		56 / 126		56	/ 126
	56 / 126					

OPERATING LEVEL:
ILV/HR. = **463** in AM ==> ILV: <1,200M
and **397** in PM ==> ILV <1,200

TOTAL = 463 / 397 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

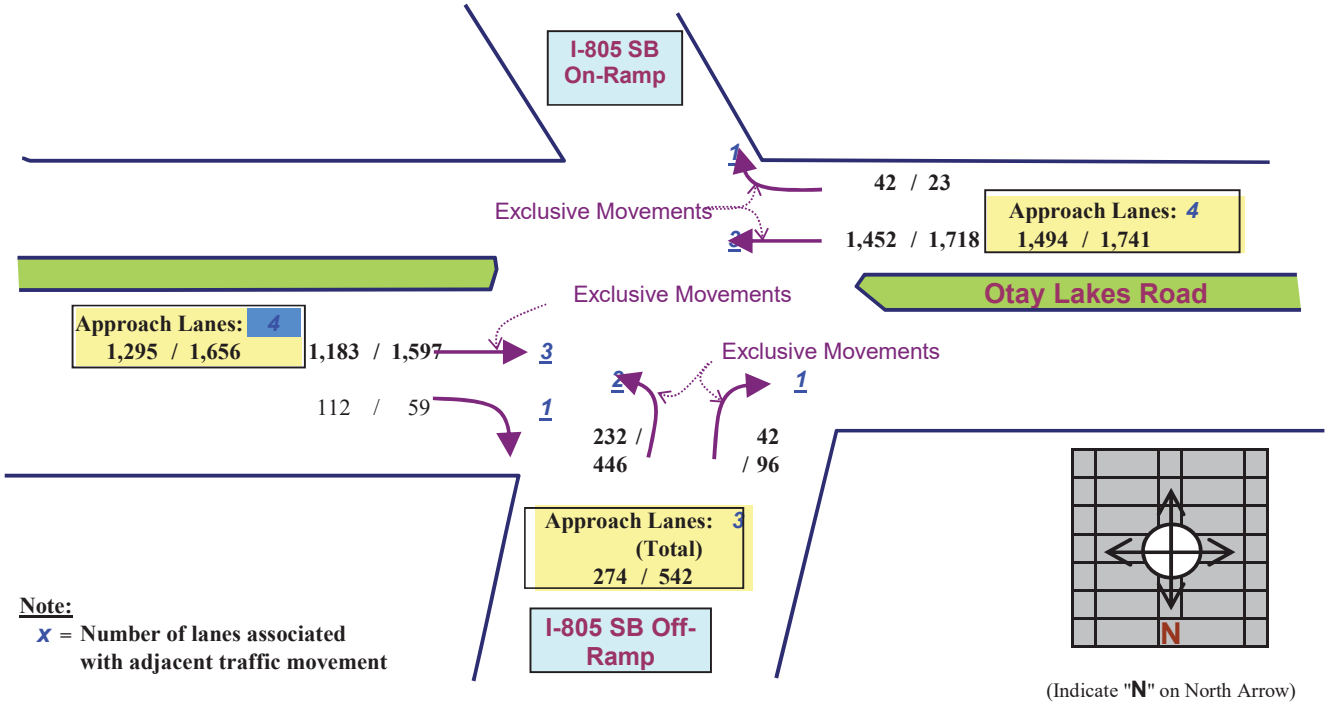
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 SB / Otay Lakes Road

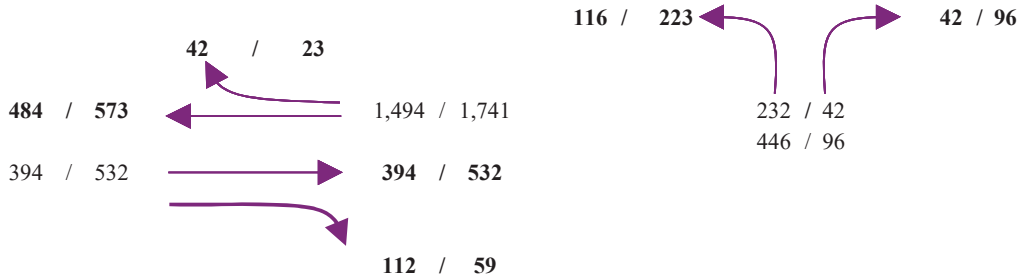
Scenario: Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:



PHASE 1:	484 / 394	/	573 / 532	->	484 /	573
PHASE 2:	116 / 42	/	223 / 96	->	116 /	223

OPERATING LEVEL:

ILV/HR. = **600** in AM ==> ILV: <1,200M

and **796** in PM ==> ILV <1,200

TOTAL = 600 / 796 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)

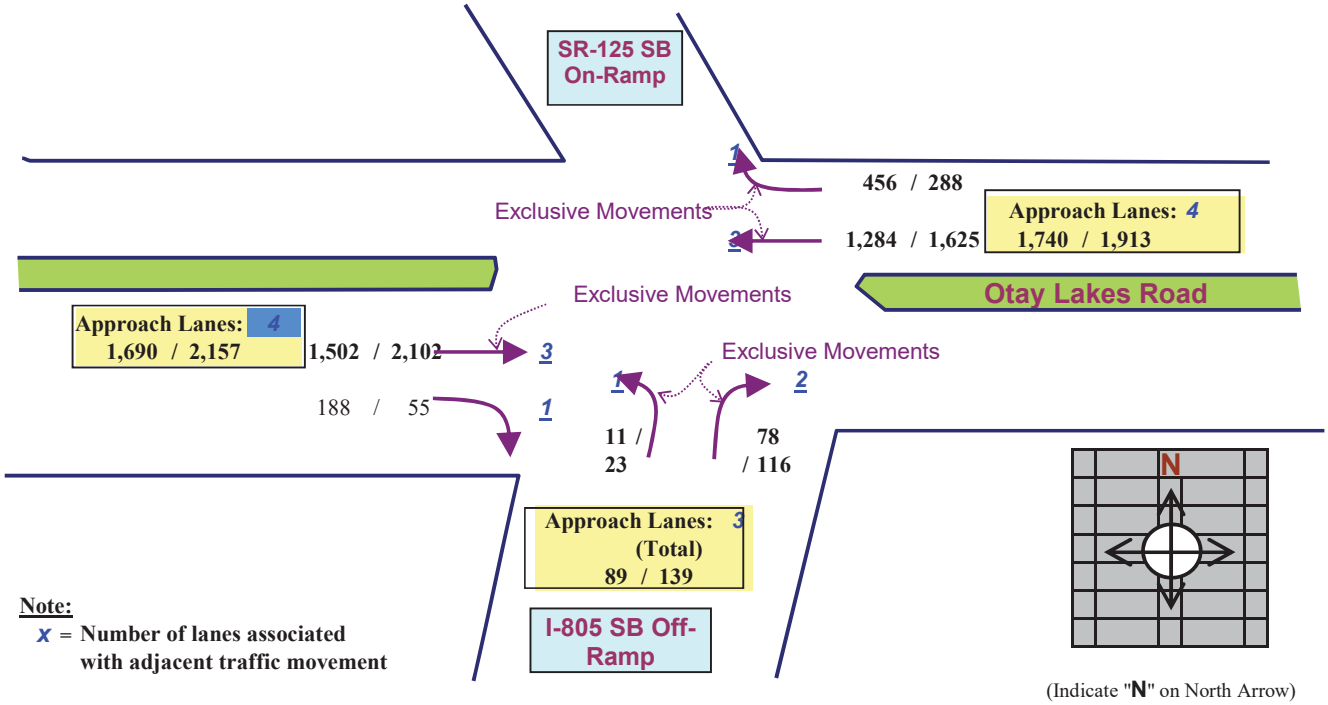
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

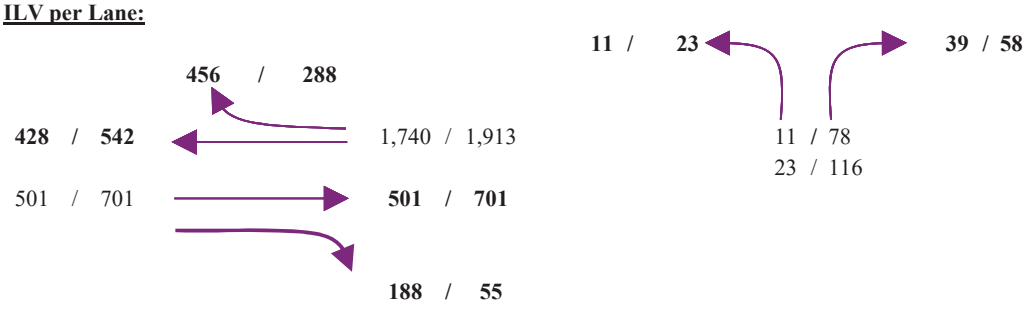
LOCATION: SR-125 NB / OTAY LAKES ROAD **Scenario:** Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:



PHASE 1:	456 / 501	/	542 / 701	-> 501	/	701
PHASE 2:	11 / 39	/	23 / 58	-> 39	/	58

OPERATING LEVEL:

ILV/HR. = **540** in AM ==> ILV: <1,200M

and **759** in PM ==> ILV <1,200

TOTAL = 540 / 759 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)

& UNDER CAPACITY (in PM)

Appendix G

Analysis Worksheets –

Existing Plus Project Buildout Conditions - Mitigation

HCM 2010 Signalized Intersection Summary
1: SR-94 & Lyons Valley Road

11/16/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	4	3	5	1	307	8	664	9	129	166	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	19	5	4	6	1	394	10	800	11	159	205	7
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.75	0.75	0.75	0.78	0.78	0.78	0.83	0.83	0.83	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	63	38	365	54	353	18	886	12	196	1046	36
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.01	0.48	0.48	0.11	0.58	0.58
Sat Flow, veh/h	731	282	169	1229	243	1583	1774	1833	25	1774	1791	61
Grp Volume(v), veh/h	28	0	0	7	0	394	10	0	811	159	0	212
Grp Sat Flow(s),veh/h/ln	1182	0	0	1472	0	1583	1774	0	1858	1774	0	1852
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	16.5	0.4	0.0	29.6	6.5	0.0	4.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.2	0.0	16.5	0.4	0.0	29.6	6.5	0.0	4.0
Prop In Lane	0.68		0.14	0.86		1.00	1.00		0.01	1.00		0.03
Lane Grp Cap(c), veh/h	345	0	0	419	0	353	18	0	899	196	0	1082
V/C Ratio(X)	0.08	0.00	0.00	0.02	0.00	1.12	0.56	0.00	0.90	0.81	0.00	0.20
Avail Cap(c_a), veh/h	345	0	0	419	0	353	98	0	1018	228	0	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.7	0.0	0.0	22.4	0.0	28.7	36.4	0.0	17.5	32.1	0.0	7.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	82.8	24.8	0.0	10.2	17.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.1	0.0	15.3	0.3	0.0	17.6	4.1	0.0	2.0
LnGrp Delay(d),s/veh	22.8	0.0	0.0	22.4	0.0	111.5	61.2	0.0	27.7	49.2	0.0	7.3
LnGrp LOS	C			C		F	E		C	D		A
Approach Vol, veh/h		28			401			821			371	
Approach Delay, s/veh		22.8			110.0			28.1			25.3	
Approach LOS		C			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.7	40.3		21.0	5.2	47.7		21.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	9.5	40.5		16.5	4.1	45.9		16.5
Max Q Clear Time (g_c+I1), s	8.5	31.6		2.9	2.4	6.0		18.5
Green Ext Time (p_c), s	0.0	4.2		1.3	0.0	7.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	47.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	284	37	43	601	1	59	32	21	2	49	106
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	70	400	52	77	1073	2	73	40	26	3	64	139
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.71	0.71	0.71	0.56	0.56	0.56	0.81	0.81	0.81	0.76	0.76	0.76
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	1024	132	99	1197	2	93	347	226	6	147	318
Arrive On Green	0.05	0.32	0.32	0.06	0.33	0.33	0.05	0.33	0.33	0.00	0.28	0.28
Sat Flow, veh/h	1774	3153	407	1774	3624	7	1774	1056	686	1774	524	1138
Grp Volume(v), veh/h	70	223	229	77	524	551	73	0	66	3	0	203
Grp Sat Flow(s),veh/h/ln	1774	1770	1791	1774	1770	1862	1774	0	1742	1774	0	1662
Q Serve(g_s), s	2.4	6.1	6.2	2.7	17.6	17.6	2.5	0.0	1.7	0.1	0.0	6.3
Cycle Q Clear(g_c), s	2.4	6.1	6.2	2.7	17.6	17.6	2.5	0.0	1.7	0.1	0.0	6.3
Prop In Lane	1.00		0.23	1.00		0.00	1.00		0.39	1.00		0.68
Lane Grp Cap(c), veh/h	89	575	582	99	584	615	93	0	573	6	0	465
V/C Ratio(X)	0.79	0.39	0.39	0.78	0.90	0.90	0.79	0.00	0.12	0.52	0.00	0.44
Avail Cap(c_a), veh/h	113	575	582	201	608	640	113	0	573	113	0	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.4	16.3	16.3	29.2	19.9	19.9	29.3	0.0	14.6	31.1	0.0	18.5
Incr Delay (d2), s/veh	24.3	0.4	0.4	12.5	15.6	15.0	25.2	0.0	0.4	57.8	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.0	3.1	1.6	11.1	11.6	1.9	0.0	0.9	0.1	0.0	3.3
LnGrp Delay(d),s/veh	53.7	16.8	16.8	41.7	35.5	34.9	54.5	0.0	15.1	88.9	0.0	21.4
LnGrp LOS	D	B	B	D	D	C	D		B	F		C
Approach Vol, veh/h		522			1152			139			206	
Approach Delay, s/veh		21.7			35.7			35.8			22.4	
Approach LOS		C			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	25.1	8.0	24.8	7.8	22.0	7.6	25.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	17.5	7.1	18.4	4.0	17.5	4.0	21.5
Max Q Clear Time (g_c+I1), s	2.1	3.7	4.7	8.2	4.5	8.3	4.4	19.6
Green Ext Time (p_c), s	0.0	1.3	0.0	6.2	0.0	1.0	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C

HCM 2010 Signalized Intersection Summary
1: SR-94 & Lyons Valley Road

11/16/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	2	3	11	3	151	2	274	13	283	610	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	20	5	7	13	3	174	2	311	15	292	629	15
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.41	0.41	0.41	0.87	0.87	0.87	0.88	0.88	0.88	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	65	48	329	60	242	4	533	26	383	936	22
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.00	0.30	0.30	0.22	0.52	0.52
Sat Flow, veh/h	689	428	313	1111	393	1583	1774	1763	85	1774	1812	43
Grp Volume(v), veh/h	32	0	0	16	0	174	2	0	326	292	0	644
Grp Sat Flow(s),veh/h/ln	1429	0	0	1503	0	1583	1774	0	1848	1774	0	1855
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	6.1	6.3	0.0	10.6
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.3	0.0	4.3	0.0	0.0	6.1	6.3	0.0	10.6
Prop In Lane	0.62		0.22	0.81		1.00	1.00		0.05	1.00		0.02
Lane Grp Cap(c), veh/h	361	0	0	389	0	242	4	0	559	383	0	958
V/C Ratio(X)	0.09	0.00	0.00	0.04	0.00	0.72	0.46	0.00	0.58	0.76	0.00	0.67
Avail Cap(c_a), veh/h	680	0	0	736	0	617	173	0	855	713	0	1423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	0.0	14.9	0.0	16.6	20.5	0.0	12.1	15.1	0.0	7.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	4.0	61.8	0.0	1.0	3.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.2	0.0	2.1	0.1	0.0	3.2	3.4	0.0	5.4
LnGrp Delay(d),s/veh	15.1	0.0	0.0	14.9	0.0	20.6	82.3	0.0	13.1	18.3	0.0	8.2
LnGrp LOS	B			B		C	F		B	B		A
Approach Vol, veh/h		32			190			328			936	
Approach Delay, s/veh		15.1			20.1			13.5			11.3	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.4	16.9		10.8	4.6	25.7		10.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	16.5	19.0		16.0	4.0	31.5		16.0
Max Q Clear Time (g_c+I1), s	8.3	8.1		2.6	2.0	12.6		6.3
Green Ext Time (p_c), s	0.5	4.3		0.6	0.0	5.7		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	94	787	35	24	370	2	27	25	52	0	16	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	102	855	38	32	493	3	36	34	70	0	20	80
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.75	0.75	0.75	0.74	0.74	0.74	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	1218	54	53	1120	7	59	150	309	4	42	168
Arrive On Green	0.07	0.35	0.35	0.03	0.31	0.31	0.03	0.28	0.28	0.00	0.13	0.13
Sat Flow, veh/h	1774	3452	153	1774	3607	22	1774	544	1121	1774	326	1306
Grp Volume(v), veh/h	102	438	455	32	242	254	36	0	104	0	0	100
Grp Sat Flow(s),veh/h/ln	1774	1770	1836	1774	1770	1859	1774	0	1665	1774	0	1632
Q Serve(g_s), s	2.2	8.4	8.4	0.7	4.3	4.3	0.8	0.0	1.9	0.0	0.0	2.2
Cycle Q Clear(g_c), s	2.2	8.4	8.4	0.7	4.3	4.3	0.8	0.0	1.9	0.0	0.0	2.2
Prop In Lane	1.00		0.08	1.00		0.01	1.00		0.67	1.00		0.80
Lane Grp Cap(c), veh/h	128	624	647	53	549	577	59	0	459	4	0	211
V/C Ratio(X)	0.80	0.70	0.70	0.60	0.44	0.44	0.61	0.00	0.23	0.00	0.00	0.47
Avail Cap(c_a), veh/h	179	716	743	179	716	752	179	0	674	179	0	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	11.0	11.0	18.9	10.9	10.9	18.9	0.0	11.1	0.0	0.0	16.0
Incr Delay (d2), s/veh	15.2	2.6	2.5	10.4	0.6	0.5	10.0	0.0	0.2	0.0	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.5	4.6	0.5	2.2	2.3	0.5	0.0	0.9	0.0	0.0	1.1
LnGrp Delay(d),s/veh	33.3	13.6	13.5	29.4	11.4	11.4	28.9	0.0	11.3	0.0	0.0	17.6
LnGrp LOS	C	B	B	C	B	B	C		B			B
Approach Vol, veh/h		995			528			140			100	
Approach Delay, s/veh		15.6			12.5			15.8			17.6	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	15.4	5.7	18.4	5.8	9.6	7.4	16.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	16.0	4.0	16.0	4.0	16.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	0.0	3.9	2.7	10.4	2.8	4.2	4.2	6.3
Green Ext Time (p_c), s	0.0	0.9	0.0	3.5	0.0	0.9	0.0	5.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

		COUNT DATE	Existing + Project
Major St:	SR-94	# of Lanes:	2 or more
Minor St:	Lyons Valley Road	# of Lanes:	2 or more

Speed limit or critical speed on major street traffic > 64 km/h (40 mph) .....

or } **RURAL (R)**

In built up area of isolated community of < 10,000 population.....

URBAN (U)

Major St ADT (Total):	17200	Roadway Type:	Rural
Minor Street ADT (Highest Direction):	6300		

(Based on Estimated Average Daily Traffic - See Note)

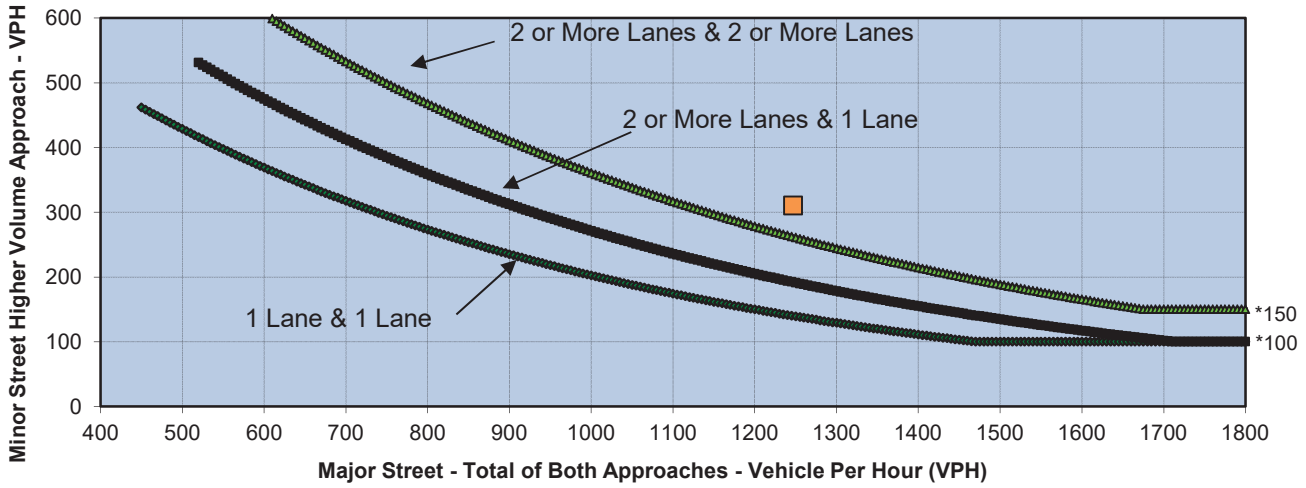
CONDITION A - Minimum Vehicular Volume			Minimum Requirements EADT			
Satisfied	X	Not Satisfied	Vehichles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach						
Major Street		Minor Street	Urban	Rural	Urban	Rural
1		1	8000	5,600	2,400	1,680
2 or more		1	9,600	6,720	2,400	1,680
2 or more		2 or more	9,600	6,720	3,200	2,240
1		2 or more	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffc			Vehichles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Staisfied	X	Not Satisfied				
Number of lanes for moving traffic on each approach						
Major Street		Minor Street	Urban	Rural	Urban	Rural
1		1	12,000	8,400	1,200	850
2 or more		1	14,400	10,080	1,200	850
2 or more		2 or more	14,400	10,080	1,600	1,120
1		2 or more	12,000	8,400	1,600	1,120
Combination of CONDITIONS A+B						
Satisfied	X	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% or More		256% A	171% B			

Note: To be used only for NEW INTERSECTIONS or other locations wehre it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Sheet No 1 of 2

Figure 4C-3
Warrant 3, Peak Hour



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street	SR-94
Minor Street	Lyons Valley Road

Project	Village 14
Scenario	Existing + Project
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	8	129	14	5
Through	664	166	4	1
Right	274	6	3	304
Total	946	301	21	310

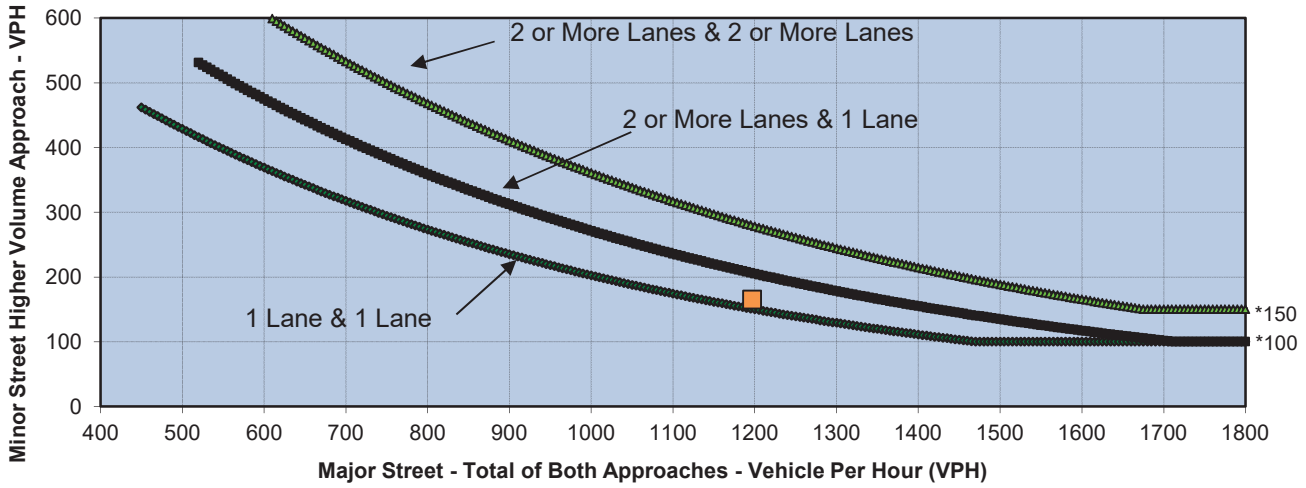
Major Street Direction

X	North/South
	East/West

	Major Street	Minor Street	Warrant Met
	SR-94	Lyons Valley Road	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,247**	**310**	

Sheet No 2 of 2

Figure 4C-3
Warrant 3, Peak Hour



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street	SR-94
Minor Street	Lyons Valley Road

Project	Village 14
Scenario	Existing + Project
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	283	8	11
Through	274	610	2	3
Right	13	15	3	151
Total	289	908	13	165

Major Street Direction

X	North/South
	East/West

	Major Street	Minor Street	Warrant Met
	SR-94	Lyons Valley Road	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	1,197	165	

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

		COUNT DATE	Existing + Project
Major St:	Proctor Valley Road	# of Lanes:	2 or more
Minor St:	Northwood Drive	# of Lanes:	1

Speed limit or critical speed on major street traffic > 64 km/h (40 mph) .....

or } **RURAL (R)**

In built up area of isolated community of < 10,000 population.....

URBAN (U)

Major St ADT (Total):	17500	Roadway Type:	Urban
Minor Street ADT (Highest Direction):	2200		

(Based on Estimated Average Daily Traffic - See Note)

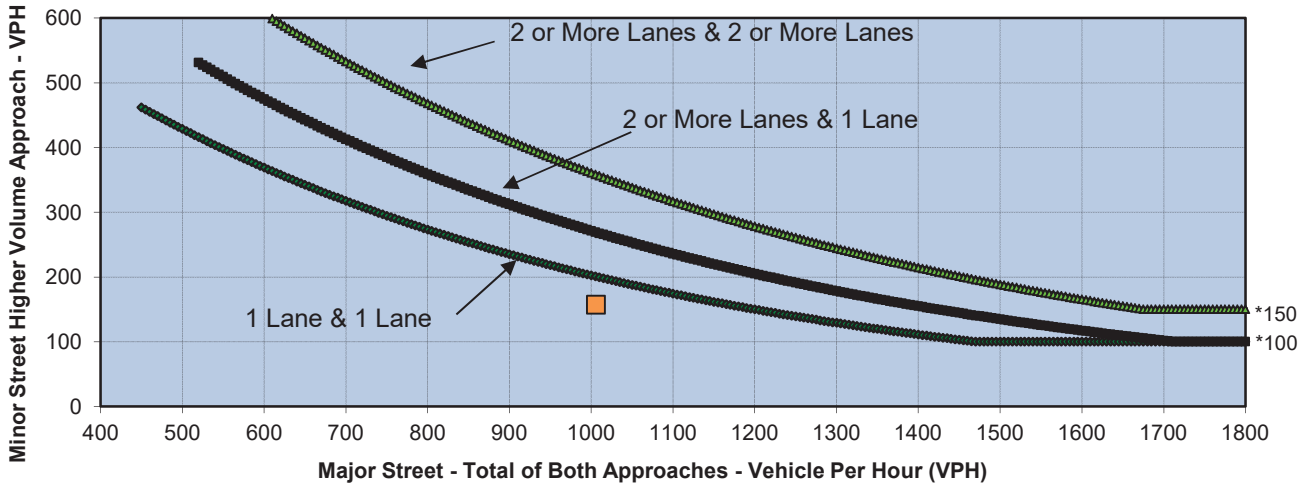
CONDITION A - Minimum Vehicular Volume			Minimum Requirements EADT			
Satisfied		Not Satisfied X	Vehichles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach						
Major Street	Minor Street		Urban	Rural	Urban	Rural
1	1		8000	5,600	2,400	1,680
2 or more	1		9,600	6,720	2,400	1,680
2 or more	2 or more		9,600	6,720	3,200	2,240
1	2 or more		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffc			Vehichles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Staisfied	X	Not Satisfied				
Number of lanes for moving traffic on each approach						
Major Street	Minor Street		Urban	Rural	Urban	Rural
1	1		12,000	8,400	1,200	850
2 or more	1		14,400	10,080	1,200	850
2 or more	2 or more		14,400	10,080	1,600	1,120
1	2 or more		12,000	8,400	1,600	1,120
Combination of CONDITIONS A+B			2 CONDITIONS 80%		2 CONDITIONS 80%	
Satisfied	X	Not Satisfied				
No one condition satisfied, but following conditions fulfilled 80% or More		92% A	122% B			

Note: To be used only for NEW INTERSECTIONS or other locations wehre it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Sheet No 1 of 2

Figure 4C-3
Warrant 3, Peak Hour



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street	Proctor Valley Road
Minor Street	Northwood Drive

Project	Village 14
Scenario	Existing + Project
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	59	2	50	43
Through	32	49	274	601
Right	21	106	37	1
Total	112	157	361	645

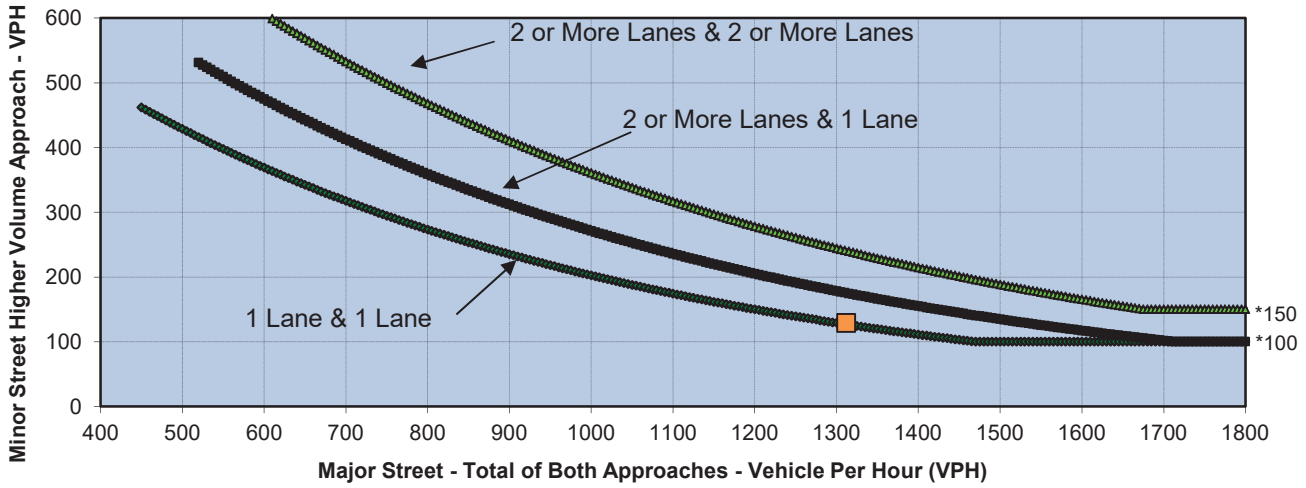
Major Street Direction

	North/South
X	East/West

	Major Street Proctor Valley Road	Minor Street Northwood Drive	Warrant Met
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**1,006**	**157**	

Sheet No 2 of 2

Figure 4C-3
Warrant 3, Peak Hour



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street	Proctor Valley Road
Minor Street	Northwood Drive

Project	Village 14
Scenario	Existing + Project
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	27	0	94	24
Through	50	16	787	370
Right	52	65	35	2
Total	129	81	916	396

Major Street Direction

	North/South
X	East/West

	Major Street	Minor Street	Warrant Met
	Proctor Valley Road	Northwood Drive	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	1,312	129	

Appendix H

Year 2025, and 2030 Roadway Network Improvements

Project ID	Project Name	Project Phase	Estimated Completion Date
STL396	Jefferson Avenue Improvements 1000 to 1050 Block	Infrastructure Design Phase	Summer 2016
STL399	South Bay BRT (Town Center Drive to Birch Road).	Infrastructure Design Phase	Fall 2016
STL400	Third Avenue Streetscape Improvement Project - Phase II	Infrastructure Design Phase	Spring 2016
STL401	Pavement Minor Rehabilitation FY2014/2015	Infrastructure Design Phase	Winter 2015
STL402	Replacement of Curb & Gutter Citywide - FY 2014/2015	Construction Phase	Fall 2015
STL403	Cross Gutter Rehabilitation Citywide FY 2014/2015	Infrastructure Design Phase	Fall 2015
STL405	ADA Curb Ramps FY2014/2015	Infrastructure Design Phase	Fall 2015
STL406	Third Avenue Streetscape Improvement Project - Phase III FY 2015/2016	Infrastructure Design Phase	Spring 2017
STM355	Otay Lakes Road Widening, East "H" St. to Telegraph Canyon Rd.	Construction Closeout Phase	Fall 2015
STM364	Heritage Road Bridge Replacement	Infrastructure Design Phase	Spring 2018 (Design)
STM367	South Broadway Improvements Main Street to Southern City Limits-Phase I Drainage	Construction Phase	Summer 2015
STM373	Pavement Major Rehabilitation FY 12-13	Construction Phase	Fall 2015
STM379	Pavement Major Rehabilitation FY2013/2014	Construction Phase	Fall 2015
STM381	South Broadway Improvements Main Street to Southern Limits, Phase II	Construction Phase	Summer 2015
STM382	Bike Lane along East H Street	Infrastructure Design Phase	Summer 2016
SW265	Industrial Blvd Sewer Improvements between Moss St. and K St.	Infrastructure Design Phase	Fall 2016
SW266	Oxford Street Sewer Improvements	Infrastructure Design Phase	Fall 2015
SW271	Sewer Rehabilitation FY 2011-12	Construction Closeout Phase	Summer 2015

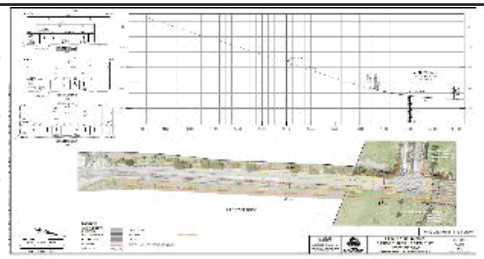
City of Chula Vista

2015/16-2019/20 Capital Improvement Program

Project Description Report

Project Name: Heritage Road Widening FY2015/16
Project No: STM389

Project Location:	Heritage Road from Entertainment Circle North to the southerly City Boundary
Department Responsible:	Engineering
Project Intents:	Capacity
Project Description:	Heritage Road from Entertainment Circle North to the southerly City Boundary; widen to 6-lane prime arterial.



Project Information:	Project is funded through TDEF Program.		
Justification:	Linked to STM386 Non-participating Highway Bridge Program improvements that are beyond 200 feet of bridge approach touchdown. This segment is identified for funding in TDIF #58A. This project supports Strong and Secure Neighborhoods by ensuring sustainable and well maintained infrastructure to provide safe and appealing communities to live, work, and play.		
Total Estimated Cost:	$3,980,820		
Estimated Operation and Maintenance Cost:	$0	Project Type:	Major Streets

Source Of Funding

Fund No	Fund Name	Previous	2015/16	2016/17	2017/18	2018/19	2019/20	Future
59110	Transportation Development	$0	$400,000	$1,790,410	$1,790,410	$0	$0	$0

Appendix I

Year 2025 Land Use Assumptions

CVSB(Chula Vista Southbay)- University Villages 2025
trip generation and land use by zone

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
468	101	SINGLE FAMILY	du	1.0	16.	11.
468	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
468	5007	STREETFRONT COMMERCIAL	acre	1.3	1944.	1411.
468	6002	LOW RISE OFFICE	acre	4.1	1464.	1122.
468	6003	GOV'T OFFICE OR CENTER	acre	0.6	635.	477.
468	6803	JUNIOR COLLEGE	acre	12.6	3241.	2563.
468		TOTAL			7300.	5584.
3823	9101	INACTIVE USE	acre	184.0	0.	0.
3823		TOTAL			0.	0.
4044	4113	COMMUNICATION OR UTILITY	acre	28.3	113.	87.
4044	7204	GOLF COURSE	acre	259.4	0.	0.
4044	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4044		TOTAL			822.	570.
4045	101	SINGLE FAMILY	du	494.5	7715.	5384.
4045	9101	INACTIVE USE	acre	434.0	0.	0.
4045		TOTAL			7715.	5384.
4051	109	RETIREMENT COMMINITY	du	298.0	1699.	1193.
4051	110	MULTI-FAMILY	du	305.0	3477.	2441.
4051	111	SINGLE FAMILY	du	955.0	13657.	9530.
4051	5022	SPECIALTY COMMERCIAL	acre	10.0	566.	400.
4051	6813	ELEMENTARY SCHOOL	acre	8.0	1288.	720.
4051	7212	COMMINITY FACILITY	acre	7.6	334.	228.
4051	7611	NEIGHBORHOOD PARK	acre	11.1	87.	57.
4051		TOTAL			21107.	14569.
4052	9101	INACTIVE USE	acre	15.0	0.	0.
4052		TOTAL			0.	0.
4089	101	SINGLE FAMILY	du	65.4	1020.	712.
4089		TOTAL			1020.	712.
4099	101	SINGLE FAMILY	du	7.0	109.	76.
4099	9101	INACTIVE USE	acre	31.3	0.	0.
4099		TOTAL			109.	76.
4115	101	SINGLE FAMILY	du	236.0	3682.	2569.
4115	1409	OTHER GROUP QUARTERS	acre	3.9	19.	13.
4115	6109	OTHER PUBLIC SERVICE	acre	0.8	309.	223.
4115	7601	ACTIVE PARK	acre	14.7	980.	645.
4115	9101	INACTIVE USE	acre	132.3	0.	0.
4115		TOTAL			4990.	3451.
4120	101	SINGLE FAMILY	du	360.0	5616.	3919.
4120	102	MULTI-FAMILY	du	305.0	3263.	2291.
4120	4113	COMMUNICATION OR UTILITY	acre	6.3	25.	19.
4120	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4120	7601	ACTIVE PARK	acre	3.5	232.	153.
4120	9101	INACTIVE USE	acre	15.9	0.	0.
4120		TOTAL			11255.	7567.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4123	101	SINGLE FAMILY	du	175.4	2736.	1909.
4123	9101	INACTIVE USE	acre	92.7	0.	0.
4123		TOTAL			2736.	1909.
4131	101	SINGLE FAMILY	du	49.0	764.	533.
4131	102	MULTI-FAMILY	du	188.0	2012.	1412.
4131	5004	NEIGHBORHOOD COMMERCIAL	acre	11.4	17353.	12278.
4131	5007	STREETFRONT COMMERCIAL	acre	4.2	6251.	4538.
4131	6002	LOW RISE OFFICE	acre	0.9	339.	260.
4131	6103	LIBRARY	acre	2.7	1180.	800.
4131	6109	OTHER PUBLIC SERVICE	acre	2.0	799.	578.
4131	6509	OTHER HEALTH CARE	acre	7.0	3433.	2547.
4131	7204	GOLF COURSE	acre	130.2	0.	0.
4131	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4131	7601	ACTIVE PARK	acre	59.9	3987.	2624.
4131		TOTAL			36828.	26054.
4138	101	SINGLE FAMILY	du	511.0	7972.	5563.
4138	9101	INACTIVE USE	acre	11.4	0.	0.
4138		TOTAL			7972.	5563.
4141	101	SINGLE FAMILY	du	215.0	3354.	2340.
4141	9101	INACTIVE USE	acre	25.8	0.	0.
4141		TOTAL			3354.	2340.
4142	101	SINGLE FAMILY	du	460.0	7176.	5008.
4142	6102	CHURCH	acre	5.3	284.	218.
4142	6809	OTHER SCHOOL	acre	0.9	180.	148.
4142	9101	INACTIVE USE	acre	149.4	0.	0.
4142		TOTAL			7640.	5374.
4146	101	SINGLE FAMILY	du	6.0	94.	65.
4146	102	MULTI-FAMILY	du	106.0	1134.	796.
4146	5004	NEIGHBORHOOD COMMERCIAL	acre	12.3	18711.	13239.
4146	6002	LOW RISE OFFICE	acre	2.0	721.	553.
4146		TOTAL			20660.	14653.
4152	101	SINGLE FAMILY	du	166.0	2590.	1807.
4152	102	MULTI-FAMILY	du	357.0	3820.	2682.
4152	9101	INACTIVE USE	acre	27.5	0.	0.
4152		TOTAL			6409.	4489.
4157	102	MULTI-FAMILY	du	120.0	1284.	901.
4157	5003	COMMUNITY COMMERCIAL	acre	11.3	9473.	6703.
4157		TOTAL			10757.	7604.
4158	101	SINGLE FAMILY	du	380.0	5928.	4137.
4158	102	MULTI-FAMILY	du	284.0	3039.	2133.
4158	6105	FIRE OR POLICE STATION	acre	1.4	426.	314.
4158	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4158	7601	ACTIVE PARK	acre	6.8	454.	298.
4158	9101	INACTIVE USE	acre	10.4	0.	0.
4158		TOTAL			11965.	8068.

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CVSB(Chula Vista Southbay)- University Villages 2025
trip generation and land use by zone

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4159	101	SINGLE FAMILY	du	584.0	9110.	6357.
4159	6109	OTHER PUBLIC SERVICE	acre	2.5	982.	710.
4159	7601	ACTIVE PARK	acre	27.4	1822.	1199.
4159	9101	INACTIVE USE	acre	23.9	0.	0.
4159		TOTAL			11915.	8267.
4160	101	SINGLE FAMILY	du	233.0	3635.	2536.
4160	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4160	9101	INACTIVE USE	acre	43.0	0.	0.
4160		TOTAL			3637.	2538.
4161	101	SINGLE FAMILY	du	454.0	7082.	4942.
4161	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4161	7607	RESIDENTIAL RECREATION	acre	2.5	0.	0.
4161	9101	INACTIVE USE	acre	120.2	0.	0.
4161		TOTAL			9201.	6127.
4162	4113	COMMUNICATION OR UTILITY	acre	5.4	22.	16.
4162	5004	NEIGHBORHOOD COMMERCIAL	acre	5.8	8776.	6209.
4162	9101	INACTIVE USE	acre	5.9	0.	0.
4162		TOTAL			8797.	6226.
4165	101	SINGLE FAMILY	du	411.0	6412.	4474.
4165	6105	FIRE OR POLICE STATION	acre	1.0	321.	236.
4165	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4165	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4165	9101	INACTIVE USE	acre	59.8	0.	0.
4165		TOTAL			13056.	8481.
4169	101	SINGLE FAMILY	du	240.0	3744.	2613.
4169	4113	COMMUNICATION OR UTILITY	acre	3.9	16.	12.
4169	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4169	9101	INACTIVE USE	acre	87.9	0.	0.
4169		TOTAL			5878.	3809.
4171	101	SINGLE FAMILY	du	237.4	3703.	2584.
4171	102	MULTI-FAMILY	du	110.0	1177.	826.
4171	6809	OTHER SCHOOL	acre	1.0	196.	162.
4171	7210	OTHER RECREATION	acre	6.4	43.	29.
4171	7601	ACTIVE PARK	acre	33.3	2220.	1461.
4171	9101	INACTIVE USE	acre	3.4	0.	0.
4171		TOTAL			7339.	5062.
4172	101	SINGLE FAMILY	du	601.0	9376.	6542.
4172	102	MULTI-FAMILY	du	766.0	8196.	5754.
4172	7602	PASSIVE PARK	acre	4.0	0.	0.
4172	9101	INACTIVE USE	acre	63.9	0.	0.
4172		TOTAL			17572.	12297.
4173	101	SINGLE FAMILY	du	249.3	3889.	2714.
4173	102	MULTI-FAMILY	du	421.8	4513.	3169.
4173	6102	CHURCH	acre	3.3	175.	134.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4173	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4173	7601	ACTIVE PARK	acre	15.6	1038.	683.
4173	9101	INACTIVE USE	acre	7.8	0.	0.
4173		TOTAL			11733.	7884.
4174	101	SINGLE FAMILY	du	10.1	157.	109.
4174	103	MOBILE HOME PARK	du	166.0	1096.	727.
4174	2103	LIGHT INDUSTRY	acre	25.0	2508.	2027.
4174	2104	WAREHOUSING OR STORAGE	acre	0.6	19.	16.
4174	5001	WHOLESALE TRADE	acre	1.5	71.	50.
4174	5009	OTHER COMMERCIAL	acre	0.2	24.	17.
4174	6002	LOW RISE OFFICE	acre	2.7	971.	744.
4174	9101	INACTIVE USE	acre	0.5	0.	0.
4174		TOTAL			4846.	3691.
4176	101	SINGLE FAMILY	du	99.4	1550.	1082.
4176	6110	CONVENTION CENTER	acre	14.4	1131.	772.
4176	9101	INACTIVE USE	acre	28.9	0.	0.
4176		TOTAL			2682.	1854.
4177	101	SINGLE FAMILY	du	202.0	3151.	2199.
4177	7601	ACTIVE PARK	acre	12.0	797.	524.
4177	9101	INACTIVE USE	acre	57.0	0.	0.
4177		TOTAL			3948.	2723.
4178	101	SINGLE FAMILY	du	223.1	3480.	2429.
4178	102	MULTI-FAMILY	du	386.3	4134.	2902.
4178	1409	OTHER GROUP QUARTERS	acre	1.2	6.	4.
4178	2103	LIGHT INDUSTRY	acre	1.1	111.	90.
4178	9101	INACTIVE USE	acre	0.3	0.	0.
4178		TOTAL			7731.	5425.
4181	101	SINGLE FAMILY	du	175.1	2731.	1906.
4181	6102	CHURCH	acre	4.2	224.	172.
4181	9101	INACTIVE USE	acre	55.6	0.	0.
4181		TOTAL			2956.	2078.
4182	2101	INDUSTRIAL PARK	acre	32.8	6306.	5169.
4182	2103	LIGHT INDUSTRY	acre	42.9	4301.	3476.
4182	2104	WAREHOUSING OR STORAGE	acre	9.4	310.	254.
4182	6104	POST OFFICE	acre	3.2	3529.	2453.
4182	7601	ACTIVE PARK	acre	7.3	487.	320.
4182	9101	INACTIVE USE	acre	1.7	0.	0.
4182		TOTAL			14933.	11672.
4183	2101	INDUSTRIAL PARK	acre	68.7	13205.	10825.
4183	2103	LIGHT INDUSTRY	acre	6.5	654.	529.
4183	5007	STREETFRONT COMMERCIAL	acre	16.8	25154.	18261.
4183	6002	LOW RISE OFFICE	acre	4.3	1531.	1173.
4183	6003	GOV'T OFFICE OR CENTER	acre	1.0	1074.	806.
4183	6509	OTHER HEALTH CARE	acre	1.0	508.	377.
4183	9101	INACTIVE USE	acre	22.4	0.	0.
4183		TOTAL			42127.	31972.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4184	2103	LIGHT INDUSTRY	acre	6.9	688.	556.
4184	2104	WAREHOUSING OR STORAGE	acre	3.0	99.	81.
4184	5003	COMMUNITY COMMERCIAL	acre	10.0	8391.	5937.
4184	5007	STREETFRONT COMMERCIAL	acre	0.9	1376.	999.
4184		TOTAL			10555.	7573.
4185	101	SINGLE FAMILY	du	254.0	3962.	2765.
4185	9101	INACTIVE USE	acre	19.5	0.	0.
4185		TOTAL			3962.	2765.
4189	101	SINGLE FAMILY	du	250.0	3900.	2721.
4189	9101	INACTIVE USE	acre	132.0	0.	0.
4189		TOTAL			3900.	2721.
4190	2103	LIGHT INDUSTRY	acre	5.1	514.	415.
4190	5003	COMMUNITY COMMERCIAL	acre	20.5	17202.	12171.
4190	5007	STREETFRONT COMMERCIAL	acre	7.9	11764.	8540.
4190	6002	LOW RISE OFFICE	acre	1.4	497.	381.
4190	9101	INACTIVE USE	acre	14.8	0.	0.
4190		TOTAL			29976.	21507.
4193	101	SINGLE FAMILY	du	342.0	5335.	3723.
4193	9101	INACTIVE USE	acre	40.7	0.	0.
4193		TOTAL			5335.	3723.
4194	5004	NEIGHBORHOOD COMMERCIAL	acre	2.6	4029.	2851.
4194	5007	STREETFRONT COMMERCIAL	acre	3.7	5503.	3995.
4194	6002	LOW RISE OFFICE	acre	4.1	1450.	1111.
4194	6003	GOV'T OFFICE OR CENTER	acre	3.6	3802.	2854.
4194		TOTAL			14785.	10812.
4195	5003	COMMUNITY COMMERCIAL	acre	48.9	41024.	29025.
4195	6509	OTHER HEALTH CARE	acre	3.1	1509.	1119.
4195	9101	INACTIVE USE	acre	2.4	0.	0.
4195		TOTAL			42532.	30145.
4197	5003	COMMUNITY COMMERCIAL	acre	9.4	7929.	5610.
4197	6002	LOW RISE OFFICE	acre	8.4	3006.	2304.
4197	6102	CHURCH	acre	8.2	436.	335.
4197	6809	OTHER SCHOOL	acre	0.4	78.	64.
4197	9101	INACTIVE USE	acre	0.3	0.	0.
4197		TOTAL			11449.	8314.
4198	101	SINGLE FAMILY	du	285.0	4446.	3102.
4198	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4198	9101	INACTIVE USE	acre	25.5	0.	0.
4198		TOTAL			8652.	5689.
4199	1501	LOW-RISE HOTEL OR MOTEL	acre	2.1	720.	444.
4199	5007	STREETFRONT COMMERCIAL	acre	8.5	12650.	9184.
4199	6002	LOW RISE OFFICE	acre	0.3	105.	80.
4199	7602	PASSIVE PARK	acre	0.7	0.	0.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4199	9101	INACTIVE USE	acre	18.4	0.	0.
4199		TOTAL			13475.	9708.
4201	101	SINGLE FAMILY	du	29.0	452.	316.
4201	102	MULTI-FAMILY	du	334.0	3574.	2509.
4201	6102	CHURCH	acre	1.5	81.	62.
4201	7601	ACTIVE PARK	acre	17.8	1187.	782.
4201		TOTAL			5294.	3668.
4202	102	MULTI-FAMILY	du	772.7	8268.	5805.
4202	1504	RESORT	acre	190.1	12375.	7629.
4202	1505	HIGH-RISE HOTEL	acre	1390.9	18082.	11147.
4202	4113	COMMUNICATION OR UTILITY	acre	8.1	32.	25.
4202	5012	BAYFRONT NEIGHBORHOOD COM	acre	115.9	19647.	13901.
4202	6005	BAYFRONT HIGH RISE OF	acre	46.4	992.	786.
4202	6109	OTHER PUBLIC SERVICE	acre	3.0	1199.	867.
4202	7601	ACTIVE PARK	acre	17.9	1194.	786.
4202	9101	INACTIVE USE	acre	250.9	0.	0.
4202		TOTAL			61789.	40945.
4204	101	SINGLE FAMILY	du	263.5	4111.	2868.
4204	102	MULTI-FAMILY	du	189.5	2028.	1424.
4204	1409	OTHER GROUP QUARTERS	acre	6.5	31.	22.
4204	5007	STREETFRONT COMMERCIAL	acre	2.9	4292.	3116.
4204	6002	LOW RISE OFFICE	acre	0.4	143.	109.
4204		TOTAL			10604.	7539.
4206	101	SINGLE FAMILY	du	79.0	1232.	860.
4206	102	MULTI-FAMILY	du	231.0	2472.	1735.
4206	7601	ACTIVE PARK	acre	1.9	127.	84.
4206		TOTAL			3831.	2679.
4207	101	SINGLE FAMILY	du	329.0	5132.	3581.
4207	102	MULTI-FAMILY	du	507.0	5425.	3809.
4207	4113	COMMUNICATION OR UTILITY	acre	2.3	9.	7.
4207	7204	GOLF COURSE	acre	37.2	0.	0.
4207	7601	ACTIVE PARK	acre	3.2	213.	140.
4207	9101	INACTIVE USE	acre	14.2	0.	0.
4207		TOTAL			10780.	7537.
4208	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4208	5007	STREETFRONT COMMERCIAL	acre	10.1	15069.	10939.
4208	9101	INACTIVE USE	acre	3.5	0.	0.
4208		TOTAL			16434.	11781.
4209	101	SINGLE FAMILY	du	599.0	9344.	6521.
4209	6102	CHURCH	acre	5.0	266.	205.
4209	6809	OTHER SCHOOL	acre	1.2	242.	200.
4209	7601	ACTIVE PARK	acre	5.0	334.	220.
4209	9101	INACTIVE USE	acre	77.3	0.	0.
4209		TOTAL			10186.	7144.

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CVSB(Chula Vista Southbay)- University Villages 2025
trip generation and land use by zone

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4210	101	SINGLE FAMILY	du	543.5	8478.	5916.
4210	102	MULTI-FAMILY	du	330.0	3531.	2479.
4210	4113	COMMUNICATION OR UTILITY	acre	3.2	13.	10.
4210	6102	CHURCH	acre	1.5	80.	62.
4210	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4210	7601	ACTIVE PARK	acre	15.0	1002.	659.
4210	9101	INACTIVE USE	acre	134.9	0.	0.
4210		TOTAL			15222.	10310.
4211	101	SINGLE FAMILY	du	4.3	67.	47.
4211	102	MULTI-FAMILY	du	482.8	5166.	3627.
4211	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	54.	33.
4211	4119	OTHER TRANSPORTATION	acre	0.9	104.	80.
4211	5007	STREETFRONT COMMERCIAL	acre	6.0	9022.	6550.
4211		TOTAL			14414.	10337.
4212	101	SINGLE FAMILY	du	438.9	6846.	4777.
4212	102	MULTI-FAMILY	du	297.0	3178.	2231.
4212	9101	INACTIVE USE	acre	0.9	0.	0.
4212		TOTAL			10024.	7009.
4213	101	SINGLE FAMILY	du	224.0	3494.	2438.
4213	103	MOBILE HOME PARK	du	196.0	1294.	858.
4213	9101	INACTIVE USE	acre	1.8	0.	0.
4213		TOTAL			4788.	3296.
4214	5004	NEIGHBORHOOD COMMERCIAL	acre	13.6	20680.	14632.
4214	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4214		TOTAL			26049.	17054.
4215	101	SINGLE FAMILY	du	345.0	5382.	3756.
4215	4113	COMMUNICATION OR UTILITY	acre	3.6	15.	11.
4215	9101	INACTIVE USE	acre	35.9	0.	0.
4215		TOTAL			5397.	3767.
4216	101	SINGLE FAMILY	du	8.6	135.	94.
4216	102	MULTI-FAMILY	du	700.4	7494.	5261.
4216	103	MOBILE HOME PARK	du	17.0	112.	75.
4216	9101	INACTIVE USE	acre	1.5	0.	0.
4216		TOTAL			7741.	5430.
4218	102	MULTI-FAMILY	du	84.0	899.	631.
4218	6002	LOW RISE OFFICE	acre	3.0	1061.	813.
4218	9101	INACTIVE USE	acre	4.5	0.	0.
4218		TOTAL			1959.	1444.
4219	101	SINGLE FAMILY	du	93.0	1451.	1012.
4219	102	MULTI-FAMILY	du	406.0	4344.	3050.
4219	1409	OTHER GROUP QUARTERS	acre	1.1	5.	4.
4219	5007	STREETFRONT COMMERCIAL	acre	2.2	3236.	2349.
4219	6002	LOW RISE OFFICE	acre	0.1	41.	32.
4219	6102	CHURCH	acre	1.4	73.	56.
4219		TOTAL			9150.	6503.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4220	101	SINGLE FAMILY	du	512.0	7987.	5574.
4220	102	MULTI-FAMILY	du	200.0	2140.	1502.
4220	5004	NEIGHBORHOOD COMMERCIAL	acre	6.3	9676.	6846.
4220	6102	CHURCH	acre	4.6	248.	190.
4220	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4220	7601	ACTIVE PARK	acre	7.5	499.	328.
4220	9101	INACTIVE USE	acre	2.0	0.	0.
4220		TOTAL			22669.	15626.
4221	5003	COMMUNITY COMMERCIAL	acre	19.2	16086.	11381.
4221	7601	ACTIVE PARK	acre	14.9	991.	652.
4221	9101	INACTIVE USE	acre	22.2	0.	0.
4221		TOTAL			17077.	12033.
4222	101	SINGLE FAMILY	du	10.0	156.	109.
4222	102	MULTI-FAMILY	du	322.6	3452.	2423.
4222	103	MOBILE HOME PARK	du	28.9	191.	126.
4222	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4222	4112	RIGHT-OF-WAY	acre	3.1	0.	0.
4222	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4222	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4222		TOTAL			12965.	8811.
4223	102	MULTI-FAMILY	du	94.0	1006.	706.
4223	6509	OTHER HEALTH CARE	acre	1.6	796.	590.
4223	9101	INACTIVE USE	acre	8.6	0.	0.
4223		TOTAL			1802.	1297.
4224	101	SINGLE FAMILY	du	77.0	1201.	838.
4224	102	MULTI-FAMILY	du	56.0	599.	421.
4224	7210	OTHER RECREATION	acre	0.1	1.	0.
4224	7601	ACTIVE PARK	acre	20.4	1357.	893.
4224	9101	INACTIVE USE	acre	4.9	0.	0.
4224		TOTAL			3158.	2152.
4225	101	SINGLE FAMILY	du	561.0	8752.	6107.
4225	102	MULTI-FAMILY	du	93.0	995.	699.
4225	7601	ACTIVE PARK	acre	18.3	1221.	804.
4225	9101	INACTIVE USE	acre	15.2	0.	0.
4225		TOTAL			10968.	7609.
4226	101	SINGLE FAMILY	du	777.0	12121.	8458.
4226	7601	ACTIVE PARK	acre	12.9	856.	564.
4226	9101	INACTIVE USE	acre	36.7	0.	0.
4226		TOTAL			12978.	9022.
4227	101	SINGLE FAMILY	du	80.4	1254.	875.
4227	102	MULTI-FAMILY	du	416.0	4451.	3125.
4227	6102	CHURCH	acre	1.2	64.	49.
4227	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4227		TOTAL			7888.	5235.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4228	101	SINGLE FAMILY	du	132.3	2063.	1440.
4228	102	MULTI-FAMILY	du	387.3	4144.	2910.
4228	6002	LOW RISE OFFICE	acre	1.8	632.	484.
4228		TOTAL			6840.	4834.
4232	101	SINGLE FAMILY	du	6.4	99.	69.
4232	102	MULTI-FAMILY	du	464.5	4970.	3489.
4232	103	MOBILE HOME PARK	du	10.7	71.	47.
4232	1501	LOW-RISE HOTEL OR MOTEL	acre	1.5	517.	319.
4232	5004	NEIGHBORHOOD COMMERCIAL	acre	3.1	4753.	3363.
4232	5007	STREETFRONT COMMERCIAL	acre	5.0	7534.	5470.
4232	6806	ELEMENTARY SCHOOL	acre	0.9	1941.	1085.
4232	9101	INACTIVE USE	acre	0.1	0.	0.
4232		TOTAL			19884.	13841.
4233	101	SINGLE FAMILY	du	8.2	128.	89.
4233	102	MULTI-FAMILY	du	637.6	6823.	4790.
4233	4114	PARKING	acre	0.7	0.	0.
4233	5007	STREETFRONT COMMERCIAL	acre	6.6	9857.	7156.
4233	6002	LOW RISE OFFICE	acre	3.0	1068.	819.
4233	6509	OTHER HEALTH CARE	acre	0.7	355.	263.
4233	7210	OTHER RECREATION	acre	0.0	0.	0.
4233	9101	INACTIVE USE	acre	0.1	0.	0.
4233		TOTAL			18231.	13117.
4234	101	SINGLE FAMILY	du	191.0	2980.	2079.
4234	102	MULTI-FAMILY	du	97.0	1038.	729.
4234	7204	GOLF COURSE	acre	53.4	0.	0.
4234	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4234		TOTAL			4726.	3292.
4235	6002	LOW RISE OFFICE	acre	10.7	3825.	2931.
4235	9101	INACTIVE USE	acre	10.9	0.	0.
4235		TOTAL			3825.	2931.
4236	101	SINGLE FAMILY	du	518.0	8081.	5639.
4236	102	MULTI-FAMILY	du	119.0	1273.	894.
4236	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4236	7601	ACTIVE PARK	acre	5.6	373.	245.
4236	9101	INACTIVE USE	acre	185.6	0.	0.
4236		TOTAL			11846.	7963.
4237	6803	JUNIOR COLLEGE	acre	149.0	38313.	30299.
4237		TOTAL			38313.	30299.
4238	101	SINGLE FAMILY	du	44.3	691.	482.
4238	102	MULTI-FAMILY	du	203.6	2178.	1529.
4238	5007	STREETFRONT COMMERCIAL	acre	1.7	2533.	1839.
4238	6002	LOW RISE OFFICE	acre	0.7	265.	203.
4238	6003	GOV'T OFFICE OR CENTER	acre	7.1	7514.	5641.
4238	6103	LIBRARY	acre	4.0	1753.	1189.
4238	6105	FIRE OR POLICE STATION	acre	0.8	251.	185.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4238	7602	PASSIVE PARK	acre	4.0	0.	0.
4238		TOTAL			15185.	11068.
4239	102	MULTI-FAMILY	du	707.0	7565.	5311.
4239	6002	LOW RISE OFFICE	acre	1.8	625.	479.
4239	6102	CHURCH	acre	8.4	451.	346.
4239	6103	LIBRARY	acre	2.3	1013.	687.
4239	6105	FIRE OR POLICE STATION	acre	1.5	467.	344.
4239	7210	OTHER RECREATION	acre	4.8	31.	21.
4239	9101	INACTIVE USE	acre	21.0	0.	0.
4239		TOTAL			10152.	7189.
4240	101	SINGLE FAMILY	du	504.8	7875.	5495.
4240		TOTAL			7875.	5495.
4241	101	SINGLE FAMILY	du	944.0	14726.	10276.
4241	102	MULTI-FAMILY	du	382.0	4087.	2870.
4241	4113	COMMUNICATION OR UTILITY	acre	55.3	221.	169.
4241	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4241	7602	PASSIVE PARK	acre	4.9	0.	0.
4241	9101	INACTIVE USE	acre	31.2	0.	0.
4241		TOTAL			24404.	15737.
4242	102	MULTI-FAMILY	du	252.0	2696.	1893.
4242	4113	COMMUNICATION OR UTILITY	acre	11.2	45.	34.
4242	6103	LIBRARY	acre	0.2	101.	68.
4242	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4242	9101	INACTIVE USE	acre	10.5	0.	0.
4242		TOTAL			8211.	4418.
4243	101	SINGLE FAMILY	du	595.0	9282.	6477.
4243	102	MULTI-FAMILY	du	38.0	407.	285.
4243	6102	CHURCH	acre	4.1	221.	170.
4243	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4243	7601	ACTIVE PARK	acre	21.3	1419.	934.
4243	9101	INACTIVE USE	acre	5.8	0.	0.
4243		TOTAL			13448.	9051.
4244	101	SINGLE FAMILY	du	121.5	1895.	1323.
4244	102	MULTI-FAMILY	du	238.0	2547.	1788.
4244	4114	PARKING	acre	1.0	0.	0.
4244	6102	CHURCH	acre	0.8	45.	34.
4244		TOTAL			4487.	3145.
4245	101	SINGLE FAMILY	du	22.3	347.	242.
4245	102	MULTI-FAMILY	du	442.3	4733.	3323.
4245	103	MOBILE HOME PARK	du	38.4	253.	168.
4245	1409	OTHER GROUP QUARTERS	acre	1.6	8.	5.
4245	1501	LOW-RISE HOTEL OR MOTEL	acre	3.2	1104.	681.
4245	5007	STREETFRONT COMMERCIAL	acre	9.1	13564.	9847.
4245		TOTAL			20010.	14267.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4246	101	SINGLE FAMILY	du	7.3	113.	79.
4246	102	MULTI-FAMILY	du	731.9	7831.	5498.
4246	1409	OTHER GROUP QUARTERS	acre	0.2	1.	1.
4246	4114	PARKING	acre	0.9	0.	0.
4246	5007	STREETFRONT COMMERCIAL	acre	5.3	7970.	5786.
4246	6002	LOW RISE OFFICE	acre	1.8	653.	501.
4246	6102	CHURCH	acre	0.4	23.	18.
4246	6509	OTHER HEALTH CARE	acre	0.1	23.	17.
4246	7601	ACTIVE PARK	acre	7.8	517.	341.
4246	7602	PASSIVE PARK	acre	1.5	0.	0.
4246		TOTAL			17132.	12240.
4248	5003	COMMUNITY COMMERCIAL	acre	29.0	24359.	17235.
4248	6002	LOW RISE OFFICE	acre	1.5	546.	419.
4248		TOTAL			24905.	17654.
4249	101	SINGLE FAMILY	du	231.0	3603.	2514.
4249	102	MULTI-FAMILY	du	458.8	4909.	3447.
4249	6102	CHURCH	acre	2.6	141.	108.
4249		TOTAL			8653.	6069.
4250	101	SINGLE FAMILY	du	0.7	11.	7.
4250	102	MULTI-FAMILY	du	935.0	10004.	7024.
4250	1501	LOW-RISE HOTEL OR MOTEL	acre	4.3	1473.	908.
4250	4111	TRANSIT STATION	acre	1.3	373.	285.
4250	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4250	4119	OTHER TRANSPORTATION	acre	1.4	151.	115.
4250	5007	STREETFRONT COMMERCIAL	acre	7.0	10410.	7557.
4250	6001	HIGH RISE OFFICE	acre	1.8	4933.	3909.
4250	9101	INACTIVE USE	acre	0.1	0.	0.
4250		TOTAL			27355.	19806.
4251	101	SINGLE FAMILY	du	58.0	905.	631.
4251	102	MULTI-FAMILY	du	274.0	2932.	2058.
4251	9101	INACTIVE USE	acre	26.1	0.	0.
4251		TOTAL			3837.	2690.
4252	101	SINGLE FAMILY	du	12.9	202.	141.
4252	102	MULTI-FAMILY	du	294.9	3156.	2215.
4252	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4252	6002	LOW RISE OFFICE	acre	0.5	181.	139.
4252	6003	GOV'T OFFICE OR CENTER	acre	4.2	4452.	3343.
4252	6105	FIRE OR POLICE STATION	acre	3.5	1080.	796.
4252	6509	OTHER HEALTH CARE	acre	0.7	331.	245.
4252	7601	ACTIVE PARK	acre	0.9	62.	41.
4252		TOTAL			9464.	6920.
4253	101	SINGLE FAMILY	du	311.0	4852.	3386.
4253	102	MULTI-FAMILY	du	117.0	1252.	879.
4253	6102	CHURCH	acre	4.6	247.	189.
4253	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4253	7601	ACTIVE PARK	acre	5.0	333.	219.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4253	9101	INACTIVE USE	acre	19.5	0.	0.
4253		TOTAL			8802.	5858.
4254	101	SINGLE FAMILY	du	136.0	2122.	1480.
4254	102	MULTI-FAMILY	du	56.0	599.	421.
4254	6109	OTHER PUBLIC SERVICE	acre	6.0	2384.	1724.
4254	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4254	9101	INACTIVE USE	acre	1.8	0.	0.
4254		TOTAL			10474.	6047.
4255	101	SINGLE FAMILY	du	1155.0	18018.	12573.
4255	102	MULTI-FAMILY	du	78.0	835.	586.
4255	4113	COMMUNICATION OR UTILITY	acre	14.3	57.	44.
4255	6102	CHURCH	acre	12.2	653.	501.
4255	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4255	7204	GOLF COURSE	acre	58.0	0.	0.
4255	7601	ACTIVE PARK	acre	11.8	784.	516.
4255	7602	PASSIVE PARK	acre	3.2	0.	0.
4255		TOTAL			22465.	15405.
4256	101	SINGLE FAMILY	du	22.7	355.	247.
4256	102	MULTI-FAMILY	du	537.9	5755.	4040.
4256	6102	CHURCH	acre	1.2	64.	49.
4256	6109	OTHER PUBLIC SERVICE	acre	0.0	14.	10.
4256		TOTAL			6187.	4347.
4257	101	SINGLE FAMILY	du	395.0	6162.	4300.
4257	102	MULTI-FAMILY	du	96.0	1027.	721.
4257	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4257	7607	RESIDENTIAL RECREATION	acre	6.1	0.	0.
4257	9101	INACTIVE USE	acre	29.3	0.	0.
4257		TOTAL			9308.	6206.
4258	102	MULTI-FAMILY	du	409.0	4376.	3072.
4258	9101	INACTIVE USE	acre	31.2	0.	0.
4258		TOTAL			4376.	3072.
4259	2103	LIGHT INDUSTRY	acre	6.0	599.	484.
4259	5003	COMMUNITY COMMERCIAL	acre	11.4	9574.	6774.
4259	6002	LOW RISE OFFICE	acre	5.3	1910.	1464.
4259	7210	OTHER RECREATION	acre	5.1	34.	23.
4259		TOTAL			12118.	8746.
4260	101	SINGLE FAMILY	du	2.7	43.	30.
4260	102	MULTI-FAMILY	du	696.1	7448.	5229.
4260	103	MOBILE HOME PARK	du	52.7	348.	231.
4260	1501	LOW-RISE HOTEL OR MOTEL	acre	2.8	939.	579.
4260	5007	STREETFRONT COMMERCIAL	acre	4.3	6420.	4661.
4260	6109	OTHER PUBLIC SERVICE	acre	0.1	41.	29.
4260	9101	INACTIVE USE	acre	0.2	0.	0.
4260		TOTAL			15238.	10758.

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trip generation and land use by zone

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4261	101	SINGLE FAMILY	du	5.9	92.	64.
4261	102	MULTI-FAMILY	du	1036.7	11092.	7788.
4261	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	17.	10.
4261	5007	STREETFRONT COMMERCIAL	acre	2.2	3371.	2447.
4261	6001	HIGH RISE OFFICE	acre	4.0	10925.	8656.
4261	6002	LOW RISE OFFICE	acre	1.4	484.	371.
4261	6102	CHURCH	acre	0.6	29.	22.
4261	6806	ELEMENTARY SCHOOL	acre	0.2	481.	269.
4261	9101	INACTIVE USE	acre	0.9	0.	0.
4261		TOTAL			26491.	19628.
4262	101	SINGLE FAMILY	du	224.0	3494.	2438.
4262	7602	PASSIVE PARK	acre	0.9	0.	0.
4262	9101	INACTIVE USE	acre	13.2	0.	0.
4262		TOTAL			3494.	2438.
4263	5003	COMMUNITY COMMERCIAL	acre	42.7	35821.	25345.
4263	9101	INACTIVE USE	acre	2.0	0.	0.
4263		TOTAL			35821.	25345.
4264	5003	COMMUNITY COMMERCIAL	acre	17.8	14953.	10580.
4264	9101	INACTIVE USE	acre	1.6	0.	0.
4264		TOTAL			14953.	10580.
4265	101	SINGLE FAMILY	du	403.0	6287.	4387.
4265	4113	COMMUNICATION OR UTILITY	acre	0.9	4.	3.
4265	9101	INACTIVE USE	acre	79.2	0.	0.
4265		TOTAL			6290.	4390.
4266	101	SINGLE FAMILY	du	413.0	6443.	4496.
4266	4113	COMMUNICATION OR UTILITY	acre	1.8	7.	5.
4266	6102	CHURCH	acre	2.3	121.	93.
4266	9101	INACTIVE USE	acre	5.2	0.	0.
4266		TOTAL			6571.	4594.
4267	101	SINGLE FAMILY	du	680.0	10608.	7402.
4267	4113	COMMUNICATION OR UTILITY	acre	1.4	6.	4.
4267	5007	STREETFRONT COMMERCIAL	acre	0.1	200.	145.
4267	6002	LOW RISE OFFICE	acre	0.7	254.	195.
4267	6509	OTHER HEALTH CARE	acre	0.1	37.	27.
4267	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4267	7602	PASSIVE PARK	acre	5.3	0.	0.
4267	9101	INACTIVE USE	acre	54.7	0.	0.
4267		TOTAL			13223.	8959.
4268	101	SINGLE FAMILY	du	0.2	4.	2.
4268	102	MULTI-FAMILY	du	1132.4	12117.	8507.
4268	103	MOBILE HOME PARK	du	73.4	484.	321.
4268	4112	RIGHT-OF-WAY	acre	2.3	0.	0.
4268	4119	OTHER TRANSPORTATION	acre	0.7	82.	62.
4268	5007	STREETFRONT COMMERCIAL	acre	1.7	2489.	1807.
4268	7601	ACTIVE PARK	acre	3.1	206.	135.
4268		TOTAL			15381.	10835.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4269	101	SINGLE FAMILY	du	15.4	241.	168.
4269	102	MULTI-FAMILY	du	706.1	7555.	5304.
4269	4114	PARKING	acre	0.3	0.	0.
4269	5007	STREETFRONT COMMERCIAL	acre	3.1	4651.	3376.
4269	6001	HIGH RISE OFFICE	acre	1.9	5114.	4052.
4269	6002	LOW RISE OFFICE	acre	1.5	540.	414.
4269	6102	CHURCH	acre	0.2	13.	10.
4269	6502	HOSPITAL	acre	13.3	4489.	3302.
4269	6509	OTHER HEALTH CARE	acre	4.1	2022.	1500.
4269	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4269	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4269		TOTAL			30949.	21898.
4270	101	SINGLE FAMILY	du	874.0	13634.	9514.
4270	102	MULTI-FAMILY	du	328.0	3510.	2464.
4270	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4270	7601	ACTIVE PARK	acre	11.6	771.	507.
4270	7602	PASSIVE PARK	acre	3.0	0.	0.
4270	9101	INACTIVE USE	acre	51.1	0.	0.
4270		TOTAL			20033.	13670.
4271	101	SINGLE FAMILY	du	437.0	6817.	4757.
4271	102	MULTI-FAMILY	du	9.0	96.	68.
4271	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	1.
4271	6102	CHURCH	acre	7.6	405.	311.
4271	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4271	7601	ACTIVE PARK	acre	6.0	398.	262.
4271		TOTAL			9835.	6583.
4272	2001	HEAVY INDUSTRY	acre	9.5	739.	611.
4272	2103	LIGHT INDUSTRY	acre	8.7	874.	706.
4272	4113	COMMUNICATION OR UTILITY	acre	3.7	15.	11.
4272	6002	LOW RISE OFFICE	acre	11.4	4078.	3126.
4272	9101	INACTIVE USE	acre	18.2	0.	0.
4272		TOTAL			5706.	4455.
4273	101	SINGLE FAMILY	du	515.0	8034.	5606.
4273	4113	COMMUNICATION OR UTILITY	acre	4.3	17.	13.
4273	6102	CHURCH	acre	2.5	131.	100.
4273	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4273	6809	OTHER SCHOOL	acre	1.8	352.	290.
4273	7601	ACTIVE PARK	acre	5.9	393.	259.
4273	9101	INACTIVE USE	acre	22.0	0.	0.
4273		TOTAL			11045.	7454.
4274	102	MULTI-FAMILY	du	499.5	5344.	3752.
4274	5007	STREETFRONT COMMERCIAL	acre	0.2	266.	193.
4274	9101	INACTIVE USE	acre	5.5	0.	0.
4274		TOTAL			5610.	3945.
4275	101	SINGLE FAMILY	du	278.0	4337.	3026.
4275	102	MULTI-FAMILY	du	280.0	2996.	2103.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4275	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4275	7601	ACTIVE PARK	acre	11.2	749.	493.
4275	9101	INACTIVE USE	acre	26.1	0.	0.
4275		TOTAL			12287.	8208.
4276	101	SINGLE FAMILY	du	9.1	142.	99.
4276	102	MULTI-FAMILY	du	862.7	9231.	6481.
4276	103	MOBILE HOME PARK	du	13.9	92.	61.
4276	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	622.	383.
4276	5007	STREETFRONT COMMERCIAL	acre	13.1	19621.	14244.
4276	6001	HIGH RISE OFFICE	acre	0.2	427.	338.
4276	6002	LOW RISE OFFICE	acre	0.5	189.	145.
4276	6102	CHURCH	acre	0.1	7.	6.
4276		TOTAL			30330.	21757.
4277	101	SINGLE FAMILY	du	54.5	849.	593.
4277	102	MULTI-FAMILY	du	152.2	1628.	1143.
4277	1401	JAIL	acre	2.4	44.	32.
4277	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4277	5007	STREETFRONT COMMERCIAL	acre	0.2	313.	227.
4277	6001	HIGH RISE OFFICE	acre	0.5	1452.	1151.
4277	6002	LOW RISE OFFICE	acre	2.1	753.	577.
4277	6003	GOV'T OFFICE OR CENTER	acre	12.4	13143.	9867.
4277	6509	OTHER HEALTH CARE	acre	0.3	132.	98.
4277	7210	OTHER RECREATION	acre	0.1	1.	0.
4277		TOTAL			18317.	13690.
4278	1501	LOW-RISE HOTEL OR MOTEL	acre	2.6	895.	552.
4278	2103	LIGHT INDUSTRY	acre	4.1	412.	333.
4278	4114	PARKING	acre	1.0	0.	0.
4278	5003	COMMUNITY COMMERCIAL	acre	14.9	12520.	8858.
4278	9101	INACTIVE USE	acre	9.6	0.	0.
4278		TOTAL			13827.	9743.
4279	101	SINGLE FAMILY	du	543.0	8471.	5911.
4279	102	MULTI-FAMILY	du	90.0	963.	676.
4279	5004	NEIGHBORHOOD COMMERCIAL	acre	1.8	2738.	1937.
4279	5007	STREETFRONT COMMERCIAL	acre	0.1	129.	93.
4279	9101	INACTIVE USE	acre	7.0	0.	0.
4279		TOTAL			12300.	8618.
4280	101	SINGLE FAMILY	du	298.0	4650.	3244.
4280		TOTAL			4650.	3244.
4281	5007	STREETFRONT COMMERCIAL	acre	0.3	510.	370.
4281	7207	MARINA	acre	9.7	540.	369.
4281	7601	ACTIVE PARK	acre	14.2	943.	621.
4281	9101	INACTIVE USE	acre	1.3	0.	0.
4281		TOTAL			1993.	1359.
4282	101	SINGLE FAMILY	du	67.7	1056.	737.
4282	102	MULTI-FAMILY	du	277.1	2965.	2082.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4282	5007	STREETFRONT COMMERCIAL	acre	0.3	505.	367.
4282	6002	LOW RISE OFFICE	acre	4.1	1449.	1111.
4282	6509	OTHER HEALTH CARE	acre	0.1	60.	45.
4282	6809	OTHER SCHOOL	acre	0.1	9.	7.
4282		TOTAL			6045.	4348.
4283	102	MULTI-FAMILY	du	681.2	7289.	5117.
4283	1502	HIGH-RISE HOTEL	acre	0.4	621.	383.
4283	4111	TRANSIT STATION	acre	1.1	308.	235.
4283	4112	RIGHT-OF-WAY	acre	2.5	0.	0.
4283	5007	STREETFRONT COMMERCIAL	acre	1.4	2053.	1491.
4283	6001	HIGH RISE OFFICE	acre	0.8	2114.	1675.
4283		TOTAL			12385.	8901.
4284	5003	COMMUNITY COMMERCIAL	acre	42.0	35284.	24965.
4284		TOTAL			35284.	24965.
4285	102	MULTI-FAMILY	du	704.8	7541.	5294.
4285		TOTAL			7541.	5294.
4286	2001	HEAVY INDUSTRY	acre	44.9	3495.	2889.
4286	2103	LIGHT INDUSTRY	acre	3.4	337.	272.
4286	9101	INACTIVE USE	acre	1.0	0.	0.
4286		TOTAL			3832.	3162.
4287	102	MULTI-FAMILY	du	410.3	4390.	3082.
4287	5002	REGIONAL COMMERCIAL	acre	38.2	28722.	20280.
4287	6002	LOW RISE OFFICE	acre	8.6	3054.	2341.
4287		TOTAL			36167.	25704.
4288	101	SINGLE FAMILY	du	175.0	2730.	1905.
4288	102	MULTI-FAMILY	du	76.0	813.	571.
4288	7210	OTHER RECREATION	acre	0.3	2.	1.
4288		TOTAL			3545.	2477.
4289	7601	ACTIVE PARK	acre	25.7	1709.	1124.
4289	9101	INACTIVE USE	acre	1418.0	0.	0.
4289		TOTAL			1709.	1124.
4290	102	MULTI-FAMILY	du	269.0	2878.	2021.
4290	6102	CHURCH	acre	8.9	476.	365.
4290	7607	RESIDENTIAL RECREATION	acre	4.0	0.	0.
4290	9101	INACTIVE USE	acre	4.1	0.	0.
4290		TOTAL			3354.	2386.
4291	102	MULTI-FAMILY	du	330.0	3530.	2479.
4291	9101	INACTIVE USE	acre	15.4	0.	0.
4291		TOTAL			3530.	2479.
4292	7208	OTC	acre	149.6	1002.	684.
4292		TOTAL			1002.	684.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4293	101	SINGLE FAMILY	du	319.0	4976.	3473.
4293	4113	COMMUNICATION OR UTILITY	acre	3.8	15.	12.
4293	7601	ACTIVE PARK	acre	4.5	297.	195.
4293	9101	INACTIVE USE	acre	31.6	0.	0.
4293		TOTAL			5289.	3680.
4294	5007	STREETFRONT COMMERCIAL	acre	0.9	1331.	966.
4294	6105	FIRE OR POLICE STATION	acre	0.6	187.	138.
4294	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4294	6807	SCHOOL DISTRICT OFFICE	acre	11.0	2772.	2125.
4294		TOTAL			8495.	5815.
4295	101	SINGLE FAMILY	du	164.0	2558.	1785.
4295	102	MULTI-FAMILY	du	710.0	7597.	5334.
4295	5007	STREETFRONT COMMERCIAL	acre	1.1	1675.	1216.
4295	7601	ACTIVE PARK	acre	5.6	372.	245.
4295	9101	INACTIVE USE	acre	22.2	0.	0.
4295		TOTAL			12202.	8579.
4296	101	SINGLE FAMILY	du	937.4	14623.	10204.
4296	102	MULTI-FAMILY	du	1346.5	14408.	10115.
4296	5007	STREETFRONT COMMERCIAL	acre	5.2	7742.	5621.
4296	6102	CHURCH	acre	13.6	724.	556.
4296	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4296	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4296	6809	OTHER SCHOOL	acre	0.1	14.	12.
4296	7601	ACTIVE PARK	acre	7.6	505.	332.
4296	7607	RESIDENTIAL RECREATION	acre	2.9	0.	0.
4296	9101	INACTIVE USE	acre	20.7	0.	0.
4296		TOTAL			45503.	30447.
4297	101	SINGLE FAMILY	du	68.0	1061.	740.
4297	102	MULTI-FAMILY	du	190.0	2033.	1427.
4297	5007	STREETFRONT COMMERCIAL	acre	2.4	3616.	2625.
4297	6002	LOW RISE OFFICE	acre	10.3	3679.	2820.
4297		TOTAL			10389.	7612.
4298	102	MULTI-FAMILY	du	394.1	4217.	2960.
4298	5011	EASTLAKE REGIONAL COM	acre	1092.6	77359.	54622.
4298		TOTAL			81575.	57583.
4299	101	SINGLE FAMILY	du	659.0	10280.	7174.
4299	4113	COMMUNICATION OR UTILITY	acre	18.4	74.	56.
4299	7601	ACTIVE PARK	acre	3.2	216.	142.
4299	9101	INACTIVE USE	acre	14.3	0.	0.
4299		TOTAL			10570.	7372.
4300	101	SINGLE FAMILY	du	4.3	67.	47.
4300	102	MULTI-FAMILY	du	93.0	995.	698.
4300	1501	LOW-RISE HOTEL OR MOTEL	acre	2.2	737.	455.
4300	5004	NEIGHBORHOOD COMMERCIAL	acre	1.7	2573.	1821.
4300	5007	STREETFRONT COMMERCIAL	acre	10.6	15807.	11476.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4300	6001	HIGH RISE OFFICE	acre	1.1	2915.	2310.
4300		TOTAL			23095.	16806.
4301	1501	LOW-RISE HOTEL OR MOTEL	acre	5.0	1703.	1050.
4301	2103	LIGHT INDUSTRY	acre	4.8	482.	390.
4301	7601	ACTIVE PARK	acre	3.9	260.	171.
4301	9101	INACTIVE USE	acre	2.9	0.	0.
4301		TOTAL			2445.	1611.
4302	101	SINGLE FAMILY	du	372.0	5803.	4050.
4302	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4302	6809	OTHER SCHOOL	acre	1.8	358.	295.
4302	9101	INACTIVE USE	acre	56.6	0.	0.
4302		TOTAL			8280.	5530.
4303	101	SINGLE FAMILY	du	4.8	74.	52.
4303	102	MULTI-FAMILY	du	189.2	2025.	1421.
4303	103	MOBILE HOME PARK	du	17.5	115.	77.
4303	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	33.	21.
4303	5007	STREETFRONT COMMERCIAL	acre	6.8	10129.	7353.
4303	6001	HIGH RISE OFFICE	acre	2.1	5836.	4624.
4303	6002	LOW RISE OFFICE	acre	0.1	29.	22.
4303		TOTAL			18241.	13570.
4304	101	SINGLE FAMILY	du	296.0	4618.	3222.
4304	102	MULTI-FAMILY	du	21.0	225.	158.
4304		TOTAL			4842.	3380.
4305	101	SINGLE FAMILY	du	691.0	10780.	7522.
4305	102	MULTI-FAMILY	du	897.0	9598.	6738.
4305	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4305	6102	CHURCH	acre	3.6	190.	146.
4305	6509	OTHER HEALTH CARE	acre	4.7	2280.	1692.
4305	7601	ACTIVE PARK	acre	6.7	448.	295.
4305	7602	PASSIVE PARK	acre	0.9	0.	0.
4305	9101	INACTIVE USE	acre	1.0	0.	0.
4305		TOTAL			28978.	20518.
4306	5003	COMMUNITY COMMERCIAL	acre	17.8	14961.	10585.
4306		TOTAL			14961.	10585.
4307	2001	HEAVY INDUSTRY	acre	7.7	601.	497.
4307	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4307	5003	COMMUNITY COMMERCIAL	acre	8.2	6892.	4877.
4307	5007	STREETFRONT COMMERCIAL	acre	12.6	18779.	13633.
4307	6002	LOW RISE OFFICE	acre	3.3	1176.	901.
4307	7601	ACTIVE PARK	acre	1.8	118.	78.
4307	9101	INACTIVE USE	acre	9.9	0.	0.
4307		TOTAL			27576.	19993.
4308	102	MULTI-FAMILY	du	183.0	1958.	1375.
4308	6102	CHURCH	acre	3.5	190.	146.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4308	6809	OTHER SCHOOL	acre	1.1	220.	181.
4308	9101	INACTIVE USE	acre	2.3	0.	0.
4308		TOTAL			2368.	1702.
4309	101	SINGLE FAMILY	du	328.0	5117.	3571.
4309	102	MULTI-FAMILY	du	56.0	599.	421.
4309		TOTAL			5716.	3991.
4310	1501	LOW-RISE HOTEL OR MOTEL	acre	3.3	1110.	684.
4310	2103	LIGHT INDUSTRY	acre	1.3	128.	103.
4310	4114	PARKING	acre	1.1	0.	0.
4310	7210	OTHER RECREATION	acre	13.3	88.	60.
4310	7601	ACTIVE PARK	acre	5.6	373.	245.
4310		TOTAL			1698.	1093.
4311	101	SINGLE FAMILY	du	112.0	1747.	1219.
4311	102	MULTI-FAMILY	du	142.0	1519.	1067.
4311	6002	LOW RISE OFFICE	acre	0.3	96.	74.
4311	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4311	6809	OTHER SCHOOL	acre	0.1	16.	13.
4311		TOTAL			5498.	3558.
4312	101	SINGLE FAMILY	du	726.0	11326.	7903.
4312	5007	STREETFRONT COMMERCIAL	acre	0.4	598.	434.
4312	6102	CHURCH	acre	2.1	113.	87.
4312	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4312		TOTAL			14155.	9609.
4313	101	SINGLE FAMILY	du	10.8	169.	118.
4313	102	MULTI-FAMILY	du	152.0	1626.	1142.
4313	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	153.	94.
4313	5007	STREETFRONT COMMERCIAL	acre	0.8	1237.	898.
4313	6002	LOW RISE OFFICE	acre	0.1	43.	33.
4313	6509	OTHER HEALTH CARE	acre	0.1	60.	45.
4313	7210	OTHER RECREATION	acre	2.1	14.	9.
4313	9101	INACTIVE USE	acre	6.4	0.	0.
4313		TOTAL			3301.	2338.
4315	101	SINGLE FAMILY	du	406.3	6339.	4423.
4315	6102	CHURCH	acre	1.8	96.	74.
4315	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4315	7601	ACTIVE PARK	acre	3.3	220.	145.
4315	9101	INACTIVE USE	acre	2.2	0.	0.
4315		TOTAL			8773.	5827.
4316	101	SINGLE FAMILY	du	137.1	2139.	1493.
4316	102	MULTI-FAMILY	du	230.4	2465.	1730.
4316	103	MOBILE HOME PARK	du	14.3	94.	63.
4316	4112	RIGHT-OF-WAY	acre	5.6	0.	0.
4316	5007	STREETFRONT COMMERCIAL	acre	2.6	3938.	2859.
4316	6001	HIGH RISE OFFICE	acre	0.9	2401.	1902.
4316	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4316		TOTAL			13156.	9232.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4317	101	SINGLE FAMILY	du	162.1	2529.	1765.
4317	102	MULTI-FAMILY	du	107.9	1154.	810.
4317	5007	STREETFRONT COMMERCIAL	acre	4.6	6818.	4950.
4317	6002	LOW RISE OFFICE	acre	0.6	197.	151.
4317		TOTAL			10699.	7676.
4318	101	SINGLE FAMILY	du	70.0	1092.	762.
4318	102	MULTI-FAMILY	du	127.0	1359.	954.
4318	5004	NEIGHBORHOOD COMMERCIAL	acre	6.1	9246.	6542.
4318	5007	STREETFRONT COMMERCIAL	acre	2.5	3763.	2732.
4318	6002	LOW RISE OFFICE	acre	4.5	1615.	1238.
4318	6104	POST OFFICE	acre	4.7	5211.	3622.
4318	6109	OTHER PUBLIC SERVICE	acre	0.6	240.	173.
4318		TOTAL			22525.	16023.
4319	101	SINGLE FAMILY	du	295.0	4602.	3211.
4319	6102	CHURCH	acre	1.8	97.	75.
4319	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4319		TOTAL			6818.	4471.
4320	101	SINGLE FAMILY	du	203.0	3167.	2210.
4320	102	MULTI-FAMILY	du	611.8	6546.	4596.
4320	5004	NEIGHBORHOOD COMMERCIAL	acre	10.0	15262.	10798.
4320	6102	CHURCH	acre	7.3	388.	298.
4320	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4320	7601	ACTIVE PARK	acre	10.0	666.	438.
4320	7602	PASSIVE PARK	acre	0.8	0.	0.
4320	9101	INACTIVE USE	acre	11.2	0.	0.
4320		TOTAL			28147.	19525.
4321	101	SINGLE FAMILY	du	300.2	4683.	3268.
4321	102	MULTI-FAMILY	du	103.0	1102.	774.
4321	6002	LOW RISE OFFICE	acre	0.5	193.	148.
4321	9101	INACTIVE USE	acre	0.1	0.	0.
4321		TOTAL			5978.	4189.
4322	101	SINGLE FAMILY	du	495.5	7731.	5394.
4322	102	MULTI-FAMILY	du	4.0	43.	30.
4322	6102	CHURCH	acre	3.9	208.	160.
4322	9101	INACTIVE USE	acre	0.1	0.	0.
4322		TOTAL			7982.	5584.
4323	2103	LIGHT INDUSTRY	acre	1.0	98.	79.
4323	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4323	5007	STREETFRONT COMMERCIAL	acre	1.4	2092.	1519.
4323	6002	LOW RISE OFFICE	acre	4.8	1701.	1304.
4323	7601	ACTIVE PARK	acre	1.5	98.	65.
4323	9101	INACTIVE USE	acre	0.9	0.	0.
4323		TOTAL			3999.	2974.
4324	101	SINGLE FAMILY	du	174.1	2716.	1895.
4324	7210	OTHER RECREATION	acre	2.5	16.	11.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4324	9101	INACTIVE USE	acre	0.6	0.	0.
4324		TOTAL			2732.	1906.
4325	101	SINGLE FAMILY	du	563.0	8783.	6129.
4325	6105	FIRE OR POLICE STATION	acre	1.5	476.	351.
4325	7601	ACTIVE PARK	acre	3.7	248.	163.
4325	9101	INACTIVE USE	acre	23.1	0.	0.
4325		TOTAL			9507.	6643.
4326	5003	COMMUNITY COMMERCIAL	acre	25.0	20982.	14845.
4326	9101	INACTIVE USE	acre	7.4	0.	0.
4326		TOTAL			20982.	14845.
4327	101	SINGLE FAMILY	du	400.0	6240.	4354.
4327	9101	INACTIVE USE	acre	35.0	0.	0.
4327		TOTAL			6240.	4354.
4328	101	SINGLE FAMILY	du	92.0	1435.	1002.
4328	102	MULTI-FAMILY	du	366.7	3924.	2755.
4328	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	54.	33.
4328	5007	STREETFRONT COMMERCIAL	acre	5.6	8313.	6035.
4328	6002	LOW RISE OFFICE	acre	0.8	275.	211.
4328		TOTAL			14002.	10036.
4329	102	MULTI-FAMILY	du	201.0	2151.	1510.
4329	9101	INACTIVE USE	acre	4.2	0.	0.
4329		TOTAL			2151.	1510.
4330	101	SINGLE FAMILY	du	297.0	4633.	3233.
4330	6102	CHURCH	acre	1.6	87.	66.
4330	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4330		TOTAL			6838.	4485.
4331	101	SINGLE FAMILY	du	940.7	14674.	10240.
4331	102	MULTI-FAMILY	du	2946.0	31522.	22130.
4331	2103	LIGHT INDUSTRY	acre	36.5	3657.	2956.
4331	5021	MIXED USE COMMERCIAL	acre	130.0	19669.	14279.
4331	6105	FIRE OR POLICE STATION	acre	1.7	526.	388.
4331	6109	OTHER PUBLIC SERVICE	acre	17.5	6995.	5057.
4331	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4331	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4331	7601	ACTIVE PARK	acre	19.8	1319.	868.
4331	9101	INACTIVE USE	acre	138.7	0.	0.
4331		TOTAL			85850.	59525.
4332	101	SINGLE FAMILY	du	15.9	247.	173.
4332	102	MULTI-FAMILY	du	261.0	2793.	1961.
4332	5004	NEIGHBORHOOD COMMERCIAL	acre	5.3	8058.	5702.
4332	5007	STREETFRONT COMMERCIAL	acre	2.8	4196.	3046.
4332	6002	LOW RISE OFFICE	acre	8.7	3115.	2388.
4332	6509	OTHER HEALTH CARE	acre	0.8	410.	304.
4332	9101	INACTIVE USE	acre	0.1	0.	0.
4332		TOTAL			18820.	13573.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4333	102	MULTI-FAMILY	du	108.0	1156.	811.
4333	9101	INACTIVE USE	acre	9.4	0.	0.
4333		TOTAL			1156.	811.
4334	101	SINGLE FAMILY	du	161.0	2512.	1753.
4334	102	MULTI-FAMILY	du	14.0	150.	105.
4334	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4334		TOTAL			8030.	4280.
4335	101	SINGLE FAMILY	du	21.0	328.	229.
4335	102	MULTI-FAMILY	du	85.0	909.	639.
4335	5007	STREETFRONT COMMERCIAL	acre	1.9	2886.	2095.
4335	7204	GOLF COURSE	acre	148.6	0.	0.
4335	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4335	9101	INACTIVE USE	acre	1.3	0.	0.
4335		TOTAL			4832.	3446.
4336	101	SINGLE FAMILY	du	1.0	16.	11.
4336	4113	COMMUNICATION OR UTILITY	acre	0.0	0.	0.
4336	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4336	7601	ACTIVE PARK	acre	6.7	447.	294.
4336		TOTAL			2581.	1490.
4337	101	SINGLE FAMILY	du	237.0	3697.	2580.
4337	9101	INACTIVE USE	acre	16.2	0.	0.
4337		TOTAL			3697.	2580.
4338	101	SINGLE FAMILY	du	282.5	4407.	3075.
4338	102	MULTI-FAMILY	du	448.5	4799.	3369.
4338	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4338	9101	INACTIVE USE	acre	8.8	0.	0.
4338		TOTAL			13412.	9030.
4339	102	MULTI-FAMILY	du	132.0	1412.	992.
4339	1409	OTHER GROUP QUARTERS	acre	30.6	147.	103.
4339	6502	HOSPITAL	acre	26.5	8948.	6582.
4339	6509	OTHER HEALTH CARE	acre	13.7	6709.	4978.
4339		TOTAL			17217.	12654.
4340	101	SINGLE FAMILY	du	359.0	5600.	3908.
4340	4113	COMMUNICATION OR UTILITY	acre	7.2	29.	22.
4340	7210	OTHER RECREATION	acre	9.1	60.	41.
4340	7601	ACTIVE PARK	acre	20.0	1332.	877.
4340		TOTAL			7021.	4848.
4341	4114	PARKING	acre	0.1	0.	0.
4341	5007	STREETFRONT COMMERCIAL	acre	9.2	13751.	9983.
4341	6002	LOW RISE OFFICE	acre	1.6	559.	429.
4341	7601	ACTIVE PARK	acre	2.4	159.	105.
4341	9101	INACTIVE USE	acre	1.7	0.	0.
4341		TOTAL			14469.	10516.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4342	101	SINGLE FAMILY	du	90.0	1404.	980.
4342	102	MULTI-FAMILY	du	286.0	3060.	2148.
4342	2103	LIGHT INDUSTRY	acre	19.0	1900.	1535.
4342	2104	WAREHOUSING OR STORAGE	acre	3.6	119.	97.
4342	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
4342	7210	OTHER RECREATION	acre	1.9	12.	8.
4342	9101	INACTIVE USE	acre	0.5	0.	0.
4342		TOTAL			6495.	4769.
4343	5007	STREETFRONT COMMERCIAL	acre	14.2	21275.	15445.
4343	7601	ACTIVE PARK	acre	2.7	180.	119.
4343	9101	INACTIVE USE	acre	4.2	0.	0.
4343		TOTAL			21455.	15564.
4344	101	SINGLE FAMILY	du	66.0	1030.	718.
4344	102	MULTI-FAMILY	du	275.8	2951.	2072.
4344	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	47.	29.
4344	5007	STREETFRONT COMMERCIAL	acre	4.6	6808.	4942.
4344	5009	OTHER COMMERCIAL	acre	4.1	520.	378.
4344	6002	LOW RISE OFFICE	acre	0.7	253.	194.
4344	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4344		TOTAL			13727.	9518.
4345	102	MULTI-FAMILY	du	2883.8	30857.	21663.
4345	1502	HIGH-RISE HOTEL	acre	8.5	13686.	8437.
4345	5002	REGIONAL COMMERCIAL	acre	22.7	17066.	12050.
4345	6001	HIGH RISE OFFICE	acre	8.9	24300.	19254.
4345	6002	LOW RISE OFFICE	acre	8.1	2875.	2204.
4345	6007	OFFICE	acre	370.9	5786.	4435.
4345	6105	FIRE OR POLICE STATION	acre	1.2	361.	266.
4345	6109	OTHER PUBLIC SERVICE	acre	13.1	5220.	3773.
4345	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4345	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4345	7601	ACTIVE PARK	acre	22.3	1487.	979.
4345		TOTAL			109125.	76669.
4346	101	SINGLE FAMILY	du	509.0	7940.	5541.
4346	7601	ACTIVE PARK	acre	5.6	373.	245.
4346	9101	INACTIVE USE	acre	29.5	0.	0.
4346		TOTAL			8313.	5786.
4347	101	SINGLE FAMILY	du	1.6	25.	17.
4347	102	MULTI-FAMILY	du	384.2	4111.	2886.
4347	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4347	5007	STREETFRONT COMMERCIAL	acre	2.2	3371.	2447.
4347	6102	CHURCH	acre	3.2	170.	130.
4347	6509	OTHER HEALTH CARE	acre	4.5	2188.	1623.
4347	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4347	9101	INACTIVE USE	acre	4.2	0.	0.
4347		TOTAL			11983.	8289.
4348	101	SINGLE FAMILY	du	283.0	4415.	3081.

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4348	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4348	6102	CHURCH	acre	1.0	51.	39.
4348	7601	ACTIVE PARK	acre	2.7	180.	119.
4348	9101	INACTIVE USE	acre	0.3	0.	0.
4348		TOTAL			4657.	3247.
4350	6811	ELEMENTARY SCHOOL	acre	60.0	6468.	3618.
4350		TOTAL			6468.	3618.
4351	101	SINGLE FAMILY	du	861.0	13431.	9372.
4351	102	MULTI-FAMILY	du	355.3	3801.	2669.
4351	5007	STREETFRONT COMMERCIAL	acre	5.6	8321.	6041.
4351	6109	OTHER PUBLIC SERVICE	acre	4.9	1946.	1407.
4351	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4351	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4351	7601	ACTIVE PARK	acre	7.2	479.	315.
4351	9101	INACTIVE USE	acre	45.3	0.	0.
4351		TOTAL			35465.	23411.
4352	101	SINGLE FAMILY	du	211.0	3292.	2297.
4352	102	MULTI-FAMILY	du	205.5	2198.	1543.
4352	6102	CHURCH	acre	1.9	101.	78.
4352	6806	ELEMENTARY SCHOOL	acre	2.0	4237.	2370.
4352	9101	INACTIVE USE	acre	0.6	0.	0.
4352		TOTAL			9828.	6288.
4353	2101	INDUSTRIAL PARK	acre	65.7	12618.	10344.
4353	6810	UCCV	acre	200.9	36204.	28919.
4353		TOTAL			48821.	39262.
4354	2001	HEAVY INDUSTRY	acre	25.6	1994.	1648.
4354	2103	LIGHT INDUSTRY	acre	47.6	4771.	3856.
4354	2201	EXTRACTIVE INDUSTRY	acre	52.6	79.	65.
4354	4113	COMMUNICATION OR UTILITY	acre	86.9	348.	265.
4354		TOTAL			7191.	5835.
4355	101	SINGLE FAMILY	du	459.0	7160.	4997.
4355	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4355	6102	CHURCH	acre	5.4	288.	221.
4355	6109	OTHER PUBLIC SERVICE	acre	2.3	931.	673.
4355	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4355		TOTAL			10502.	7079.
4356	102	MULTI-FAMILY	du	609.0	6516.	4575.
4356	5003	COMMUNITY COMMERCIAL	acre	12.4	10405.	7362.
4356	7601	ACTIVE PARK	acre	10.0	668.	440.
4356		TOTAL			17589.	12376.
4357	101	SINGLE FAMILY	du	12.7	199.	139.
4357	102	MULTI-FAMILY	du	645.6	6908.	4850.
4357	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	58.	36.
4357	2103	LIGHT INDUSTRY	acre	11.5	1149.	929.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4357	2104	WAREHOUSING OR STORAGE	acre	0.3	10.	8.
4357	5007	STREETFRONT COMMERCIAL	acre	5.9	8906.	6465.
4357	6002	LOW RISE OFFICE	acre	0.9	341.	261.
4357	7210	OTHER RECREATION	acre	1.2	8.	6.
4357	9101	INACTIVE USE	acre	0.1	0.	0.
4357		TOTAL			17578.	12693.
4358	101	SINGLE FAMILY	du	557.0	8689.	6063.
4358	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4358	9101	INACTIVE USE	acre	79.6	0.	0.
4358		TOTAL			10808.	7248.
4359	101	SINGLE FAMILY	du	3.2	50.	35.
4359	102	MULTI-FAMILY	du	312.5	3344.	2348.
4359	5003	COMMUNITY COMMERCIAL	acre	17.6	14810.	10479.
4359	5007	STREETFRONT COMMERCIAL	acre	4.1	6149.	4464.
4359		TOTAL			24353.	17325.
4360	101	SINGLE FAMILY	du	290.0	4524.	3157.
4360	102	MULTI-FAMILY	du	105.9	1133.	795.
4360	6809	OTHER SCHOOL	acre	0.2	47.	39.
4360	9101	INACTIVE USE	acre	0.1	0.	0.
4360		TOTAL			5704.	3991.
4361	101	SINGLE FAMILY	du	455.3	7103.	4957.
4361	102	MULTI-FAMILY	du	93.0	995.	699.
4361	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4361	6102	CHURCH	acre	3.4	181.	139.
4361	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4361	9101	INACTIVE USE	acre	0.2	0.	0.
4361		TOTAL			10408.	6987.
4362	101	SINGLE FAMILY	du	63.3	987.	689.
4362	102	MULTI-FAMILY	du	507.7	5433.	3814.
4362	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4362		TOTAL			11789.	6925.
4363	101	SINGLE FAMILY	du	47.9	747.	522.
4363	102	MULTI-FAMILY	du	381.0	4077.	2862.
4363	2103	LIGHT INDUSTRY	acre	53.7	5382.	4350.
4363	7601	ACTIVE PARK	acre	3.2	213.	140.
4363	9101	INACTIVE USE	acre	57.4	0.	0.
4363		TOTAL			10419.	7874.
4364	101	SINGLE FAMILY	du	95.0	1482.	1034.
4364	102	MULTI-FAMILY	du	310.0	3317.	2329.
4364		TOTAL			4799.	3363.
4365	101	SINGLE FAMILY	du	95.0	1482.	1034.
4365	103	MOBILE HOME PARK	du	133.0	878.	582.
4365	2103	LIGHT INDUSTRY	acre	9.8	986.	797.
4365	2104	WAREHOUSING OR STORAGE	acre	0.2	8.	6.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4365	4112	RIGHT-OF-WAY	acre	2.8	0.	0.
4365	5004	NEIGHBORHOOD COMMERCIAL	acre	7.7	11675.	8261.
4365		TOTAL			15029.	10680.
4366	101	SINGLE FAMILY	du	428.0	6677.	4659.
4366	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4366	9101	INACTIVE USE	acre	10.6	0.	0.
4366		TOTAL			8795.	5844.
4367	101	SINGLE FAMILY	du	342.0	5335.	3723.
4367	102	MULTI-FAMILY	du	154.0	1648.	1157.
4367	4113	COMMUNICATION OR UTILITY	acre	18.4	73.	56.
4367	5007	STREETFRONT COMMERCIAL	acre	1.2	1795.	1303.
4367		TOTAL			8851.	6239.
4368	101	SINGLE FAMILY	du	104.1	1624.	1133.
4368	102	MULTI-FAMILY	du	543.8	5818.	4085.
4368	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	39.	24.
4368	5007	STREETFRONT COMMERCIAL	acre	4.1	6052.	4394.
4368	6002	LOW RISE OFFICE	acre	0.7	237.	182.
4368	9101	INACTIVE USE	acre	0.5	0.	0.
4368		TOTAL			13771.	9818.
4369	101	SINGLE FAMILY	du	30.9	481.	336.
4369	102	MULTI-FAMILY	du	538.7	5764.	4047.
4369	103	MOBILE HOME PARK	du	29.3	193.	128.
4369	2104	WAREHOUSING OR STORAGE	acre	0.5	17.	14.
4369	5007	STREETFRONT COMMERCIAL	acre	9.5	14209.	10315.
4369	5009	OTHER COMMERCIAL	acre	0.1	18.	13.
4369	6002	LOW RISE OFFICE	acre	0.6	205.	157.
4369	6104	POST OFFICE	acre	0.2	219.	152.
4369		TOTAL			21106.	15162.
4370	101	SINGLE FAMILY	du	482.0	7519.	5247.
4370	102	MULTI-FAMILY	du	14.0	150.	105.
4370	6102	CHURCH	acre	0.7	35.	27.
4370	9101	INACTIVE USE	acre	0.0	0.	0.
4370		TOTAL			7704.	5379.
4372	101	SINGLE FAMILY	du	73.3	1143.	798.
4372	102	MULTI-FAMILY	du	447.1	4784.	3359.
4372	2104	WAREHOUSING OR STORAGE	acre	0.7	22.	18.
4372		TOTAL			5949.	4174.
4373	101	SINGLE FAMILY	du	96.6	1507.	1051.
4373	102	MULTI-FAMILY	du	2423.3	25929.	18204.
4373	5018	COMMERCIAL/RETAIL	acre	231.8	13098.	9267.
4373	6007	OFFICE	acre	556.4	8679.	6653.
4373	6109	OTHER PUBLIC SERVICE	acre	3.1	1235.	893.
4373	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4373	7601	ACTIVE PARK	acre	18.8	1251.	823.
4373		TOTAL			53817.	38076.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4374	101	SINGLE FAMILY	du	382.0	5959.	4158.
4374	4113	COMMUNICATION OR UTILITY	acre	10.8	43.	33.
4374	7601	ACTIVE PARK	acre	2.4	160.	105.
4374	9101	INACTIVE USE	acre	0.1	0.	0.
4374		TOTAL			6162.	4297.
4375	102	MULTI-FAMILY	du	425.0	4547.	3193.
4375	7601	ACTIVE PARK	acre	44.6	2970.	1955.
4375		TOTAL			7518.	5147.
4376	101	SINGLE FAMILY	du	73.1	1141.	796.
4376	102	MULTI-FAMILY	du	156.1	1671.	1173.
4376	6807	SCHOOL DISTRICT OFFICE	acre	6.4	1607.	1232.
4376	9101	INACTIVE USE	acre	0.0	0.	0.
4376		TOTAL			4419.	3201.
4377	101	SINGLE FAMILY	du	2.0	32.	22.
4377	102	MULTI-FAMILY	du	617.0	6602.	4635.
4377	5007	STREETFRONT COMMERCIAL	acre	9.7	14490.	10519.
4377	6002	LOW RISE OFFICE	acre	0.1	32.	24.
4377	6102	CHURCH	acre	0.5	26.	20.
4377	7601	ACTIVE PARK	acre	3.9	260.	171.
4377		TOTAL			21441.	15392.
4378	101	SINGLE FAMILY	du	0.2	4.	2.
4378	102	MULTI-FAMILY	du	202.0	2161.	1517.
4378	5004	NEIGHBORHOOD COMMERCIAL	acre	3.2	4826.	3414.
4378	5007	STREETFRONT COMMERCIAL	acre	2.4	3526.	2560.
4378	6002	LOW RISE OFFICE	acre	2.1	736.	564.
4378		TOTAL			11253.	8058.
4379	2101	INDUSTRIAL PARK	acre	35.5	6828.	5598.
4379	9101	INACTIVE USE	acre	100.6	0.	0.
4379		TOTAL			6828.	5598.
4380	5003	COMMUNITY COMMERCIAL	acre	31.4	26331.	18630.
4380		TOTAL			26331.	18630.
4381	101	SINGLE FAMILY	du	71.0	1108.	773.
4381	102	MULTI-FAMILY	du	13.0	139.	98.
4381	5007	STREETFRONT COMMERCIAL	acre	1.5	2213.	1607.
4381	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4381	7601	ACTIVE PARK	acre	8.6	573.	377.
4381		TOTAL			9402.	5277.
4382	2301	JUNKYARD/DUMP/LANDFILL	acre	486.7	7690.	6338.
4382	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4382	7601	ACTIVE PARK	acre	23.2	1544.	1016.
4382		TOTAL			9256.	7371.
4383	101	SINGLE FAMILY	du	744.1	11609.	8101.
4383	102	MULTI-FAMILY	du	799.8	8558.	6008.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4383	2103	LIGHT INDUSTRY	acre	17.9	1789.	1445.
4383	5021	MIXED USE COMMERCIAL	acre	15.4	2338.	1698.
4383	6002	LOW RISE OFFICE	acre	12.1	4332.	3321.
4383	6109	OTHER PUBLIC SERVICE	acre	1.5	618.	446.
4383	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4383	7601	ACTIVE PARK	acre	5.7	381.	251.
4383		TOTAL			31742.	22454.
4384	101	SINGLE FAMILY	du	56.6	884.	617.
4384	102	MULTI-FAMILY	du	850.5	9101.	6389.
4384	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4384		TOTAL			14190.	9592.
4386	101	SINGLE FAMILY	du	77.9	1215.	848.
4386	102	MULTI-FAMILY	du	54.4	582.	408.
4386	6102	CHURCH	acre	4.3	229.	176.
4386	6105	FIRE OR POLICE STATION	acre	0.4	137.	101.
4386	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4386	7601	ACTIVE PARK	acre	3.1	206.	135.
4386	9101	INACTIVE USE	acre	0.0	0.	0.
4386		TOTAL			4487.	2853.
4387	101	SINGLE FAMILY	du	2.5	39.	27.
4387	102	MULTI-FAMILY	du	242.8	2598.	1824.
4387	103	MOBILE HOME PARK	du	119.0	785.	521.
4387	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	66.	40.
4387	2103	LIGHT INDUSTRY	acre	0.3	26.	21.
4387	2104	WAREHOUSING OR STORAGE	acre	7.4	245.	200.
4387	4112	RIGHT-OF-WAY	acre	2.1	0.	0.
4387	5007	STREETFRONT COMMERCIAL	acre	1.5	2321.	1685.
4387	6002	LOW RISE OFFICE	acre	0.7	249.	191.
4387	6003	GOV'T OFFICE OR CENTER	acre	7.1	7488.	5621.
4387	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4387	7601	ACTIVE PARK	acre	5.2	347.	228.
4387		TOTAL			16282.	11544.
4389	101	SINGLE FAMILY	du	48.5	757.	528.
4389	102	MULTI-FAMILY	du	934.4	9998.	7019.
4389	5004	NEIGHBORHOOD COMMERCIAL	acre	2.2	3434.	2430.
4389	5007	STREETFRONT COMMERCIAL	acre	1.2	1735.	1259.
4389	6102	CHURCH	acre	0.7	36.	27.
4389	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4389		TOTAL			21328.	13686.
4390	101	SINGLE FAMILY	du	655.6	10227.	7137.
4390	102	MULTI-FAMILY	du	279.7	2993.	2101.
4390	5007	STREETFRONT COMMERCIAL	acre	0.9	1271.	923.
4390	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4390	7601	ACTIVE PARK	acre	4.3	290.	191.
4390	7607	RESIDENTIAL RECREATION	acre	0.8	0.	0.
4390	9101	INACTIVE USE	acre	2.6	0.	0.
4390		TOTAL			16899.	11536.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4391	101	SINGLE FAMILY	du	253.5	3954.	2759.
4391	102	MULTI-FAMILY	du	1330.6	14238.	9996.
4391	4113	COMMUNICATION OR UTILITY	acre	19.6	78.	60.
4391	5017	COMMERCIAL/RETAIL	acre	193.2	21830.	15445.
4391	6006	OFFICE	acre	38.6	1005.	770.
4391	6109	OTHER PUBLIC SERVICE	acre	3.1	1235.	893.
4391	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4391	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4391	7601	ACTIVE PARK	acre	19.2	1276.	840.
4391		TOTAL			49940.	34534.
4392	101	SINGLE FAMILY	du	30.0	468.	327.
4392	102	MULTI-FAMILY	du	54.7	585.	411.
4392	5004	NEIGHBORHOOD COMMERCIAL	acre	20.3	30921.	21877.
4392	5007	STREETFRONT COMMERCIAL	acre	2.0	2969.	2155.
4392	9101	INACTIVE USE	acre	0.1	0.	0.
4392		TOTAL			34942.	24770.
4393	102	MULTI-FAMILY	du	365.5	3911.	2746.
4393	4112	RIGHT-OF-WAY	acre	0.7	0.	0.
4393	5003	COMMUNITY COMMERCIAL	acre	18.4	15456.	10936.
4393	5004	NEIGHBORHOOD COMMERCIAL	acre	3.2	4887.	3458.
4393	5007	STREETFRONT COMMERCIAL	acre	2.2	3257.	2365.
4393	6002	LOW RISE OFFICE	acre	1.1	389.	298.
4393	9101	INACTIVE USE	acre	0.9	0.	0.
4393		TOTAL			27900.	19802.
4394	101	SINGLE FAMILY	du	33.4	521.	364.
4394	102	MULTI-FAMILY	du	395.1	4228.	2968.
4394	103	MOBILE HOME PARK	du	296.0	1954.	1296.
4394	4113	COMMUNICATION OR UTILITY	acre	6.6	26.	20.
4394	7601	ACTIVE PARK	acre	9.2	611.	402.
4394		TOTAL			7340.	5049.
4396	101	SINGLE FAMILY	du	358.0	5585.	3897.
4396	2103	LIGHT INDUSTRY	acre	22.6	2269.	1834.
4396	9101	INACTIVE USE	acre	2.2	0.	0.
4396		TOTAL			7854.	5731.
4397	101	SINGLE FAMILY	du	192.0	2995.	2090.
4397	102	MULTI-FAMILY	du	54.0	578.	406.
4397	103	MOBILE HOME PARK	du	191.0	1261.	836.
4397	6102	CHURCH	acre	2.3	121.	93.
4397		TOTAL			4955.	3425.
4398	101	SINGLE FAMILY	du	107.5	1678.	1171.
4398	102	MULTI-FAMILY	du	201.0	2151.	1510.
4398	5004	NEIGHBORHOOD COMMERCIAL	acre	6.8	10454.	7397.
4398	7601	ACTIVE PARK	acre	19.1	1273.	838.
4398	9101	INACTIVE USE	acre	0.2	0.	0.
4398		TOTAL			15556.	10916.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4399	101	SINGLE FAMILY	du	399.0	6224.	4343.
4399	102	MULTI-FAMILY	du	118.0	1263.	886.
4399	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4399		TOTAL			9606.	6415.
4400	101	SINGLE FAMILY	du	6.1	96.	67.
4400	102	MULTI-FAMILY	du	3.4	36.	26.
4400	2103	LIGHT INDUSTRY	acre	1.2	118.	96.
4400	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	1.
4400	5001	WHOLESALE TRADE	acre	0.5	22.	16.
4400	5007	STREETFRONT COMMERCIAL	acre	13.5	20240.	14694.
4400	6002	LOW RISE OFFICE	acre	31.7	11305.	8665.
4400	9101	INACTIVE USE	acre	1.5	0.	0.
4400		TOTAL			31819.	23563.
4401	102	MULTI-FAMILY	du	164.6	1761.	1236.
4401	103	MOBILE HOME PARK	du	4.1	27.	18.
4401	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	36.	22.
4401	5007	STREETFRONT COMMERCIAL	acre	1.0	1467.	1065.
4401	6002	LOW RISE OFFICE	acre	0.5	175.	134.
4401	9101	INACTIVE USE	acre	1.1	0.	0.
4401		TOTAL			3466.	2476.
4402	101	SINGLE FAMILY	du	23.9	373.	260.
4402	102	MULTI-FAMILY	du	610.1	6528.	4583.
4402	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4402	5007	STREETFRONT COMMERCIAL	acre	7.0	10446.	7584.
4402	6002	LOW RISE OFFICE	acre	0.1	41.	32.
4402	6103	LIBRARY	acre	6.1	2644.	1793.
4402	9101	INACTIVE USE	acre	0.3	0.	0.
4402		TOTAL			20055.	14268.
4403	101	SINGLE FAMILY	du	21.8	340.	238.
4403	102	MULTI-FAMILY	du	969.0	10369.	7279.
4403	103	MOBILE HOME PARK	du	5.2	34.	23.
4403	2101	INDUSTRIAL PARK	acre	32.7	6281.	5149.
4403	2103	LIGHT INDUSTRY	acre	2.0	195.	158.
4403	5007	STREETFRONT COMMERCIAL	acre	2.4	3655.	2653.
4403	6002	LOW RISE OFFICE	acre	0.6	206.	158.
4403	6102	CHURCH	acre	0.3	18.	14.
4403	7601	ACTIVE PARK	acre	3.1	206.	135.
4403	9101	INACTIVE USE	acre	0.1	0.	0.
4403		TOTAL			21305.	15807.
4404	101	SINGLE FAMILY	du	0.5	7.	5.
4404	102	MULTI-FAMILY	du	82.7	885.	621.
4404	4111	TRANSIT STATION	acre	1.1	311.	237.
4404	5003	COMMUNITY COMMERCIAL	acre	15.5	12989.	9190.
4404	5007	STREETFRONT COMMERCIAL	acre	4.5	6665.	4839.
4404	5009	OTHER COMMERCIAL	acre	0.2	24.	18.
4404	6002	LOW RISE OFFICE	acre	0.2	66.	50.
4404		TOTAL			20947.	14960.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4405	101	SINGLE FAMILY	du	100.5	1567.	1094.
4405	102	MULTI-FAMILY	du	479.1	5126.	3599.
4405	2201	EXTRACTIVE INDUSTRY	acre	31.0	47.	38.
4405	7601	ACTIVE PARK	acre	4.8	320.	211.
4405		TOTAL			7060.	4942.
4406	101	SINGLE FAMILY	du	462.8	7220.	5038.
4406	102	MULTI-FAMILY	du	77.0	824.	578.
4406	5007	STREETFRONT COMMERCIAL	acre	1.0	1481.	1075.
4406	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4406	7602	PASSIVE PARK	acre	1.0	0.	0.
4406		TOTAL			11643.	7876.
4407	101	SINGLE FAMILY	du	325.1	5071.	3539.
4407	102	MULTI-FAMILY	du	90.0	963.	676.
4407	2103	LIGHT INDUSTRY	acre	0.2	19.	15.
4407	6102	CHURCH	acre	2.3	121.	93.
4407	7210	OTHER RECREATION	acre	0.5	3.	2.
4407	7601	ACTIVE PARK	acre	5.1	338.	222.
4407	7602	PASSIVE PARK	acre	1.2	0.	0.
4407	9101	INACTIVE USE	acre	1.6	0.	0.
4407		TOTAL			6515.	4548.
4408	102	MULTI-FAMILY	du	172.0	1840.	1292.
4408	103	MOBILE HOME PARK	du	7.1	46.	31.
4408	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	104.	64.
4408	2104	WAREHOUSING OR STORAGE	acre	3.0	101.	83.
4408	4113	COMMUNICATION OR UTILITY	acre	6.2	25.	19.
4408	5004	NEIGHBORHOOD COMMERCIAL	acre	11.1	16924.	11974.
4408	5007	STREETFRONT COMMERCIAL	acre	2.9	4374.	3176.
4408	5009	OTHER COMMERCIAL	acre	0.2	21.	15.
4408	6002	LOW RISE OFFICE	acre	1.5	544.	417.
4408		TOTAL			23980.	17071.
4409	101	SINGLE FAMILY	du	1.0	16.	11.
4409	102	MULTI-FAMILY	du	138.6	1483.	1041.
4409	103	MOBILE HOME PARK	du	90.0	594.	394.
4409	2101	INDUSTRIAL PARK	acre	22.2	4272.	3502.
4409	2103	LIGHT INDUSTRY	acre	23.9	2390.	1932.
4409	2104	WAREHOUSING OR STORAGE	acre	4.5	150.	123.
4409	4112	RIGHT-OF-WAY	acre	5.7	0.	0.
4409	4113	COMMUNICATION OR UTILITY	acre	7.6	31.	23.
4409	9101	INACTIVE USE	acre	0.2	0.	0.
4409		TOTAL			8936.	7026.
4410	101	SINGLE FAMILY	du	58.5	913.	637.
4410	102	MULTI-FAMILY	du	151.6	1622.	1139.
4410	103	MOBILE HOME PARK	du	502.0	3313.	2197.
4410	2103	LIGHT INDUSTRY	acre	12.6	1266.	1023.
4410	2104	WAREHOUSING OR STORAGE	acre	2.3	76.	62.
4410	4113	COMMUNICATION OR UTILITY	acre	11.4	46.	35.
4410	5007	STREETFRONT COMMERCIAL	acre	0.2	329.	239.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4410	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4410		TOTAL			9684.	6517.
4411	102	MULTI-FAMILY	du	45.0	481.	338.
4411	103	MOBILE HOME PARK	du	426.0	2812.	1865.
4411	9101	INACTIVE USE	acre	4.7	0.	0.
4411		TOTAL			3293.	2203.
4412	101	SINGLE FAMILY	du	198.5	3097.	2161.
4412	102	MULTI-FAMILY	du	38.0	407.	285.
4412	103	MOBILE HOME PARK	du	129.0	851.	565.
4412	2103	LIGHT INDUSTRY	acre	6.2	625.	505.
4412	5007	STREETFRONT COMMERCIAL	acre	0.1	194.	141.
4412	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4412	7601	ACTIVE PARK	acre	4.3	286.	188.
4412	9101	INACTIVE USE	acre	0.1	0.	0.
4412		TOTAL			7580.	5031.
4414	2103	LIGHT INDUSTRY	acre	44.1	4423.	3575.
4414	5006	AUTO COMMERCIAL	acre	1.5	720.	510.
4414	5009	OTHER COMMERCIAL	acre	1.6	199.	144.
4414	9101	INACTIVE USE	acre	5.0	0.	0.
4414		TOTAL			5342.	4229.
4415	102	MULTI-FAMILY	du	106.0	1134.	796.
4415	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	42.	26.
4415	5004	NEIGHBORHOOD COMMERCIAL	acre	10.9	16692.	11810.
4415	5007	STREETFRONT COMMERCIAL	acre	0.1	200.	145.
4415		TOTAL			18068.	12778.
4416	101	SINGLE FAMILY	du	117.7	1837.	1282.
4416	102	MULTI-FAMILY	du	95.8	1025.	720.
4416	2103	LIGHT INDUSTRY	acre	15.9	1596.	1290.
4416	5001	WHOLESALE TRADE	acre	0.2	12.	8.
4416	5007	STREETFRONT COMMERCIAL	acre	9.3	13955.	10131.
4416	6102	CHURCH	acre	2.5	132.	101.
4416	6509	OTHER HEALTH CARE	acre	0.4	195.	145.
4416	7210	OTHER RECREATION	acre	0.1	1.	0.
4416	9101	INACTIVE USE	acre	7.1	0.	0.
4416		TOTAL			18751.	13676.
4417	2103	LIGHT INDUSTRY	acre	159.7	16004.	12934.
4417	2301	JUNKYARD/DUMP/LANDFILL	acre	23.1	365.	301.
4417		TOTAL			16369.	13235.
4418	101	SINGLE FAMILY	du	0.2	4.	2.
4418	2101	INDUSTRIAL PARK	acre	3.9	744.	610.
4418	2103	LIGHT INDUSTRY	acre	1.8	184.	149.
4418	4112	RIGHT-OF-WAY	acre	1.8	0.	0.
4418	5003	COMMUNITY COMMERCIAL	acre	21.3	17883.	12653.
4418	5009	OTHER COMMERCIAL	acre	0.2	20.	15.
4418	9101	INACTIVE USE	acre	0.4	0.	0.
4418		TOTAL			18834.	13428.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4419	2103	LIGHT INDUSTRY	acre	54.0	5415.	4377.
4419	2104	WAREHOUSING OR STORAGE	acre	2.8	94.	77.
4419	2301	JUNKYARD/DUMP/LANDFILL	acre	1.1	18.	14.
4419	4113	COMMUNICATION OR UTILITY	acre	5.6	22.	17.
4419	6002	LOW RISE OFFICE	acre	0.2	56.	43.
4419	7210	OTHER RECREATION	acre	1.4	9.	6.
4419	9101	INACTIVE USE	acre	43.9	0.	0.
4419		TOTAL			5614.	4534.
4420	101	SINGLE FAMILY	du	0.5	7.	5.
4420	102	MULTI-FAMILY	du	103.5	1107.	777.
4420	2103	LIGHT INDUSTRY	acre	39.1	3922.	3170.
4420	2104	WAREHOUSING OR STORAGE	acre	9.6	316.	259.
4420	9101	INACTIVE USE	acre	1.3	0.	0.
4420		TOTAL			5352.	4210.
4421	5007	STREETFRONT COMMERCIAL	acre	6.2	9245.	6712.
4421	6002	LOW RISE OFFICE	acre	5.4	1932.	1481.
4421	7601	ACTIVE PARK	acre	68.8	4580.	3014.
4421	9101	INACTIVE USE	acre	583.3	0.	0.
4421		TOTAL			15757.	11206.
4424	101	SINGLE FAMILY	du	4.6	71.	49.
4424	2103	LIGHT INDUSTRY	acre	47.5	4758.	3845.
4424	2104	WAREHOUSING OR STORAGE	acre	7.8	257.	210.
4424	4112	RIGHT-OF-WAY	acre	4.4	0.	0.
4424	5007	STREETFRONT COMMERCIAL	acre	0.2	326.	237.
4424	6002	LOW RISE OFFICE	acre	0.0	15.	12.
4424	9101	INACTIVE USE	acre	20.9	0.	0.
4424		TOTAL			5427.	4353.
4425	102	MULTI-FAMILY	du	11.1	119.	84.
4425	2103	LIGHT INDUSTRY	acre	22.8	2285.	1847.
4425	2104	WAREHOUSING OR STORAGE	acre	4.2	141.	115.
4425	2201	EXTRACTIVE INDUSTRY	acre	9.4	14.	12.
4425	5009	OTHER COMMERCIAL	acre	0.4	50.	36.
4425	7601	ACTIVE PARK	acre	19.3	1287.	847.
4425	8002	INTENSIVE AGRICULTURE	acre	2.1	1.	1.
4425	9101	INACTIVE USE	acre	19.4	0.	0.
4425		TOTAL			3897.	2941.
4426	2103	LIGHT INDUSTRY	acre	40.5	4056.	3278.
4426	5006	AUTO COMMERCIAL	acre	5.9	2799.	1981.
4426	9101	INACTIVE USE	acre	99.2	0.	0.
4426		TOTAL			6855.	5258.
4427	102	MULTI-FAMILY	du	656.0	7019.	4928.
4427	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	598.	368.
4427	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3831.	2710.
4427	5007	STREETFRONT COMMERCIAL	acre	2.0	3054.	2217.
4427	7601	ACTIVE PARK	acre	7.7	515.	339.
4427	9101	INACTIVE USE	acre	2.5	0.	0.
4427		TOTAL			15016.	10562.

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trip generation and land use by zone

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4428	101	SINGLE FAMILY	du	234.0	3650.	2547.
4428	102	MULTI-FAMILY	du	69.0	738.	518.
4428	9101	INACTIVE USE	acre	20.1	0.	0.
4428		TOTAL			4389.	3066.
4430	7210	OTHER RECREATION	acre	103.8	685.	468.
4430	9101	INACTIVE USE	acre	159.5	0.	0.
4430		TOTAL			685.	468.
4431	2301	JUNKYARD/DUMP/LANDFILL	acre	5.3	84.	69.
4431	5003	COMMUNITY COMMERCIAL	acre	21.4	17916.	12676.
4431	6002	LOW RISE OFFICE	acre	1.1	407.	312.
4431	8002	INTENSIVE AGRICULTURE	acre	22.6	11.	9.
4431	9101	INACTIVE USE	acre	3.3	0.	0.
4431		TOTAL			18418.	13066.
4443	101	SINGLE FAMILY	du	928.0	14477.	10102.
4443	102	MULTI-FAMILY	du	2409.0	25776.	18096.
4443	4112	RIGHT-OF-WAY	acre	49.1	0.	0.
4443	7601	ACTIVE PARK	acre	9.3	619.	408.
4443	9101	INACTIVE USE	acre	271.0	0.	0.
4443		TOTAL			40872.	28606.
4450	2103	LIGHT INDUSTRY	acre	168.2	16854.	13621.
4450	9101	INACTIVE USE	acre	25.5	0.	0.
4450		TOTAL			16854.	13621.
4460	101	SINGLE FAMILY	du	535.0	8346.	5824.
4460	102	MULTI-FAMILY	du	264.0	2825.	1983.
4460	2103	LIGHT INDUSTRY	acre	24.0	2405.	1944.
4460	2301	JUNKYARD/DUMP/LANDFILL	acre	2.0	32.	26.
4460	4103	GENERAL AVIATION AIRPORT	acre	3.8	25.	19.
4460	4112	RIGHT-OF-WAY	acre	31.2	0.	0.
4460	5004	NEIGHBORHOOD COMMERCIAL	acre	6.3	9615.	6803.
4460	7601	ACTIVE PARK	acre	1.0	67.	44.
4460	9101	INACTIVE USE	acre	122.9	0.	0.
4460		TOTAL			23314.	16643.
4467	2103	LIGHT INDUSTRY	acre	30.9	3097.	2503.
4467	2104	WAREHOUSING OR STORAGE	acre	0.9	28.	23.
4467	9101	INACTIVE USE	acre	44.3	0.	0.
4467		TOTAL			3126.	2526.
4470	101	SINGLE FAMILY	du	15.0	234.	163.
4470	102	MULTI-FAMILY	du	958.0	10251.	7196.
4470	2104	WAREHOUSING OR STORAGE	acre	70.0	2317.	1894.
4470	4112	RIGHT-OF-WAY	acre	26.2	0.	0.
4470	5009	OTHER COMMERCIAL	acre	0.4	51.	37.
4470	6102	CHURCH	acre	0.6	32.	25.
4470	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4470		TOTAL			15003.	10500.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4479	2103	LIGHT INDUSTRY	acre	185.4	18577.	15014.
4479	2104	WAREHOUSING OR STORAGE	acre	3.1	103.	84.
4479	4112	RIGHT-OF-WAY	acre	23.1	0.	0.
4479	4119	OTHER TRANSPORTATION	acre	8.3	923.	705.
4479	9101	INACTIVE USE	acre	43.6	0.	0.
4479		TOTAL			19603.	15802.
4480	101	SINGLE FAMILY	du	1.0	16.	11.
4480	2101	INDUSTRIAL PARK	acre	68.5	13159.	10787.
4480	2103	LIGHT INDUSTRY	acre	44.9	4499.	3636.
4480	4112	RIGHT-OF-WAY	acre	4.7	0.	0.
4480	5003	COMMUNITY COMMERCIAL	acre	28.5	23914.	16920.
4480	8003	FIELD CROPS	acre	93.2	9.	7.
4480	9101	INACTIVE USE	acre	0.4	0.	0.
4480		TOTAL			41597.	31362.
4482	2101	INDUSTRIAL PARK	acre	289.5	55613.	45590.
4482	4112	RIGHT-OF-WAY	acre	1.7	0.	0.
4482		TOTAL			55613.	45590.
4497	101	SINGLE FAMILY	du	13.0	203.	142.
4497	102	MULTI-FAMILY	du	130.0	1391.	977.
4497	2103	LIGHT INDUSTRY	acre	86.7	8687.	7021.
4497	2104	WAREHOUSING OR STORAGE	acre	23.1	765.	625.
4497	4112	RIGHT-OF-WAY	acre	12.3	0.	0.
4497	4119	OTHER TRANSPORTATION	acre	37.1	4126.	3151.
4497	9101	INACTIVE USE	acre	103.9	0.	0.
4497		TOTAL			15171.	11915.
4500	2101	INDUSTRIAL PARK	acre	57.8	11103.	9102.
4500	2301	JUNKYARD/DUMP/LANDFILL	acre	161.0	2544.	2097.
4500	4112	RIGHT-OF-WAY	acre	5.5	0.	0.
4500	5003	COMMUNITY COMMERCIAL	acre	6.1	5119.	3622.
4500	8003	FIELD CROPS	acre	105.8	11.	8.
4500		TOTAL			18776.	14829.
4502	101	SINGLE FAMILY	du	174.0	2714.	1894.
4502	2301	JUNKYARD/DUMP/LANDFILL	acre	340.0	5372.	4428.
4502	9101	INACTIVE USE	acre	331.3	0.	0.
4502		TOTAL			8086.	6322.
4506	2101	INDUSTRIAL PARK	acre	240.6	46219.	37889.
4506	4112	RIGHT-OF-WAY	acre	1.9	0.	0.
4506	8003	FIELD CROPS	acre	81.1	8.	6.
4506	9101	INACTIVE USE	acre	49.6	0.	0.
4506		TOTAL			46227.	37896.
4534	2101	INDUSTRIAL PARK	acre	35.0	6724.	5512.
4534	4112	RIGHT-OF-WAY	acre	6.9	0.	0.
4534	8003	FIELD CROPS	acre	122.6	12.	10.
4534		TOTAL			6736.	5521.

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CVSB(Chula Vista Southbay)- University Villages 2025
trip generation and land use by zone

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4535	101	SINGLE FAMILY	du	19.0	296.	207.
4535	9101	INACTIVE USE	acre	81.6	0.	0.
4535		TOTAL			296.	207.
4537	4119	OTHER TRANSPORTATION	acre	119.3	13266.	10132.
4537	5004	NEIGHBORHOOD COMMERCIAL	acre	1.5	2289.	1620.
4537	8003	FIELD CROPS	acre	37.5	4.	3.
4537		TOTAL			15559.	11755.
4545	101	SINGLE FAMILY	du	4.0	62.	44.
4545	2103	LIGHT INDUSTRY	acre	4.0	401.	324.
4545	2104	WAREHOUSING OR STORAGE	acre	21.0	695.	568.
4545	4112	RIGHT-OF-WAY	acre	6.9	0.	0.
4545	4119	OTHER TRANSPORTATION	acre	1.8	200.	153.
4545	8003	FIELD CROPS	acre	11.0	1.	1.
4545	9101	INACTIVE USE	acre	100.7	0.	0.
4545		TOTAL			1360.	1089.
4549	2103	LIGHT INDUSTRY	acre	72.3	7244.	5855.
4549	4112	RIGHT-OF-WAY	acre	10.7	0.	0.
4549		TOTAL			7244.	5855.
4550	101	SINGLE FAMILY	du	1337.0	20857.	14554.
4550	9101	INACTIVE USE	acre	41.8	0.	0.
4550		TOTAL			20857.	14554.
4558	101	SINGLE FAMILY	du	321.0	5008.	3494.
4558	102	MULTI-FAMILY	du	1211.0	12958.	9097.
4558	2301	JUNKYARD/DUMP/LANDFILL	acre	0.9	14.	12.
4558	5004	NEIGHBORHOOD COMMERCIAL	acre	18.3	27929.	19761.
4558	9101	INACTIVE USE	acre	196.8	0.	0.
4558		TOTAL			45909.	32364.
4562	101	SINGLE FAMILY	du	5.0	78.	54.
4562	2101	INDUSTRIAL PARK	acre	50.0	9605.	7874.
4562	2103	LIGHT INDUSTRY	acre	10.0	1002.	810.
4562	4112	RIGHT-OF-WAY	acre	6.9	0.	0.
4562	5001	WHOLESALE TRADE	acre	19.3	938.	664.
4562	8003	FIELD CROPS	acre	44.0	4.	3.
4562	9101	INACTIVE USE	acre	5.6	0.	0.
4562		TOTAL			11627.	9406.
4571	2101	INDUSTRIAL PARK	acre	176.2	33840.	27741.
4571	2103	LIGHT INDUSTRY	acre	32.0	3206.	2591.
4571	2104	WAREHOUSING OR STORAGE	acre	23.1	765.	625.
4571	8003	FIELD CROPS	acre	157.1	16.	12.
4571	9101	INACTIVE USE	acre	7.4	0.	0.
4571		TOTAL			37827.	30970.
4588	2101	INDUSTRIAL PARK	acre	23.2	4457.	3654.
4588	2103	LIGHT INDUSTRY	acre	47.9	4800.	3879.
4588	4112	RIGHT-OF-WAY	acre	5.7	0.	0.

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CVSB(Chula Vista Southbay)- University Villages 2025
trip generation and land use by zone

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4588	5001	WHOLESALE TRADE	acre	8.2	399.	282.
4588	9101	INACTIVE USE	acre	55.4	0.	0.
4588		TOTAL			9655.	7815.
4614	101	SINGLE FAMILY	du	768.1	11982.	8361.
4614	102	MULTI-FAMILY	du	1462.0	15643.	10983.
4614	5021	MIXED USE COMMERCIAL	acre	15.4	2338.	1698.
4614	6109	OTHER PUBLIC SERVICE	acre	6.4	2564.	1853.
4614	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4614	7601	ACTIVE PARK	acre	37.2	2481.	1633.
4614	9101	INACTIVE USE	acre	22.6	0.	0.
4614		TOTAL			37127.	25712.
4615	2103	LIGHT INDUSTRY	acre	9.7	968.	782.
4615		TOTAL			968.	782.
4616	101	SINGLE FAMILY	du	562.5	8776.	6124.
4616	102	MULTI-FAMILY	du	918.0	9823.	6896.
4616	6109	OTHER PUBLIC SERVICE	acre	1.5	618.	446.
4616	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4616	7601	ACTIVE PARK	acre	5.6	371.	244.
4616		TOTAL			21705.	14895.

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Appendix J

Analysis Worksheets –

Year 2025 Cumulative conditions

Intersection	
Int Delay, s/veh	25.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	5	25	15	10	320	35	955	35	145	675	45
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	325	-	-	165	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	5	26	16	11	337	37	1005	37	153	711	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2142	2155	734	2152	2160	1024	758	0	0	1042	0	0
Stage 1	1039	1039	-	1097	1097	-	-	-	-	-	-	-
Stage 2	1103	1116	-	1055	1063	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	35	48	420	35	47	~ 286	853	-	-	667	-	-
Stage 1	279	308	-	258	289	-	-	-	-	-	-	-
Stage 2	256	283	-	273	300	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	35	420	23	35	~ 286	853	-	-	667	-	-
Mov Cap-2 Maneuver	-	35	-	23	35	-	-	-	-	-	-	-
Stage 1	267	237	-	247	276	-	-	-	-	-	-	-
Stage 2	-	271	-	193	231	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		164.9	0.3	2
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	853	-	-	-	27	286	667	-	-
HCM Lane V/C Ratio	0.043	-	-	-	0.975	1.178	0.229	-	-
HCM Control Delay (s)	9.4	-	-	-	$ 374.5	148.5	12	-	-
HCM Lane LOS	A	-	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	3.1	14.9	0.9	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	600	99	45	570	90	154	80	35	70	200	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	32	632	93	47	600	74	162	84	36	74	211	42
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	736	108	63	768	95	277	134	47	151	348	63
Arrive On Green	0.03	0.46	0.46	0.04	0.47	0.47	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1774	1588	234	1774	1627	201	650	464	163	281	1203	219
Grp Volume(v), veh/h	32	0	725	47	0	674	282	0	0	327	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1822	1774	0	1827	1277	0	0	1703	0	0
Q Serve(g_s), s	1.1	0.0	22.6	1.7	0.0	19.7	2.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	22.6	1.7	0.0	19.7	13.1	0.0	0.0	10.5	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.11	0.57		0.13	0.23		0.13
Lane Grp Cap(c), veh/h	48	0	844	63	0	862	458	0	0	562	0	0
V/C Ratio(X)	0.66	0.00	0.86	0.75	0.00	0.78	0.62	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	403	0	928	348	0	874	730	0	0	899	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.7	0.0	15.2	30.5	0.0	14.1	20.6	0.0	0.0	19.7	0.0	0.0
Incr Delay (d2), s/veh	14.6	0.0	7.6	16.1	0.0	4.6	1.3	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	13.1	1.1	0.0	10.8	4.7	0.0	0.0	5.1	0.0	0.0
LnGrp Delay(d),s/veh	45.4	0.0	22.8	46.5	0.0	18.7	21.9	0.0	0.0	20.7	0.0	0.0
LnGrp LOS	D		C	D		B	C			C		
Approach Vol, veh/h		757			721			282			327	
Approach Delay, s/veh		23.8			20.5			21.9			20.7	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.0	6.8	34.1		23.0	6.2	34.6
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		31.5	12.5	32.5		31.5	14.5	30.5
Max Q Clear Time (g_c+I1), s		15.1	3.7	24.6		12.5	3.1	21.7
Green Ext Time (p_c), s		3.3	0.0	5.0		3.5	0.0	5.4

Intersection Summary	
HCM 2010 Ctrl Delay	21.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	399	5	10	304	30	10
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	420	5	11	320	32	11

Major/Minor	Major2		Major1		Minor2	
Conflicting Flow All	331	-	0	0	171	1174
Stage 1	-	-	-	-	0	843
Stage 2	-	-	-	-	171	331
Critical Hdwy	4.12	-	-	-	6.42	6.52
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.42	5.52
Follow-up Hdwy	2.218	-	-	-	3.518	4.018
Pot Cap-1 Maneuver	1228	-	-	-	819	192
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	859	645
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1228	-	-	-	539	0
Mov Cap-2 Maneuver	-	-	-	-	539	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	-	859	0

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	WBL	WBR	SBLn1
Capacity (veh/h)	-	-	1228	-	539
HCM Lane V/C Ratio	-	-	0.342	-	0.078
HCM Control Delay (s)	-	-	9.4	-	12.2
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	1.5	-	0.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	314	43	34	15	25	406
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	331	45	36	16	26	427

Major/Minor	Major1		Minor1		Major2	
Conflicting Flow All	427	0	1186	45	45	-
Stage 1	-	-	706	-	-	-
Stage 2	-	-	480	-	-	-
Critical Hdwy	-	-	6.52	6.22	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	-	-	189	1025	1563	-
Stage 1	-	-	439	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-				-
Mov Cap-1 Maneuver	-	-	0	1025	1563	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s		8.7	0.4
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBLn1	SBL	SBR
Capacity (veh/h)	-	-	1025	1563	-
HCM Lane V/C Ratio	-	-	0.05	0.017	-
HCM Control Delay (s)	-	-	8.7	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	20	74	20	25	50	51	605	35	45	405	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	32	21	78	21	26	53	54	637	37	47	426	47
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	50	130	136	75	119	79	867	50	72	813	90
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.04	0.50	0.50	0.04	0.49	0.49
Sat Flow, veh/h	283	372	964	228	557	885	1774	1744	101	1774	1649	182
Grp Volume(v), veh/h	131	0	0	100	0	0	54	0	674	47	0	473
Grp Sat Flow(s),veh/h/ln	1619	0	0	1670	0	0	1774	0	1845	1774	0	1831
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.0	1.2	0.0	11.9	1.1	0.0	7.3
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.2	0.0	0.0	1.2	0.0	11.9	1.1	0.0	7.3
Prop In Lane	0.24		0.60	0.21		0.53	1.00		0.05	1.00		0.10
Lane Grp Cap(c), veh/h	327	0	0	330	0	0	79	0	918	72	0	903
V/C Ratio(X)	0.40	0.00	0.00	0.30	0.00	0.00	0.68	0.00	0.73	0.66	0.00	0.52
Avail Cap(c_a), veh/h	722	0	0	733	0	0	284	0	1383	194	0	1279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	0.0	16.4	0.0	0.0	19.4	0.0	8.2	19.5	0.0	7.1
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.5	0.0	0.0	9.8	0.0	1.2	9.7	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	1.1	0.0	0.0	0.8	0.0	6.3	0.7	0.0	3.7
LnGrp Delay(d),s/veh	17.5	0.0	0.0	16.9	0.0	0.0	29.1	0.0	9.4	29.2	0.0	7.6
LnGrp LOS	B			B			C		A	C		A
Approach Vol, veh/h		131			100			728			520	
Approach Delay, s/veh		17.5			16.9			10.8			9.6	
Approach LOS		B			B			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	25.0		10.0	6.3	24.8		10.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	4.5	30.9		16.1	6.6	28.8		16.1
Max Q Clear Time (g_c+I1), s	3.1	13.9		5.0	3.2	9.3		4.2
Green Ext Time (p_c), s	0.0	6.6		1.0	0.0	7.0		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	393	350	0	65	15
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	0	414	368	0	68	11
Adj No. of Lanes	0	2	2	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	717	717	0	1169	1043
Arrive On Green	0.00	0.20	0.20	0.00	0.66	0.66
Sat Flow, veh/h	0	3725	3725	0	1774	1583
Grp Volume(v), veh/h	0	414	368	0	68	11
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1774	1583
Q Serve(g_s), s	0.0	6.9	6.0	0.0	0.9	0.2
Cycle Q Clear(g_c), s	0.0	6.9	6.0	0.0	0.9	0.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	717	717	0	1169	1043
V/C Ratio(X)	0.00	0.58	0.51	0.00	0.06	0.01
Avail Cap(c_a), veh/h	0	1388	1388	0	1169	1043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.98	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	23.4	23.1	0.0	3.9	3.8
Incr Delay (d2), s/veh	0.0	0.7	0.6	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	3.0	0.0	0.5	0.1
LnGrp Delay(d),s/veh	0.0	24.1	23.6	0.0	4.0	3.8
LnGrp LOS		C	C		A	A
Approach Vol, veh/h		414	368		79	
Approach Delay, s/veh		24.1	23.6		4.0	
Approach LOS		C	C		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				17.7		47.3		17.7
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				25.5		30.5		25.5
Max Q Clear Time (g_c+I1), s				8.9		2.9		8.0
Green Ext Time (p_c), s				4.3		0.2		4.4

Intersection Summary	
HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	75	383	350	260	0	0
Number	7	4	8	18		
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900		
Adj Flow Rate, veh/h	79	403	368	242		
Adj No. of Lanes	1	2	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	103	1389	546	354		
Arrive On Green	0.12	0.78	0.26	0.26		
Sat Flow, veh/h	1774	3632	2155	1335		
Grp Volume(v), veh/h	79	403	315	295		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1627		
Q Serve(g_s), s	2.8	2.1	10.3	10.6		
Cycle Q Clear(g_c), s	2.8	2.1	10.3	10.6		
Prop In Lane	1.00			0.82		
Lane Grp Cap(c), veh/h	103	1389	469	431		
V/C Ratio(X)	0.77	0.29	0.67	0.68		
Avail Cap(c_a), veh/h	860	3294	667	613		
HCM Platoon Ratio	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.85	0.85	1.00	1.00		
Uniform Delay (d), s/veh	28.3	4.5	21.4	21.4		
Incr Delay (d2), s/veh	9.6	0.1	1.7	1.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.7	1.0	5.2	5.0		
LnGrp Delay(d),s/veh	37.9	4.6	23.0	23.4		
LnGrp LOS	D	A	C	C		
Approach Vol, veh/h		482	610			
Approach Delay, s/veh		10.0	23.2			
Approach LOS		B	C			

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4			7	8
Phs Duration (G+Y+Rc), s				30.0			8.3	21.7
Change Period (Y+Rc), s				4.5			4.5	4.5
Max Green Setting (Gmax), s				60.5			31.5	24.5
Max Q Clear Time (g_c+I1), s				4.1			4.8	12.6
Green Ext Time (p_c), s				7.1			0.2	4.6

Intersection Summary	
HCM 2010 Ctrl Delay	17.4
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	999	340	529	1364	0	1130
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	0	1863
Adj Flow Rate, veh/h	1052	253	557	1436	0	873
Adj No. of Lanes	3	0	1	2	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	1756	422	597	3124	0	0
Arrive On Green	0.43	0.43	0.34	0.88	0.00	0.00
Sat Flow, veh/h	4263	984	1774	3632	0	
Grp Volume(v), veh/h	871	434	557	1436	0.0	
Grp Sat Flow(s),veh/h/ln	1695	1689	1774	1770		
Q Serve(g_s), s	7.6	7.6	11.6	3.1		
Cycle Q Clear(g_c), s	7.6	7.6	11.6	3.1		
Prop In Lane		0.58	1.00			
Lane Grp Cap(c), veh/h	1454	724	597	3124		
V/C Ratio(X)	0.60	0.60	0.93	0.46		
Avail Cap(c_a), veh/h	1512	753	597	3184		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	8.4	8.4	12.3	0.4		
Incr Delay (d2), s/veh	0.6	1.2	21.8	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.6	3.7	9.2	1.2		
LnGrp Delay(d),s/veh	9.0	9.7	34.2	0.6		
LnGrp LOS	A	A	C	A		
Approach Vol, veh/h	1305			1993		
Approach Delay, s/veh	9.2			9.9		
Approach LOS	A			A		

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4				8
Phs Duration (G+Y+Rc), s			17.4	20.9				38.3
Change Period (Y+Rc), s			4.5	4.5				4.5
Max Green Setting (Gmax), s			12.9	17.1				34.5
Max Q Clear Time (g_c+I1), s			13.6	9.6				5.1
Green Ext Time (p_c), s			0.0	6.9				22.7

Intersection Summary	
HCM 2010 Ctrl Delay	9.7
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1554	590	0	1503	390	476
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	1636	0	0	1582	516	262
Adj No. of Lanes	3	1	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	3115	970	0	2168	804	359
Arrive On Green	0.61	0.00	0.00	0.61	0.23	0.23
Sat Flow, veh/h	5253	1583	0	3725	3548	1583
Grp Volume(v), veh/h	1636	0	0	1582	516	262
Grp Sat Flow(s),veh/h/ln	1695	1583	0	1770	1774	1583
Q Serve(g_s), s	10.3	0.0	0.0	17.5	7.4	8.6
Cycle Q Clear(g_c), s	10.3	0.0	0.0	17.5	7.4	8.6
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3115	970	0	2168	804	359
V/C Ratio(X)	0.53	0.00	0.00	0.73	0.64	0.73
Avail Cap(c_a), veh/h	3227	1005	0	2246	1300	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.2	0.0	0.0	7.6	19.6	20.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.2	0.9	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	0.0	8.7	3.7	4.0
LnGrp Delay(d),s/veh	6.3	0.0	0.0	8.8	20.4	22.9
LnGrp LOS	A			A	C	C
Approach Vol, veh/h	1636			1582	778	
Approach Delay, s/veh	6.3			8.8	21.3	
Approach LOS	A			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		17.2		38.8				38.8
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		35.5				35.5
Max Q Clear Time (g_c+I1), s		10.6		12.3				19.5
Green Ext Time (p_c), s		2.1		20.8				14.7

Intersection Summary	
HCM 2010 Ctrl Delay	10.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	2171	10	10	2250	40	80	5	20	40	5	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	79	2285	8	11	2368	31	84	5	18	42	5	168
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	3023	11	20	2753	36	281	55	199	311	30	246
Arrive On Green	0.06	0.58	0.58	0.01	0.53	0.53	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1774	5231	18	1774	5173	68	1207	356	1281	1172	194	1583
Grp Volume(v), veh/h	79	1480	813	11	1550	849	84	0	23	47	0	168
Grp Sat Flow(s),veh/h/ln	1774	1695	1860	1774	1695	1851	1207	0	1637	1365	0	1583
Q Serve(g_s), s	2.3	17.3	17.3	0.3	20.8	20.9	3.5	0.0	0.6	1.2	0.0	5.3
Cycle Q Clear(g_c), s	2.3	17.3	17.3	0.3	20.8	20.9	5.3	0.0	0.6	1.9	0.0	5.3
Prop In Lane	1.00		0.01	1.00		0.04	1.00		0.78	0.89		1.00
Lane Grp Cap(c), veh/h	101	1959	1074	20	1804	985	281	0	254	341	0	246
V/C Ratio(X)	0.78	0.76	0.76	0.55	0.86	0.86	0.30	0.00	0.09	0.14	0.00	0.68
Avail Cap(c_a), veh/h	319	1959	1074	286	1849	1010	510	0	564	610	0	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.6	8.4	8.4	26.0	10.6	10.7	22.0	0.0	19.1	19.7	0.0	21.1
Incr Delay (d2), s/veh	12.3	1.7	3.1	21.4	4.3	7.6	0.6	0.0	0.2	0.2	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	8.3	9.5	0.3	10.5	12.5	1.2	0.0	0.3	0.6	0.0	2.5
LnGrp Delay(d),s/veh	36.9	10.1	11.5	47.4	14.9	18.3	22.6	0.0	19.3	19.9	0.0	24.4
LnGrp LOS	D	B	B	D	B	B	C		B	B		C
Approach Vol, veh/h		2372			2410			107			215	
Approach Delay, s/veh		11.5			16.2			21.9			23.4	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		12.7	5.1	35.0		12.7	7.5	32.6
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.2	8.5	29.8		18.2	9.5	28.8
Max Q Clear Time (g_c+I1), s		7.3	2.3	19.3		7.3	4.3	22.9
Green Ext Time (p_c), s		0.9	0.0	10.4		0.9	0.1	5.2

Intersection Summary	
HCM 2010 Ctrl Delay	14.4
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	145	1696	2135	45	30	290
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	153	1785	2247	36	32	221
Adj No. of Lanes	2	3	3	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	246	3384	2657	42	314	280
Arrive On Green	0.07	0.67	0.52	0.52	0.18	0.18
Sat Flow, veh/h	3442	5253	5324	82	1774	1583
Grp Volume(v), veh/h	153	1785	1476	807	32	221
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1848	1774	1583
Q Serve(g_s), s	2.5	10.3	21.3	21.4	0.9	7.6
Cycle Q Clear(g_c), s	2.5	10.3	21.3	21.4	0.9	7.6
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	246	3384	1747	952	314	280
V/C Ratio(X)	0.62	0.53	0.85	0.85	0.10	0.79
Avail Cap(c_a), veh/h	271	3430	1752	955	544	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	4.9	11.9	11.9	19.7	22.5
Incr Delay (d2), s/veh	3.7	0.1	4.0	7.2	0.1	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.7	10.8	12.7	0.4	6.8
LnGrp Delay(d),s/veh	29.5	5.1	15.9	19.1	19.8	27.4
LnGrp LOS	C	A	B	B	B	C
Approach Vol, veh/h		1938	2283		253	
Approach Delay, s/veh		7.0	17.0		26.5	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				42.5		14.6	8.6	33.9
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				38.5		17.5	4.5	29.5
Max Q Clear Time (g_c+I1), s				12.3		9.6	4.5	23.4
Green Ext Time (p_c), s				24.9		0.5	0.0	6.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	1506	200	224	1730	65	260	60	304	40	30	130
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	126	1585	179	236	1821	47	274	63	215	42	32	105
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	2099	654	338	2297	715	368	662	296	112	397	178
Arrive On Green	0.06	0.41	0.41	0.10	0.45	0.45	0.11	0.19	0.19	0.03	0.11	0.11
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	126	1585	179	236	1821	47	274	63	215	42	32	105
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	2.4	17.8	5.0	4.4	20.4	1.1	5.2	1.0	8.5	0.8	0.5	4.2
Cycle Q Clear(g_c), s	2.4	17.8	5.0	4.4	20.4	1.1	5.2	1.0	8.5	0.8	0.5	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	204	2099	654	338	2297	715	368	662	296	112	397	178
V/C Ratio(X)	0.62	0.76	0.27	0.70	0.79	0.07	0.74	0.10	0.73	0.38	0.08	0.59
Avail Cap(c_a), veh/h	232	2099	654	490	2399	747	387	1166	522	206	980	439
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	16.7	13.0	29.1	15.6	10.3	28.9	22.5	25.5	31.6	26.6	28.2
Incr Delay (d2), s/veh	3.9	1.6	0.2	2.6	1.8	0.0	7.2	0.1	3.4	2.1	0.1	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	8.5	2.2	2.2	9.8	0.5	2.8	0.5	4.0	0.4	0.3	2.0
LnGrp Delay(d),s/veh	34.6	18.3	13.2	31.7	17.5	10.4	36.2	22.5	28.9	33.7	26.6	31.3
LnGrp LOS	C	B	B	C	B	B	D	C	C	C	C	C
Approach Vol, veh/h		1890			2104			552			179	
Approach Delay, s/veh		18.9			18.9			31.8			31.0	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	17.0	11.1	32.1	11.6	12.0	8.5	34.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	22.0	9.5	26.5	7.5	18.5	4.5	31.5
Max Q Clear Time (g_c+I1), s	2.8	10.5	6.4	19.8	7.2	6.2	4.4	22.4
Green Ext Time (p_c), s	0.0	1.2	0.2	6.5	0.0	1.3	0.0	7.7

Intersection Summary	
HCM 2010 Ctrl Delay	20.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	225	1405	205	249	1314	155	505	375	401	175	215	255
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	237	1479	153	262	1383	95	532	395	296	184	226	131
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	1585	164	288	1599	110	527	599	444	214	291	162
Arrive On Green	0.09	0.34	0.34	0.08	0.33	0.33	0.30	0.31	0.31	0.12	0.13	0.13
Sat Flow, veh/h	3442	4683	484	3442	4860	334	1774	1940	1439	1774	2193	1223
Grp Volume(v), veh/h	237	1070	562	262	965	513	532	360	331	184	181	176
Grp Sat Flow(s),veh/h/ln	1721	1695	1777	1721	1695	1804	1774	1770	1609	1774	1770	1647
Q Serve(g_s), s	7.2	32.9	32.9	8.1	28.8	28.8	32.0	19.0	19.3	11.0	10.6	11.2
Cycle Q Clear(g_c), s	7.2	32.9	32.9	8.1	28.8	28.8	32.0	19.0	19.3	11.0	10.6	11.2
Prop In Lane	1.00		0.27	1.00		0.19	1.00		0.89	1.00		0.74
Lane Grp Cap(c), veh/h	320	1147	601	288	1115	593	527	546	497	214	234	218
V/C Ratio(X)	0.74	0.93	0.93	0.91	0.87	0.87	1.01	0.66	0.67	0.86	0.77	0.81
Avail Cap(c_a), veh/h	320	1164	610	288	1196	636	527	546	497	247	263	245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	34.5	34.5	49.0	33.9	33.9	37.9	32.3	32.4	46.5	45.1	45.4
Incr Delay (d2), s/veh	8.8	13.3	21.4	31.1	6.5	11.4	41.6	2.9	3.4	22.7	11.8	16.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	17.4	19.6	5.1	14.4	16.1	21.6	9.7	9.0	6.7	6.0	6.1
LnGrp Delay(d),s/veh	56.4	47.7	55.9	80.1	40.4	45.3	79.5	35.2	35.8	69.1	57.0	61.8
LnGrp LOS	E	D	E	F	D	D	F	D	D	E	E	E
Approach Vol, veh/h		1869			1740			1223			541	
Approach Delay, s/veh		51.3			47.8			54.6			62.7	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	40.5	36.0	18.3	14.0	39.4	17.0	37.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	37.0	32.0	16.0	8.0	38.0	15.0	33.0
Max Q Clear Time (g_c+I1), s	10.1	34.9	34.0	13.2	9.2	30.8	13.0	21.3
Green Ext Time (p_c), s	0.0	1.5	0.0	1.1	0.0	4.7	0.1	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	52.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	290	826	385	164	908	269	380	890	66	304	710	290
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	305	869	300	173	956	220	400	937	0	320	747	0
Adj No. of Lanes	1	2	1	1	2	1	2	3	1	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	1200	537	245	1067	477	481	1062	331	389	925	288
Arrive On Green	0.18	0.34	0.34	0.14	0.30	0.30	0.14	0.21	0.00	0.11	0.18	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	305	869	300	173	956	220	400	937	0	320	747	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	13.6	17.1	12.3	7.4	20.6	9.0	9.0	14.2	0.0	7.2	11.2	0.0
Cycle Q Clear(g_c), s	13.6	17.1	12.3	7.4	20.6	9.0	9.0	14.2	0.0	7.2	11.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	312	1200	537	245	1067	477	481	1062	331	389	925	288
V/C Ratio(X)	0.98	0.72	0.56	0.71	0.90	0.46	0.83	0.88	0.00	0.82	0.81	0.00
Avail Cap(c_a), veh/h	312	1200	537	245	1067	477	481	1086	338	389	1022	318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.7	23.0	21.5	32.8	26.6	22.6	33.3	30.6	0.0	34.5	31.2	0.0
Incr Delay (d2), s/veh	44.7	3.8	4.2	8.9	11.7	3.2	11.7	8.6	0.0	13.3	4.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	9.0	6.0	4.3	11.7	4.3	5.1	7.5	0.0	4.1	5.6	0.0
LnGrp Delay(d),s/veh	77.4	26.9	25.6	41.7	38.3	25.7	45.1	39.2	0.0	47.8	35.7	0.0
LnGrp LOS	E	C	C	D	D	C	D	D		D	D	
Approach Vol, veh/h		1474			1349			1337			1067	
Approach Delay, s/veh		37.1			36.7			40.9			39.3	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	31.0	15.1	18.5	18.0	28.0	13.0	20.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	27.0	10.0	16.0	14.0	24.0	9.0	17.0
Max Q Clear Time (g_c+I1), s	9.4	19.1	11.0	13.2	15.6	22.6	9.2	16.2
Green Ext Time (p_c), s	1.1	3.8	0.0	1.3	0.0	1.0	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	38.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	776	125	0	935	222	0	0	0	251	0	185
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	817	0	0	984	192				264	0	174
Adj No. of Lanes	0	3	1	0	2	1				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	3011	938	0	2096	1224				623	0	287
Arrive On Green	0.00	0.59	0.00	0.00	0.59	0.59				0.18	0.00	0.18
Sat Flow, veh/h	0	5253	1583	0	3632	1583				3442	0	1583
Grp Volume(v), veh/h	0	817	0	0	984	192				264	0	174
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1770	1583				1721	0	1583
Q Serve(g_s), s	0.0	3.1	0.0	0.0	6.2	1.2				2.7	0.0	4.0
Cycle Q Clear(g_c), s	0.0	3.1	0.0	0.0	6.2	1.2				2.7	0.0	4.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3011	938	0	2096	1224				623	0	287
V/C Ratio(X)	0.00	0.27	0.00	0.00	0.47	0.16				0.42	0.00	0.61
Avail Cap(c_a), veh/h	0	4676	1456	0	3255	1743				1691	0	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	3.9	0.0	0.0	4.6	1.2				14.4	0.0	15.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.2	0.1				0.5	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.0	0.0	3.1	1.0				1.3	0.0	1.9
LnGrp Delay(d),s/veh	0.0	4.0	0.0	0.0	4.7	1.2				14.9	0.0	17.0
LnGrp LOS		A			A	A				B		B
Approach Vol, veh/h		817			1176						438	
Approach Delay, s/veh		4.0			4.2						15.7	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				28.0		11.7		28.0
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				36.5		19.5		36.5
Max Q Clear Time (g_c+I1), s				5.1		6.0		8.2
Green Ext Time (p_c), s				16.1		1.2		15.3

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	762	265	0	1092	570	65	0	108	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	802	216	0	1149	0	68	0	103			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3249	1187	0	3249	1011	197	0	310			
Arrive On Green	0.00	0.64	0.64	0.00	0.64	0.00	0.11	0.00	0.11			
Sat Flow, veh/h	0	5253	1583	0	5253	1583	1774	0	2787			
Grp Volume(v), veh/h	0	802	216	0	1149	0	68	0	103			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583	1774	0	1393			
Q Serve(g_s), s	0.0	2.4	1.4	0.0	3.8	0.0	1.3	0.0	1.2			
Cycle Q Clear(g_c), s	0.0	2.4	1.4	0.0	3.8	0.0	1.3	0.0	1.2			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3249	1187	0	3249	1011	197	0	310			
V/C Ratio(X)	0.00	0.25	0.18	0.00	0.35	0.00	0.34	0.00	0.33			
Avail Cap(c_a), veh/h	0	5015	1738	0	5015	1562	1010	0	1587			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	2.8	1.3	0.0	3.0	0.0	14.8	0.0	14.8			
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.1	0.0	1.0	0.0	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.9	0.0	1.7	0.0	0.7	0.0	0.5			
LnGrp Delay(d),s/veh	0.0	2.8	1.4	0.0	3.1	0.0	15.8	0.0	15.4			
LnGrp LOS		A	A		A		B		B			
Approach Vol, veh/h		1018			1149			171				
Approach Delay, s/veh		2.5			3.1			15.6				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		8.5		27.5				27.5
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		35.5				35.5
Max Q Clear Time (g_c+I1), s		3.3		4.4				5.8
Green Ext Time (p_c), s		0.5		17.6				17.2

Intersection Summary	
HCM 2010 Ctrl Delay	3.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	180	544	145	378	1047	570	275	175	164	323	145	340
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	189	573	121	398	1102	495	289	184	162	340	153	242
Adj No. of Lanes	2	3	1	2	3	0	1	2	0	1	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	1408	729	497	1213	544	326	277	230	376	635	690
Arrive On Green	0.07	0.28	0.28	0.14	0.35	0.35	0.18	0.15	0.15	0.21	0.18	0.18
Sat Flow, veh/h	3442	5085	1583	3442	3438	1542	1774	1838	1525	1774	3539	2787
Grp Volume(v), veh/h	189	573	121	398	1087	510	289	177	169	340	153	242
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1591	1774	1770	1594	1774	1770	1393
Q Serve(g_s), s	4.5	7.7	3.7	9.3	25.5	25.5	13.2	7.9	8.4	15.6	3.1	6.0
Cycle Q Clear(g_c), s	4.5	7.7	3.7	9.3	25.5	25.5	13.2	7.9	8.4	15.6	3.1	6.0
Prop In Lane	1.00		1.00	1.00		0.97	1.00		0.96	1.00		1.00
Lane Grp Cap(c), veh/h	235	1408	729	497	1196	561	326	267	241	376	635	690
V/C Ratio(X)	0.80	0.41	0.17	0.80	0.91	0.91	0.89	0.66	0.70	0.90	0.24	0.35
Avail Cap(c_a), veh/h	235	1408	729	698	1240	582	345	367	331	394	832	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	24.6	13.1	34.5	25.7	25.7	33.2	33.4	33.6	32.0	29.4	25.8
Incr Delay (d2), s/veh	18.0	0.2	0.1	4.5	9.7	18.1	22.4	2.8	4.1	23.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.6	1.6	4.7	13.4	14.0	8.5	4.0	4.0	10.1	1.5	2.3
LnGrp Delay(d),s/veh	56.3	24.8	13.2	39.1	35.4	43.8	55.6	36.2	37.7	55.1	29.5	26.1
LnGrp LOS	E	C	B	D	D	D	E	D	D	E	C	C
Approach Vol, veh/h		883			1995			635			735	
Approach Delay, s/veh		29.9			38.3			45.4			40.2	
Approach LOS		C			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.2	17.1	16.5	27.6	19.8	19.5	10.2	33.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	17.3	16.9	19.3	16.2	19.6	5.7	30.5
Max Q Clear Time (g_c+I1), s	17.6	10.4	11.3	9.7	15.2	8.0	6.5	27.5
Green Ext Time (p_c), s	0.1	2.2	0.7	7.9	0.1	3.0	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	38.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	796	365	283	1201	60	210	70	159	77	85	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	79	838	321	298	1264	52	221	74	146	81	89	111
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	997	380	339	2049	84	277	291	247	261	111	139
Arrive On Green	0.06	0.27	0.27	0.19	0.41	0.41	0.16	0.16	0.16	0.15	0.15	0.15
Sat Flow, veh/h	1774	3627	1382	1774	5010	206	1774	1863	1583	1774	755	942
Grp Volume(v), veh/h	79	783	376	298	855	461	221	74	146	81	0	200
Grp Sat Flow(s),veh/h/ln	1774	1695	1619	1774	1695	1826	1774	1863	1583	1774	0	1697
Q Serve(g_s), s	3.4	17.0	17.1	12.7	15.6	15.6	9.4	2.7	6.7	3.2	0.0	8.9
Cycle Q Clear(g_c), s	3.4	17.0	17.1	12.7	15.6	15.6	9.4	2.7	6.7	3.2	0.0	8.9
Prop In Lane	1.00		0.85	1.00		0.11	1.00		1.00	1.00		0.56
Lane Grp Cap(c), veh/h	101	932	445	339	1387	747	277	291	247	261	0	250
V/C Ratio(X)	0.78	0.84	0.84	0.88	0.62	0.62	0.80	0.25	0.59	0.31	0.00	0.80
Avail Cap(c_a), veh/h	157	942	450	389	1387	747	391	410	349	364	0	348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.3	26.7	26.7	30.7	18.2	18.2	31.8	28.9	30.6	29.7	0.0	32.2
Incr Delay (d2), s/veh	12.3	6.8	13.7	18.2	0.8	1.5	7.6	0.5	2.2	0.7	0.0	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	8.8	9.3	7.9	7.4	8.1	5.2	1.4	3.1	1.6	0.0	4.8
LnGrp Delay(d),s/veh	48.6	33.5	40.4	48.9	19.1	19.8	39.3	29.4	32.9	30.4	0.0	41.0
LnGrp LOS	D	C	D	D	B	B	D	C	C	C		D
Approach Vol, veh/h		1238			1614			441			281	
Approach Delay, s/veh		36.6			24.8			35.5			38.0	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		16.7	19.4	26.0		16.0	9.0	36.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		17.2	17.1	21.7		16.0	6.9	31.9
Max Q Clear Time (g_c+I1), s		11.4	14.7	19.1		10.9	5.4	17.6
Green Ext Time (p_c), s		0.8	0.2	2.3		0.6	0.0	11.5

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	628	365	245	953	65	450	190	327	50	145	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	79	661	321	258	1003	68	474	200	323	53	153	115
Adj No. of Lanes	1	3	1	2	3	0	2	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	1266	394	360	1444	98	578	631	536	67	206	155
Arrive On Green	0.06	0.25	0.25	0.10	0.30	0.30	0.17	0.34	0.34	0.04	0.21	0.21
Sat Flow, veh/h	1774	5085	1583	3442	4865	329	3442	1863	1583	1774	989	743
Grp Volume(v), veh/h	79	661	321	258	698	373	474	200	323	53	0	268
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1805	1721	1863	1583	1774	0	1732
Q Serve(g_s), s	2.9	7.5	12.7	4.8	12.2	12.2	8.9	5.3	11.3	2.0	0.0	9.7
Cycle Q Clear(g_c), s	2.9	7.5	12.7	4.8	12.2	12.2	8.9	5.3	11.3	2.0	0.0	9.7
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	101	1266	394	360	1006	535	578	631	536	67	0	361
V/C Ratio(X)	0.78	0.52	0.81	0.72	0.69	0.70	0.82	0.32	0.60	0.80	0.00	0.74
Avail Cap(c_a), veh/h	147	1291	402	470	1044	556	646	685	583	173	0	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.0	21.6	23.6	28.9	20.7	20.8	26.7	16.3	18.3	31.8	0.0	24.7
Incr Delay (d2), s/veh	15.4	0.4	12.0	3.6	1.9	3.6	7.6	0.3	1.5	18.9	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.5	6.8	2.5	5.9	6.5	4.8	2.8	5.2	1.3	0.0	5.0
LnGrp Delay(d),s/veh	46.4	21.9	35.5	32.5	22.7	24.4	34.3	16.6	19.8	50.7	0.0	29.0
LnGrp LOS	D	C	D	C	C	C	C	B	B	D		C
Approach Vol, veh/h		1061			1329			997			321	
Approach Delay, s/veh		27.9			25.1			26.1			32.5	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	27.0	11.5	21.1	15.7	18.4	8.3	24.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	24.5	9.1	16.9	12.5	18.5	5.5	20.5
Max Q Clear Time (g_c+I1), s	4.9	13.3	6.8	14.7	10.9	11.7	4.9	14.2
Green Ext Time (p_c), s	0.0	3.0	0.2	1.9	0.3	2.2	0.0	5.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	57.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	60	455	40	0	47	753	50	0	75	35	58	0	10	50	125
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	63	479	42	0	49	793	53	0	79	37	61	0	11	53	132
Number of Lanes	0	1	1	1	0	0	2	0	0	1	1	0	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	3
HCM Control Delay	62.8	70.6	15.9	15.9
HCM LOS	F	F	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	11%	0%	17%	0%
Vol Thru, %	0%	38%	0%	100%	0%	89%	88%	83%	0%
Vol Right, %	0%	62%	0%	0%	100%	0%	12%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	93	60	455	40	424	427	60	125
LT Vol	75	0	60	0	0	47	0	10	0
Through Vol	0	35	0	455	0	377	377	50	0
RT Vol	0	58	0	0	40	0	50	0	125
Lane Flow Rate	79	98	63	479	42	446	449	63	132
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.229	0.258	0.162	1	0.094	1	0.996	0.175	0.335
Departure Headway (Hd)	10.421	9.489	9.248	8.735	8.015	8.125	7.987	9.956	9.177
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	344	378	393	421	452	446	453	360	392
Service Time	8.186	7.254	6.871	6.371	5.671	5.868	5.73	7.72	6.94
HCM Lane V/C Ratio	0.23	0.259	0.16	1.138	0.093	1	0.991	0.175	0.337
HCM Control Delay	16.3	15.5	13.6	73.8	11.5	71.5	69.8	14.8	16.5
HCM Lane LOS	C	C	B	F	B	F	F	B	C
HCM 95th-tile Q	0.9	1	0.6	12.5	0.3	12.9	12.8	0.6	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	134	80	285	113	120	95	405	242	110	255	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	79	141	73	300	119	115	100	426	192	116	268	57
Adj No. of Lanes	0	1	1	2	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	192	260	656	166	161	196	584	260	129	760	159
Arrive On Green	0.16	0.16	0.16	0.19	0.19	0.19	0.06	0.24	0.24	0.07	0.26	0.26
Sat Flow, veh/h	657	1173	1583	3442	872	842	3442	2382	1063	1774	2914	610
Grp Volume(v), veh/h	220	0	73	300	0	234	100	315	303	116	161	164
Grp Sat Flow(s),veh/h/ln	1830	0	1583	1721	0	1714	1721	1770	1675	1774	1770	1755
Q Serve(g_s), s	6.3	0.0	2.2	4.2	0.0	7.0	1.6	9.0	9.1	3.6	4.1	4.2
Cycle Q Clear(g_c), s	6.3	0.0	2.2	4.2	0.0	7.0	1.6	9.0	9.1	3.6	4.1	4.2
Prop In Lane	0.36		1.00	1.00		0.49	1.00		0.63	1.00		0.35
Lane Grp Cap(c), veh/h	300	0	260	656	0	327	196	434	410	129	461	458
V/C Ratio(X)	0.73	0.00	0.28	0.46	0.00	0.72	0.51	0.73	0.74	0.90	0.35	0.36
Avail Cap(c_a), veh/h	533	0	461	1002	0	499	250	515	488	129	515	511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	20.1	19.7	0.0	20.8	25.2	19.1	19.1	25.3	16.5	16.6
Incr Delay (d2), s/veh	3.5	0.0	0.6	0.5	0.0	2.9	2.0	4.2	4.8	49.7	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	1.0	2.0	0.0	3.6	0.8	4.9	4.7	3.5	2.0	2.1
LnGrp Delay(d),s/veh	25.3	0.0	20.7	20.2	0.0	23.8	27.2	23.3	23.9	75.0	17.0	17.0
LnGrp LOS	C		C	C		C	C	C	C	E	B	B
Approach Vol, veh/h		293			534			718			441	
Approach Delay, s/veh		24.1			21.8			24.1			32.2	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.5	18.0		13.5	7.6	18.8		15.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	4.0	16.0		16.0	4.0	16.0		16.0
Max Q Clear Time (g_c+I1), s	5.6	11.1		8.3	3.6	6.2		9.0
Green Ext Time (p_c), s	0.0	2.3		0.8	0.0	3.8		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	25.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	156	185	155	240	255	250	115	327	320	321	275	213
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	164	195	152	253	268	252	121	344	274	338	289	192
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	290	246	297	389	331	155	422	330	385	728	470
Arrive On Green	0.11	0.16	0.16	0.17	0.21	0.21	0.09	0.22	0.22	0.22	0.35	0.35
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1891	1480	1774	2064	1333
Grp Volume(v), veh/h	164	195	152	253	268	252	121	321	297	338	247	234
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1770	1602	1774	1770	1627
Q Serve(g_s), s	6.9	7.5	6.8	10.5	10.1	11.4	5.1	13.1	13.4	14.0	8.0	8.3
Cycle Q Clear(g_c), s	6.9	7.5	6.8	10.5	10.1	11.4	5.1	13.1	13.4	14.0	8.0	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.92	1.00		0.82
Lane Grp Cap(c), veh/h	203	290	246	297	389	331	155	395	357	385	624	574
V/C Ratio(X)	0.81	0.67	0.62	0.85	0.69	0.76	0.78	0.81	0.83	0.88	0.40	0.41
Avail Cap(c_a), veh/h	275	392	333	385	507	431	296	419	379	502	624	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	30.3	30.0	30.7	27.8	28.3	34.0	28.0	28.2	28.8	18.5	18.6
Incr Delay (d2), s/veh	12.0	2.7	2.5	13.4	2.6	5.8	8.3	11.2	13.7	13.2	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	4.1	3.1	6.2	5.5	5.5	2.8	7.6	7.3	8.3	4.0	3.8
LnGrp Delay(d),s/veh	44.9	33.0	32.5	44.1	30.4	34.1	42.2	39.2	41.9	42.0	18.9	19.1
LnGrp LOS	D	C	C	D	C	C	D	D	D	D	B	B
Approach Vol, veh/h		511			773			739			819	
Approach Delay, s/veh		36.7			36.1			40.8			28.5	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	21.5	17.2	16.3	11.1	31.3	13.2	20.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.5	18.0	16.5	16.0	12.7	26.8	11.8	20.7
Max Q Clear Time (g_c+I1), s	16.0	15.4	12.5	9.5	7.1	10.3	8.9	13.4
Green Ext Time (p_c), s	0.5	1.5	0.3	2.3	0.1	6.1	0.1	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	35.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	226	1310	260	279	1260	360	510	780	194	250	640	264
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	238	1379	190	294	1326	232	537	821	141	263	674	194
Adj No. of Lanes	2	3	1	2	3	0	2	2	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	1789	557	348	1596	279	547	1163	520	315	709	204
Arrive On Green	0.09	0.35	0.35	0.10	0.37	0.37	0.16	0.33	0.33	0.09	0.26	0.26
Sat Flow, veh/h	3442	5085	1583	3442	4356	762	3442	3539	1583	3442	2714	781
Grp Volume(v), veh/h	238	1379	190	294	1032	526	537	821	141	263	439	429
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1728	1721	1770	1583	1721	1770	1725
Q Serve(g_s), s	8.5	30.3	11.1	10.6	34.9	34.9	19.6	25.5	8.3	9.5	30.7	30.7
Cycle Q Clear(g_c), s	8.5	30.3	11.1	10.6	34.9	34.9	19.6	25.5	8.3	9.5	30.7	30.7
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	298	1789	557	348	1242	633	547	1163	520	315	462	450
V/C Ratio(X)	0.80	0.77	0.34	0.85	0.83	0.83	0.98	0.71	0.27	0.84	0.95	0.95
Avail Cap(c_a), veh/h	438	1900	591	383	1242	633	547	1163	520	328	464	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	36.3	30.0	55.6	36.3	36.3	52.7	36.9	31.1	56.2	45.7	45.7
Incr Delay (d2), s/veh	6.4	1.9	0.4	14.8	4.9	9.2	33.7	2.0	0.3	16.4	29.6	30.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	14.5	4.9	5.7	17.2	18.3	11.8	12.7	3.7	5.2	18.8	18.4
LnGrp Delay(d),s/veh	62.8	38.2	30.4	70.4	41.2	45.5	86.4	38.9	31.4	72.6	75.3	76.0
LnGrp LOS	E	D	C	E	D	D	F	D	C	E	E	E
Approach Vol, veh/h		1807			1852			1499			1131	
Approach Delay, s/veh		40.6			47.1			55.2			74.9	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	48.3	24.0	36.8	14.9	50.1	15.5	45.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	47.0	20.0	33.0	16.0	45.0	12.0	41.0
Max Q Clear Time (g_c+I1), s	12.6	32.3	21.6	32.7	10.5	36.9	11.5	27.5
Green Ext Time (p_c), s	0.2	11.9	0.0	0.1	0.3	7.5	0.1	8.7

Intersection Summary	
HCM 2010 Ctrl Delay	52.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	504	930	400	280	1120	500	470	1102	400	230	385	139
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	531	979	316	295	1179	431	495	1160	295	242	405	114
Adj No. of Lanes	2	3	1	2	3	1	2	2	2	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	574	1356	422	497	1243	387	1001	1180	1331	268	611	190
Arrive On Green	0.17	0.27	0.27	0.14	0.24	0.24	0.29	0.33	0.33	0.08	0.12	0.12
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	2787	3442	5085	1583
Grp Volume(v), veh/h	531	979	316	295	1179	431	495	1160	295	242	405	114
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1393	1721	1695	1583
Q Serve(g_s), s	13.7	15.7	16.5	7.2	20.5	17.1	10.7	29.3	1.3	6.3	6.9	6.1
Cycle Q Clear(g_c), s	13.7	15.7	16.5	7.2	20.5	17.1	10.7	29.3	1.3	6.3	6.9	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	574	1356	422	497	1243	387	1001	1180	1331	268	611	190
V/C Ratio(X)	0.93	0.72	0.75	0.59	0.95	1.11	0.49	0.98	0.22	0.90	0.66	0.60
Avail Cap(c_a), veh/h	574	1356	422	497	1243	387	1001	1180	1331	268	1017	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	30.0	30.2	36.0	33.4	20.7	26.4	29.8	5.6	41.2	37.9	37.5
Incr Delay (d2), s/veh	21.2	3.4	11.5	1.9	15.8	80.2	0.4	22.2	0.1	31.2	1.2	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	7.8	8.5	3.6	11.4	16.0	5.1	17.8	1.3	4.2	3.3	2.9
LnGrp Delay(d),s/veh	58.1	33.3	41.7	37.9	49.3	100.8	26.8	51.9	5.7	72.4	39.1	40.5
LnGrp LOS	E	C	D	D	D	F	C	D	A	E	D	D
Approach Vol, veh/h		1826			1905			1950			761	
Approach Delay, s/veh		42.0			59.2			38.5			49.9	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	28.0	30.2	14.8	19.0	26.0	11.0	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	24.0	19.0	18.0	15.0	22.0	7.0	30.0
Max Q Clear Time (g_c+I1), s	19.3	18.5	12.7	8.9	15.7	22.5	8.3	31.3
Green Ext Time (p_c), s	1.2	3.2	4.7	2.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	47.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1549	115	0	1354	125	0	0	0	250	0	60
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	1631	110	0	1425	100				263	0	52
Adj No. of Lanes	0	3	1	0	3	1				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	2522	785	0	2522	1384				1301	0	599
Arrive On Green	0.00	0.50	0.50	0.00	0.50	0.50				0.38	0.00	0.38
Sat Flow, veh/h	0	5253	1583	0	5253	1583				3442	0	1583
Grp Volume(v), veh/h	0	1631	110	0	1425	100				263	0	52
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583				1721	0	1583
Q Serve(g_s), s	0.0	15.1	2.4	0.0	12.5	0.5				3.3	0.0	1.3
Cycle Q Clear(g_c), s	0.0	15.1	2.4	0.0	12.5	0.5				3.3	0.0	1.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2522	785	0	2522	1384				1301	0	599
V/C Ratio(X)	0.00	0.65	0.14	0.00	0.57	0.07				0.20	0.00	0.09
Avail Cap(c_a), veh/h	0	2643	823	0	2643	1422				1301	0	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.9	8.7	0.0	11.2	0.5				13.3	0.0	12.7
Incr Delay (d2), s/veh	0.0	0.5	0.1	0.0	0.3	0.0				0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.1	1.1	0.0	5.9	1.0				1.6	0.0	0.6
LnGrp Delay(d),s/veh	0.0	12.4	8.7	0.0	11.5	0.6				13.6	0.0	13.0
LnGrp LOS		B	A		B	A				B		B
Approach Vol, veh/h		1741			1525						315	
Approach Delay, s/veh		12.2			10.7						13.5	
Approach LOS		B			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				35.5		28.0		35.5
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				33.0		24.0		33.0
Max Q Clear Time (g_c+I1), s				17.1		5.3		14.5
Green Ext Time (p_c), s				14.4		1.0		16.5

Intersection Summary	
HCM 2010 Ctrl Delay	11.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1574	225	0	1404	620	75	0	110	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	1657	174	0	1478	527	79	0	95			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	2840	1384	0	2840	884	560	0	879			
Arrive On Green	0.00	0.56	0.56	0.00	0.56	0.56	0.32	0.00	0.32			
Sat Flow, veh/h	0	5253	1583	0	5253	1583	1774	0	2787			
Grp Volume(v), veh/h	0	1657	174	0	1478	527	79	0	95			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583	1774	0	1393			
Q Serve(g_s), s	0.0	13.5	1.0	0.0	11.5	14.0	2.0	0.0	1.5			
Cycle Q Clear(g_c), s	0.0	13.5	1.0	0.0	11.5	14.0	2.0	0.0	1.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2840	1384	0	2840	884	560	0	879			
V/C Ratio(X)	0.00	0.58	0.13	0.00	0.52	0.60	0.14	0.00	0.11			
Avail Cap(c_a), veh/h	0	2968	1423	0	2968	924	560	0	879			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.2	0.6	0.0	8.7	9.3	15.5	0.0	15.4			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.1	1.0	0.5	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	6.4	1.5	0.0	5.4	6.2	1.1	0.0	0.6			
LnGrp Delay(d),s/veh	0.0	9.4	0.6	0.0	8.9	10.2	16.1	0.0	15.6			
LnGrp LOS		A	A		A	B	B		B			
Approach Vol, veh/h		1831			2005			174				
Approach Delay, s/veh		8.6			9.2			15.8				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		24.0		39.4				39.4
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		20.0		37.0				37.0
Max Q Clear Time (g_c+I1), s		4.0		15.5				16.0
Green Ext Time (p_c), s		0.5		19.8				19.4

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	372	967	345	352	1185	190	610	410	273	90	280	225
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	392	1018	237	371	1247	189	642	432	224	95	295	174
Adj No. of Lanes	2	3	2	2	3	0	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	448	1478	810	443	1289	195	705	1227	753	155	661	502
Arrive On Green	0.13	0.29	0.29	0.13	0.29	0.29	0.20	0.35	0.35	0.05	0.19	0.19
Sat Flow, veh/h	3442	5085	2787	3442	4458	676	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	392	1018	237	371	948	488	642	432	224	95	295	174
Grp Sat Flow(s),veh/h/ln	1721	1695	1393	1721	1695	1744	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	10.1	16.0	5.9	9.5	24.8	24.8	16.4	8.2	7.8	2.4	6.6	7.6
Cycle Q Clear(g_c), s	10.1	16.0	5.9	9.5	24.8	24.8	16.4	8.2	7.8	2.4	6.6	7.6
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	448	1478	810	443	980	504	705	1227	753	155	661	502
V/C Ratio(X)	0.88	0.69	0.29	0.84	0.97	0.97	0.91	0.35	0.30	0.61	0.45	0.35
Avail Cap(c_a), veh/h	448	1478	810	463	980	504	708	1227	753	222	661	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	28.3	24.7	38.3	31.5	31.5	34.9	21.9	14.4	42.2	32.4	23.6
Incr Delay (d2), s/veh	17.4	1.4	0.2	12.4	21.2	31.8	15.9	0.8	1.0	3.9	2.2	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	7.6	2.3	5.2	14.5	16.4	9.3	4.1	3.6	1.2	3.4	3.6
LnGrp Delay(d),s/veh	55.8	29.7	24.9	50.7	52.7	63.3	50.8	22.7	15.4	46.1	34.6	25.5
LnGrp LOS	E	C	C	D	D	E	D	C	B	D	C	C
Approach Vol, veh/h		1647			1807			1298			564	
Approach Delay, s/veh		35.2			55.2			35.3			33.7	
Approach LOS		D			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	35.2	16.1	30.1	22.9	20.8	16.2	30.0
Change Period (Y+Rc), s	4.5	4.0	4.5	4.0	4.5	4.0	4.5	4.0
Max Green Setting (Gmax), s	5.8	29.5	12.1	25.6	18.5	16.8	11.7	26.0
Max Q Clear Time (g_c+I1), s	11.4	10.2	11.5	18.0	18.4	9.6	12.1	26.8
Green Ext Time (p_c), s	0.0	5.8	0.1	6.7	0.0	3.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.9
HCM 2010 LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	532	798	1452	180	135	280
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	560	840	1528	189	142	295
Adj No. of Lanes	2	3	3	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	728	3376	1650	204	268	479
Arrive On Green	0.21	0.66	0.36	0.36	0.15	0.15
Sat Flow, veh/h	3442	5253	4754	567	1774	3167
Grp Volume(v), veh/h	560	840	1129	588	142	295
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1763	1774	1583
Q Serve(g_s), s	7.5	3.2	15.5	15.6	3.6	4.2
Cycle Q Clear(g_c), s	7.5	3.2	15.5	15.6	3.6	4.2
Prop In Lane	1.00			0.32	1.00	1.00
Lane Grp Cap(c), veh/h	728	3376	1220	634	268	479
V/C Ratio(X)	0.77	0.25	0.93	0.93	0.53	0.62
Avail Cap(c_a), veh/h	955	4548	1220	634	584	1042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	3.3	14.9	15.0	19.0	19.3
Incr Delay (d2), s/veh	2.8	0.0	12.0	19.9	1.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	1.5	9.2	11.0	1.9	3.7
LnGrp Delay(d),s/veh	20.9	3.3	26.9	34.9	20.7	20.6
LnGrp LOS	C	A	C	C	C	C
Approach Vol, veh/h		1400	1717		437	
Approach Delay, s/veh		10.3	29.6		20.6	
Approach LOS		B	C		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.8		11.9	14.8	22.0		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		43.5		16.0	13.5	17.5		
Max Q Clear Time (g_c+I1), s		5.2		6.2	9.5	17.6		
Green Ext Time (p_c), s		24.6		1.1	0.8	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	20.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	260	673	1442	196	240	190
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	274	708	1518	206	253	200
Adj No. of Lanes	1	3	3	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	326	3398	1859	252	325	290
Arrive On Green	0.18	0.67	0.41	0.41	0.18	0.18
Sat Flow, veh/h	1774	5253	4698	614	1774	1583
Grp Volume(v), veh/h	274	708	1135	589	253	200
Grp Sat Flow(s),veh/h/ln	1774	1695	1695	1754	1774	1583
Q Serve(g_s), s	9.0	3.3	18.0	18.0	8.2	7.2
Cycle Q Clear(g_c), s	9.0	3.3	18.0	18.0	8.2	7.2
Prop In Lane	1.00			0.35	1.00	1.00
Lane Grp Cap(c), veh/h	326	3398	1391	720	325	290
V/C Ratio(X)	0.84	0.21	0.82	0.82	0.78	0.69
Avail Cap(c_a), veh/h	395	3651	1427	738	512	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	3.9	15.8	15.9	23.6	23.1
Incr Delay (d2), s/veh	12.9	0.0	3.7	7.0	4.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	1.5	9.1	10.1	4.4	6.3
LnGrp Delay(d),s/veh	36.8	3.9	19.6	22.9	27.6	26.0
LnGrp LOS	D	A	B	C	C	C
Approach Vol, veh/h		982	1724		453	
Approach Delay, s/veh		13.1	20.7		26.9	
Approach LOS		B	C		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				45.0		15.6	15.6	29.4
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				43.5		17.5	13.5	25.5
Max Q Clear Time (g_c+I1), s				5.3		10.2	11.0	20.0
Green Ext Time (p_c), s				23.2		0.9	0.2	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	19.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	308	315	290	470	900	282	390	623	150	55	452	349
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	324	332	242	495	947	286	411	656	147	58	476	293
Adj No. of Lanes	2	3	0	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	428	893	417	510	1461	455	453	1005	449	141	684	306
Arrive On Green	0.12	0.26	0.26	0.15	0.29	0.29	0.13	0.28	0.28	0.04	0.19	0.19
Sat Flow, veh/h	3442	3390	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	324	332	242	495	947	286	411	656	147	58	476	293
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	5.5	4.9	8.1	8.7	9.9	9.5	7.2	9.9	2.7	1.0	7.6	7.6
Cycle Q Clear(g_c), s	5.5	4.9	8.1	8.7	9.9	9.5	7.2	9.9	2.7	1.0	7.6	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	428	893	417	510	1461	455	453	1005	449	141	684	306
V/C Ratio(X)	0.76	0.37	0.58	0.97	0.65	0.63	0.91	0.65	0.33	0.41	0.70	0.96
Avail Cap(c_a), veh/h	453	893	417	510	1461	455	453	1165	521	227	932	417
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	18.3	19.4	25.7	19.0	18.8	26.0	19.1	6.4	28.4	22.8	11.3
Incr Delay (d2), s/veh	6.8	1.2	5.8	32.3	2.2	6.5	21.7	1.1	0.4	1.9	1.4	28.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.4	4.2	6.3	4.9	5.0	4.7	5.0	1.8	0.5	3.8	6.3
LnGrp Delay(d),s/veh	32.5	19.5	25.2	58.0	21.2	25.3	47.7	20.2	6.8	30.3	24.2	39.7
LnGrp LOS	C	B	C	E	C	C	D	C	A	C	C	D
Approach Vol, veh/h		898			1728			1214			827	
Approach Delay, s/veh		25.7			32.4			27.9			30.1	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	20.0	12.0	15.7	11.6	21.4	6.5	21.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	16.0	8.0	16.0	8.0	17.0	4.0	20.0
Max Q Clear Time (g_c+I1), s	10.7	10.1	9.2	9.6	7.5	11.9	3.0	11.9
Green Ext Time (p_c), s	0.0	1.7	0.0	2.1	0.1	3.5	0.0	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	29.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	290	842	380	350	1515	190	470	450	170	70	380	290
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	305	886	337	368	1595	179	495	474	168	74	400	258
Adj No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	1516	472	653	1930	601	560	1287	701	146	675	672
Arrive On Green	0.11	0.30	0.30	0.19	0.38	0.38	0.16	0.25	0.25	0.04	0.13	0.13
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	5085	1583	3442	5085	2787
Grp Volume(v), veh/h	305	886	337	368	1595	179	495	474	168	74	400	258
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1695	1583	1721	1695	1393
Q Serve(g_s), s	6.4	10.9	14.0	7.2	20.9	5.8	10.4	5.7	0.8	1.6	5.5	3.3
Cycle Q Clear(g_c), s	6.4	10.9	14.0	7.2	20.9	5.8	10.4	5.7	0.8	1.6	5.5	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	373	1516	472	653	1930	601	560	1287	701	146	675	672
V/C Ratio(X)	0.82	0.58	0.71	0.56	0.83	0.30	0.88	0.37	0.24	0.51	0.59	0.38
Avail Cap(c_a), veh/h	373	1516	472	653	1930	601	560	1585	794	233	1103	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	22.0	23.1	27.1	20.7	16.0	30.2	22.7	5.5	34.6	30.1	9.6
Incr Delay (d2), s/veh	13.3	1.7	8.9	1.1	4.2	1.3	15.5	0.2	0.2	2.7	0.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	5.3	7.2	3.5	10.5	2.7	6.2	2.7	1.3	0.8	2.6	1.4
LnGrp Delay(d),s/veh	45.5	23.7	32.0	28.2	24.9	17.3	45.7	22.9	5.7	37.3	31.0	9.9
LnGrp LOS	D	C	C	C	C	B	D	C	A	D	C	A
Approach Vol, veh/h		1528			2142			1137			732	
Approach Delay, s/veh		29.9			24.9			30.3			24.2	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	26.0	16.0	13.8	12.0	32.0	7.1	22.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	22.0	12.0	16.0	8.0	28.0	5.0	23.0
Max Q Clear Time (g_c+I1), s	9.2	16.0	12.4	7.5	8.4	22.9	3.6	7.7
Green Ext Time (p_c), s	4.0	3.3	0.0	2.3	0.0	4.2	0.0	4.7

Intersection Summary	
HCM 2010 Ctrl Delay	27.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	312	640	280	160	580	90	100	271	130	210	563	495
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	328	674	290	168	611	84	105	285	126	221	593	395
Adj No. of Lanes	2	3	0	2	2	1	2	3	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	454	1259	533	270	1082	484	193	720	296	294	824	578
Arrive On Green	0.13	0.36	0.36	0.08	0.31	0.31	0.06	0.20	0.20	0.09	0.23	0.23
Sat Flow, veh/h	3442	3506	1485	3442	3539	1583	3442	3538	1457	3442	3539	1583
Grp Volume(v), veh/h	328	651	313	168	611	84	105	272	139	221	593	395
Grp Sat Flow(s),veh/h/ln	1721	1695	1601	1721	1770	1583	1721	1695	1606	1721	1770	1583
Q Serve(g_s), s	5.3	8.9	9.1	2.8	8.5	2.3	1.7	4.1	4.4	3.7	9.0	7.3
Cycle Q Clear(g_c), s	5.3	8.9	9.1	2.8	8.5	2.3	1.7	4.1	4.4	3.7	9.0	7.3
Prop In Lane	1.00		0.93	1.00		1.00	1.00		0.91	1.00		1.00
Lane Grp Cap(c), veh/h	454	1217	575	270	1082	484	193	690	327	294	824	578
V/C Ratio(X)	0.72	0.54	0.54	0.62	0.56	0.17	0.55	0.39	0.42	0.75	0.72	0.68
Avail Cap(c_a), veh/h	647	1217	575	412	1082	484	235	927	439	294	1029	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	14.9	14.9	26.1	17.0	14.9	26.9	20.2	20.3	26.1	20.7	6.1
Incr Delay (d2), s/veh	2.3	1.7	3.7	2.3	2.1	0.8	2.4	0.4	0.9	10.3	1.9	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	4.4	4.6	1.4	4.4	1.1	0.9	1.9	2.0	2.2	4.6	3.6
LnGrp Delay(d),s/veh	26.7	16.6	18.6	28.5	19.2	15.7	29.3	20.5	21.2	36.4	22.5	8.4
LnGrp LOS	C	B	B	C	B	B	C	C	C	D	C	A
Approach Vol, veh/h		1292			863			516			1209	
Approach Delay, s/veh		19.6			20.6			22.5			20.5	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	25.0	7.3	17.6	11.7	21.9	9.0	15.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	21.0	4.0	17.0	11.0	17.0	5.0	16.0
Max Q Clear Time (g_c+I1), s	4.8	11.1	3.7	11.0	7.3	10.5	5.7	6.4
Green Ext Time (p_c), s	0.2	4.1	0.1	2.6	0.4	2.5	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	20.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	1024	130	139	1249	50	150	50	204	130	50	100
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	53	1078	137	146	1315	53	158	53	215	137	53	105
Adj No. of Lanes	2	3	0	2	2	2	1	2	0	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	519	2144	272	232	1365	1075	177	298	267	229	458	214
Arrive On Green	0.15	0.47	0.47	0.07	0.39	0.39	0.10	0.17	0.17	0.07	0.14	0.14
Sat Flow, veh/h	3442	4570	580	3442	3539	2787	1774	1770	1583	3442	3390	1583
Grp Volume(v), veh/h	53	799	416	146	1315	53	158	53	215	137	53	105
Grp Sat Flow(s),veh/h/ln	1721	1695	1760	1721	1770	1393	1774	1770	1583	1721	1695	1583
Q Serve(g_s), s	0.9	11.5	11.5	2.9	25.4	0.8	6.2	1.8	9.1	2.7	1.0	4.3
Cycle Q Clear(g_c), s	0.9	11.5	11.5	2.9	25.4	0.8	6.2	1.8	9.1	2.7	1.0	4.3
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	519	1590	826	232	1365	1075	177	298	267	229	458	214
V/C Ratio(X)	0.10	0.50	0.50	0.63	0.96	0.05	0.89	0.18	0.81	0.60	0.12	0.49
Avail Cap(c_a), veh/h	519	1590	826	393	1365	1075	177	404	362	344	775	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	12.9	12.9	31.8	21.0	13.5	31.1	24.9	28.0	31.8	26.6	28.0
Incr Delay (d2), s/veh	0.1	1.1	2.2	2.8	17.0	0.1	38.4	0.3	9.2	2.5	0.1	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.6	6.0	1.5	15.5	0.3	4.9	0.9	4.7	1.4	0.5	2.0
LnGrp Delay(d),s/veh	25.7	14.0	15.1	34.6	38.0	13.6	69.6	25.2	37.2	34.3	26.7	29.8
LnGrp LOS	C	B	B	C	D	B	E	C	D	C	C	C
Approach Vol, veh/h		1268			1514			426			295	
Approach Delay, s/veh		14.9			36.9			47.7			31.3	
Approach LOS		B			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	36.8	11.0	13.5	14.5	31.0	8.6	15.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	23.0	7.0	16.0	4.0	27.0	7.0	16.0
Max Q Clear Time (g_c+I1), s	4.9	13.5	8.2	6.3	2.9	27.4	4.7	11.1
Green Ext Time (p_c), s	0.1	5.5	0.0	0.9	0.0	0.0	0.3	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	29.8
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	201	585	665
Demand Flow Rate, veh/h	205	596	678
Vehicles Circulating, veh/h	532	6	198
Vehicles Exiting, veh/h	70	870	539
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.5	9.6	17.6
Approach LOS	A	A	C

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	205	596	678
Cap Entry Lane, veh/h	664	1123	927
Entry HV Adj Factor	0.980	0.981	0.981
Flow Entry, veh/h	201	585	665
Cap Entry, veh/h	651	1102	909
V/C Ratio	0.309	0.531	0.731
Control Delay, s/veh	9.5	9.6	17.6
LOS	A	A	C
95th %tile Queue, veh	1	3	7

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	7	533	20	0	762
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	561	21	0	802

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1374	572	0	0	582	0
Stage 1	572	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	160	520	-	-	992	-
Stage 1	565	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	160	520	-	-	992	-
Mov Cap-2 Maneuver	160	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	520	992	-
HCM Lane V/C Ratio	-	-	0.014	-	-
HCM Control Delay (s)	-	-	12	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	17.3
Intersection LOS	C

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	104	686	838
Demand Flow Rate, veh/h	106	700	855
Vehicles Circulating, veh/h	650	2	102
Vehicles Exiting, veh/h	52	955	654
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.5	11.5	23.2
Approach LOS	A	B	C

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	106	700	855
Cap Entry Lane, veh/h	590	1128	1020
Entry HV Adj Factor	0.981	0.980	0.980
Flow Entry, veh/h	104	686	838
Cap Entry, veh/h	579	1106	1000
V/C Ratio	0.180	0.621	0.838
Control Delay, s/veh	8.5	11.5	23.2
LOS	A	B	C
95th %tile Queue, veh	1	5	10

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	122	543	584
Demand Flow Rate, veh/h	0	124	553	596
Vehicles Circulating, veh/h	712	483	5	116
Vehicles Exiting, veh/h	0	75	707	491
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	7.3	8.8	11.8
Approach LOS	-	A	A	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	124	553	596
Cap Entry Lane, veh/h	554	697	1124	1006
Entry HV Adj Factor	1.000	0.984	0.981	0.981
Flow Entry, veh/h	0	122	543	584
Cap Entry, veh/h	554	686	1103	987
V/C Ratio	0.000	0.178	0.492	0.592
Control Delay, s/veh	6.5	7.3	8.8	11.8
LOS	A	A	A	B
95th %tile Queue, veh	0	1	3	4

Intersection	
Intersection Delay, s/veh	7.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	33	14	388	420
Demand Flow Rate, veh/h	34	14	395	428
Vehicles Circulating, veh/h	432	392	9	22
Vehicles Exiting, veh/h	18	12	457	384
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.5	4.9	6.8	7.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	34	14	395	428
Cap Entry Lane, veh/h	734	764	1120	1105
Entry HV Adj Factor	0.968	0.993	0.981	0.981
Flow Entry, veh/h	33	14	388	420
Cap Entry, veh/h	710	758	1099	1084
V/C Ratio	0.046	0.018	0.353	0.387
Control Delay, s/veh	5.5	4.9	6.8	7.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	2	2

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	25	11	431	518	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	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	26	12	454	545	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1023	546	546	0	-	0
Stage 1	546	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	261	538	1023	-	-	-
Stage 1	580	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	258	538	1023	-	-	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	580	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1023	-	538	-	-
HCM Lane V/C Ratio	0.011	-	0.049	-	-
HCM Control Delay (s)	8.6	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	4	5	366	2	5	420
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	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	5	385	2	5	442

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	839	386	0	0	387	0
Stage 1	386	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	336	662	-	-	1171	-
Stage 1	687	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	335	662	-	-	1171	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	637	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	462	1171	-
HCM Lane V/C Ratio	-	-	0.021	0.004	-
HCM Control Delay (s)	-	-	13	8.1	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	5	8	20	5	1	4	408	9	1	387	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	1	5	8	21	5	1	4	429	9	1	407	5
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	25	41	390	12	2	196	867	18	193	879	11
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	124	620	992	1188	283	57	5	1809	38	1	1834	22
Grp Volume(v), veh/h	14	0	0	27	0	0	442	0	0	413	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1527	0	0	1852	0	0	1858	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.3	0.0	0.0	3.1	0.0	0.0	2.8	0.0	0.0
Prop In Lane	0.07		0.57	0.78		0.04	0.01		0.02	0.00		0.01
Lane Grp Cap(c), veh/h	277	0	0	404	0	0	1081	0	0	1082	0	0
V/C Ratio(X)	0.05	0.00	0.00	0.07	0.00	0.00	0.41	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	1623	0	0	1598	0	0	1769	0	0	1776	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.7	0.0	0.0	8.8	0.0	0.0	3.3	0.0	0.0	3.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0
LnGrp Delay(d),s/veh	8.8	0.0	0.0	8.8	0.0	0.0	3.6	0.0	0.0	3.5	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h		14			27			442			413	
Approach Delay, s/veh		8.8			8.8			3.6			3.5	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		13.5		5.3		13.5		5.3
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		5.1		2.1		4.8		2.3
Green Ext Time (p_c), s		3.9		0.1		4.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	3.8
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	14

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	5	15	15	10	185	25	630	65	205	925	50
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	325	-	-	165	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	5	16	16	11	195	26	663	68	216	974	53

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2187	2216	1000	2192	2208	697	1026	0	0	732	0	0
Stage 1	1432	1432	-	750	750	-	-	-	-	-	-	-
Stage 2	755	784	-	1442	1458	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	33	44	295	33	44	441	677	-	-	873	-	-
Stage 1	167	200	-	403	419	-	-	-	-	-	-	-
Stage 2	401	404	-	164	194	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	11	32	295	22	32	441	677	-	-	873	-	-
Mov Cap-2 Maneuver	11	32	-	22	32	-	-	-	-	-	-	-
Stage 1	161	151	-	388	403	-	-	-	-	-	-	-
Stage 2	210	388	-	113	146	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 444.1	67.5	0.4	1.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	677	-	-	27	25	441	873	-	-
HCM Lane V/C Ratio	0.039	-	-	1.17	1.053	0.442	0.247	-	-
HCM Control Delay (s)	10.5	-	-	$ 444.1	$ 422.3	19.5	10.5	-	-
HCM Lane LOS	B	-	-	F	F	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.7	3.2	2.2	1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	605	192	80	480	75	171	135	85	80	160	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	32	637	128	84	505	47	180	142	68	84	168	57
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	712	143	105	855	80	239	167	77	160	310	98
Arrive On Green	0.02	0.47	0.47	0.06	0.51	0.51	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1774	1507	303	1774	1679	156	549	466	214	344	865	274
Grp Volume(v), veh/h	32	0	765	84	0	552	390	0	0	309	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1809	1774	0	1835	1229	0	0	1483	0	0
Q Serve(g_s), s	2.2	0.0	47.8	5.8	0.0	26.1	18.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.2	0.0	47.8	5.8	0.0	26.1	38.3	0.0	0.0	20.3	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.09	0.46		0.17	0.27		0.18
Lane Grp Cap(c), veh/h	40	0	855	105	0	935	483	0	0	569	0	0
V/C Ratio(X)	0.79	0.00	0.89	0.80	0.00	0.59	0.81	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	73	0	1031	108	0	1081	645	0	0	747	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	60.2	0.0	29.8	57.5	0.0	21.3	39.1	0.0	0.0	31.5	0.0	0.0
Incr Delay (d2), s/veh	28.2	0.0	8.9	32.5	0.0	0.6	5.6	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	25.9	3.8	0.0	13.4	13.4	0.0	0.0	8.6	0.0	0.0
LnGrp Delay(d),s/veh	88.4	0.0	38.7	90.0	0.0	21.9	44.7	0.0	0.0	32.3	0.0	0.0
LnGrp LOS	F		D	F		C	D			C		
Approach Vol, veh/h		797			636			390			309	
Approach Delay, s/veh		40.7			30.9			44.7			32.3	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		48.9	11.9	63.0		48.9	7.3	67.5
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		58.5	7.5	70.5		58.5	5.1	72.9
Max Q Clear Time (g_c+I1), s		40.3	7.8	49.8		22.3	4.2	28.1
Green Ext Time (p_c), s		4.1	0.0	8.7		4.9	0.0	11.1

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	5.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	462	10	10	381	5	10
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	486	11	11	401	5	11

Major/Minor	Major2		Major1		Minor2	
Conflicting Flow All	412	-	0	0	211	1390
Stage 1	-	-	-	-	0	978
Stage 2	-	-	-	-	211	412
Critical Hdwy	4.12	-	-	-	6.42	6.52
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.42	5.52
Follow-up Hdwy	2.218	-	-	-	3.518	4.018
Pot Cap-1 Maneuver	1147	-	-	-	777	142
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	824	594
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1147	-	-	-	448	0
Mov Cap-2 Maneuver	-	-	-	-	448	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	-	824	0

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	WBL	WBR	SBLn1
Capacity (veh/h)	-	-	1147	-	448
HCM Lane V/C Ratio	-	-	0.424	-	0.035
HCM Control Delay (s)	-	-	10.4	-	13.3
HCM Lane LOS	-	-	B	-	B
HCM 95th %tile Q(veh)	-	-	2.2	-	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	384	67	89	10	55	423
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	404	71	94	11	58	445

Major/Minor	Major1		Minor1		Major2	
Conflicting Flow All	445	0	1440	71	71	-
Stage 1	-	-	879	-	-	-
Stage 2	-	-	561	-	-	-
Critical Hdwy	-	-	6.52	6.22	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	-	-	133	991	1529	-
Stage 1	-	-	365	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-				-
Mov Cap-1 Maneuver	-	-	0	991	1529	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s		9.1	0.9
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBLn1	SBL	SBR
Capacity (veh/h)	-	-	991	1529	-
HCM Lane V/C Ratio	-	-	0.105	0.038	-
HCM Control Delay (s)	-	-	9.1	7.4	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	10	49	25	10	45	53	520	55	50	670	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	42	11	52	26	11	47	56	547	58	53	705	58
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	30	86	143	37	99	79	925	98	76	945	78
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.04	0.56	0.56	0.04	0.56	0.56
Sat Flow, veh/h	541	275	801	384	346	928	1774	1656	176	1774	1698	140
Grp Volume(v), veh/h	105	0	0	84	0	0	56	0	605	53	0	763
Grp Sat Flow(s),veh/h/ln	1618	0	0	1658	0	0	1774	0	1832	1774	0	1838
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	1.4	0.0	10.1	1.4	0.0	14.6
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.1	0.0	0.0	1.4	0.0	10.1	1.4	0.0	14.6
Prop In Lane	0.40		0.50	0.31		0.56	1.00		0.10	1.00		0.08
Lane Grp Cap(c), veh/h	282	0	0	280	0	0	79	0	1023	76	0	1023
V/C Ratio(X)	0.37	0.00	0.00	0.30	0.00	0.00	0.71	0.00	0.59	0.70	0.00	0.75
Avail Cap(c_a), veh/h	643	0	0	647	0	0	288	0	1635	157	0	1506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	0.0	19.4	0.0	0.0	21.8	0.0	6.7	21.9	0.0	7.8
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.6	0.0	0.0	11.2	0.0	0.5	11.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.0	0.0	0.0	0.9	0.0	5.2	0.9	0.0	7.5
LnGrp Delay(d),s/veh	20.4	0.0	0.0	20.0	0.0	0.0	33.0	0.0	7.3	32.9	0.0	8.9
LnGrp LOS	C			B			C		A	C		A
Approach Vol, veh/h		105			84			661			816	
Approach Delay, s/veh		20.4			20.0			9.5			10.5	
Approach LOS		C			B			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	30.3		9.5	6.6	30.3		9.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	4.1	41.3		16.1	7.5	37.9		16.1
Max Q Clear Time (g_c+I1), s	3.4	12.1		4.7	3.4	16.6		4.1
Green Ext Time (p_c), s	0.0	10.5		0.8	0.0	9.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	11.2
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	647	352	0	185	40
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	0	681	371	0	195	31
Adj No. of Lanes	0	2	2	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	941	941	0	1057	943
Arrive On Green	0.00	0.27	0.27	0.00	0.60	0.60
Sat Flow, veh/h	0	3725	3725	0	1774	1583
Grp Volume(v), veh/h	0	681	371	0	195	31
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1774	1583
Q Serve(g_s), s	0.0	11.4	5.6	0.0	3.2	0.5
Cycle Q Clear(g_c), s	0.0	11.4	5.6	0.0	3.2	0.5
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	941	941	0	1057	943
V/C Ratio(X)	0.00	0.72	0.39	0.00	0.18	0.03
Avail Cap(c_a), veh/h	0	1171	1171	0	1057	943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.99	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	21.7	19.6	0.0	6.0	5.4
Incr Delay (d2), s/veh	0.0	1.7	0.3	0.0	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.7	2.8	0.0	1.7	0.2
LnGrp Delay(d),s/veh	0.0	23.4	19.8	0.0	6.4	5.5
LnGrp LOS		C	B		A	A
Approach Vol, veh/h		681	371		226	
Approach Delay, s/veh		23.4	19.8		6.2	
Approach LOS		C	B		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				21.8		43.2		21.8
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				21.5		34.5		21.5
Max Q Clear Time (g_c+I1), s				13.4		5.2		7.6
Green Ext Time (p_c), s				3.9		0.6		5.5

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	80	752	352	90	0	0
Number	7	4	8	18		
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900		
Adj Flow Rate, veh/h	84	792	371	84		
Adj No. of Lanes	1	2	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	110	1264	649	145		
Arrive On Green	0.12	0.71	0.23	0.23		
Sat Flow, veh/h	1774	3632	2968	644		
Grp Volume(v), veh/h	84	792	227	228		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1749		
Q Serve(g_s), s	3.0	7.5	7.4	7.5		
Cycle Q Clear(g_c), s	3.0	7.5	7.4	7.5		
Prop In Lane	1.00			0.37		
Lane Grp Cap(c), veh/h	110	1264	400	395		
V/C Ratio(X)	0.76	0.63	0.57	0.58		
Avail Cap(c_a), veh/h	996	3294	531	525		
HCM Platoon Ratio	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.80	0.80	1.00	1.00		
Uniform Delay (d), s/veh	28.0	7.0	22.3	22.4		
Incr Delay (d2), s/veh	8.4	0.4	1.3	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.7	3.5	3.7	3.8		
LnGrp Delay(d),s/veh	36.4	7.5	23.6	23.7		
LnGrp LOS	D	A	C	C		
Approach Vol, veh/h		876	455			
Approach Delay, s/veh		10.2	23.7			
Approach LOS		B	C			

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4			7	8
Phs Duration (G+Y+Rc), s				27.7			8.5	19.2
Change Period (Y+Rc), s				4.5			4.5	4.5
Max Green Setting (Gmax), s				60.5			36.5	19.5
Max Q Clear Time (g_c+I1), s				9.5			5.0	9.5
Green Ext Time (p_c), s				9.7			0.2	5.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1582	310	519	1071	0	1805
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	0	1863
Adj Flow Rate, veh/h	1665	252	546	1127	0	1584
Adj No. of Lanes	3	0	1	2	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	2416	364	597	3323	0	0
Arrive On Green	0.54	0.54	0.34	0.94	0.00	0.00
Sat Flow, veh/h	4630	672	1774	3632	0	
Grp Volume(v), veh/h	1263	654	546	1127	0.0	
Grp Sat Flow(s),veh/h/ln	1695	1744	1774	1770		
Q Serve(g_s), s	20.1	20.3	21.8	2.1		
Cycle Q Clear(g_c), s	20.1	20.3	21.8	2.1		
Prop In Lane		0.39	1.00			
Lane Grp Cap(c), veh/h	1836	944	597	3323		
V/C Ratio(X)	0.69	0.69	0.91	0.34		
Avail Cap(c_a), veh/h	1952	1004	733	3716		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	12.4	12.4	23.5	0.2		
Incr Delay (d2), s/veh	1.0	1.9	14.1	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	9.5	10.1	13.0	1.0		
LnGrp Delay(d),s/veh	13.3	14.3	37.6	0.3		
LnGrp LOS	B	B	D	A		
Approach Vol, veh/h	1917			1673		
Approach Delay, s/veh	13.7			12.4		
Approach LOS	B			B		

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4				8
Phs Duration (G+Y+Rc), s			29.3	44.5				73.8
Change Period (Y+Rc), s			4.5	4.5				4.5
Max Green Setting (Gmax), s			30.5	42.5				77.5
Max Q Clear Time (g_c+I1), s			23.8	22.3				4.1
Green Ext Time (p_c), s			1.1	17.7				48.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	2770	660	0	1235	355	568
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	2916	0	0	1300	531	271
Adj No. of Lanes	3	1	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	3214	1001	0	2237	780	348
Arrive On Green	0.63	0.00	0.00	0.63	0.22	0.22
Sat Flow, veh/h	5253	1583	0	3725	3548	1583
Grp Volume(v), veh/h	2916	0	0	1300	531	271
Grp Sat Flow(s),veh/h/ln	1695	1583	0	1770	1774	1583
Q Serve(g_s), s	30.1	0.0	0.0	13.0	8.4	9.8
Cycle Q Clear(g_c), s	30.1	0.0	0.0	13.0	8.4	9.8
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3214	1001	0	2237	780	348
V/C Ratio(X)	0.91	0.00	0.00	0.58	0.68	0.78
Avail Cap(c_a), veh/h	3219	1002	0	2240	1021	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	0.0	6.5	21.8	22.3
Incr Delay (d2), s/veh	4.2	0.0	0.0	0.4	1.2	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.0	0.0	6.3	4.2	4.9
LnGrp Delay(d),s/veh	13.9	0.0	0.0	6.9	23.0	28.6
LnGrp LOS	B			A	C	C
Approach Vol, veh/h	2916			1300	802	
Approach Delay, s/veh	13.9			6.9	24.9	
Approach LOS	B			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		17.9		43.0				43.0
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		17.5		38.5				38.5
Max Q Clear Time (g_c+I1), s		11.8		32.1				15.0
Green Ext Time (p_c), s		1.6		6.4				23.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	155	2868	40	35	1815	50	65	5	30	45	5	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	163	3019	31	37	1911	42	68	5	27	47	5	84
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	3360	34	52	2881	63	213	34	182	244	21	210
Arrive On Green	0.11	0.65	0.65	0.03	0.56	0.56	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1774	5190	53	1774	5121	112	1303	253	1368	1106	160	1583
Grp Volume(v), veh/h	163	1968	1082	37	1265	688	68	0	32	52	0	84
Grp Sat Flow(s),veh/h/ln	1774	1695	1853	1774	1695	1843	1303	0	1621	1266	0	1583
Q Serve(g_s), s	6.4	34.6	35.0	1.5	18.4	18.5	3.6	0.0	1.2	2.1	0.0	3.4
Cycle Q Clear(g_c), s	6.4	34.6	35.0	1.5	18.4	18.5	6.9	0.0	1.2	3.3	0.0	3.4
Prop In Lane	1.00		0.03	1.00		0.06	1.00		0.84	0.90		1.00
Lane Grp Cap(c), veh/h	202	2195	1200	52	1908	1037	213	0	215	265	0	210
V/C Ratio(X)	0.81	0.90	0.90	0.71	0.66	0.66	0.32	0.00	0.15	0.20	0.00	0.40
Avail Cap(c_a), veh/h	243	2195	1200	108	1929	1048	344	0	378	406	0	369
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.6	10.5	10.6	34.1	10.8	10.8	31.2	0.0	27.2	28.4	0.0	28.1
Incr Delay (d2), s/veh	15.3	5.4	9.6	16.6	0.8	1.6	0.8	0.0	0.3	0.4	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	17.5	20.6	0.9	8.7	9.6	1.3	0.0	0.6	1.0	0.0	1.6
LnGrp Delay(d),s/veh	46.0	15.9	20.1	50.7	11.7	12.4	32.1	0.0	27.5	28.8	0.0	29.3
LnGrp LOS	D	B	C	D	B	B	C		C	C		C
Approach Vol, veh/h		3213			1990			100			136	
Approach Delay, s/veh		18.8			12.6			30.6			29.1	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		13.9	6.6	50.4		13.9	12.6	44.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		16.5	4.3	45.7		16.5	9.7	40.3
Max Q Clear Time (g_c+I1), s		8.9	3.5	37.0		5.4	8.4	20.5
Green Ext Time (p_c), s		0.5	0.0	8.7		0.6	0.1	19.4

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	200	2568	1815	70	40	140
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	211	2703	1911	63	42	126
Adj No. of Lanes	2	3	3	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	321	3598	2672	88	214	191
Arrive On Green	0.09	0.71	0.53	0.53	0.12	0.12
Sat Flow, veh/h	3442	5253	5225	166	1774	1583
Grp Volume(v), veh/h	211	2703	1280	694	42	126
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1833	1774	1583
Q Serve(g_s), s	3.1	17.4	15.0	15.1	1.1	4.0
Cycle Q Clear(g_c), s	3.1	17.4	15.0	15.1	1.1	4.0
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	321	3598	1792	969	214	191
V/C Ratio(X)	0.66	0.75	0.71	0.72	0.20	0.66
Avail Cap(c_a), veh/h	361	3635	1792	969	626	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	4.8	9.4	9.4	20.8	22.0
Incr Delay (d2), s/veh	3.7	0.9	1.4	2.5	0.4	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	8.1	7.3	8.2	0.6	3.6
LnGrp Delay(d),s/veh	26.6	5.7	10.7	11.9	21.2	25.9
LnGrp LOS	C	A	B	B	C	C
Approach Vol, veh/h		2914	1974		168	
Approach Delay, s/veh		7.2	11.2		24.7	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				41.6		10.8	9.4	32.2
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				37.5		18.5	5.5	27.5
Max Q Clear Time (g_c+I1), s				19.4		6.0	5.1	17.1
Green Ext Time (p_c), s				17.7		0.4	0.0	10.4

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	220	2153	370	281	1415	115	170	125	207	120	100	210
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	232	2266	326	296	1489	89	179	132	155	126	105	158
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	2327	725	381	2428	756	255	551	247	193	487	218
Arrive On Green	0.09	0.46	0.46	0.11	0.48	0.48	0.07	0.16	0.16	0.06	0.14	0.14
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	232	2266	326	296	1489	89	179	132	155	126	105	158
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	5.4	35.7	11.5	6.9	17.7	2.6	4.2	2.7	7.5	2.9	2.2	7.8
Cycle Q Clear(g_c), s	5.4	35.7	11.5	6.9	17.7	2.6	4.2	2.7	7.5	2.9	2.2	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	2327	725	381	2428	756	255	551	247	193	487	218
V/C Ratio(X)	0.74	0.97	0.45	0.78	0.61	0.12	0.70	0.24	0.63	0.65	0.22	0.72
Avail Cap(c_a), veh/h	370	2327	725	470	2476	771	273	807	361	193	725	325
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	21.7	15.2	35.4	15.8	11.9	37.1	30.3	32.4	37.9	31.4	33.8
Incr Delay (d2), s/veh	6.5	13.0	0.4	6.4	0.4	0.1	7.2	0.2	2.6	7.6	0.2	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	19.4	5.1	3.6	8.4	1.1	2.2	1.3	3.5	1.6	1.1	3.7
LnGrp Delay(d),s/veh	42.8	34.8	15.6	41.9	16.3	11.9	44.3	30.6	35.0	45.5	31.6	38.4
LnGrp LOS	D	C	B	D	B	B	D	C	D	D	C	D
Approach Vol, veh/h		2824			1874			466			389	
Approach Delay, s/veh		33.2			20.1			37.3			38.9	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	17.3	13.6	42.0	10.6	15.8	12.0	43.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.6	18.7	11.2	37.5	6.5	16.8	8.8	39.9
Max Q Clear Time (g_c+I1), s	4.9	9.5	8.9	37.7	6.2	9.8	7.4	19.7
Green Ext Time (p_c), s	0.0	1.7	0.2	0.0	0.0	1.5	0.1	19.4

Intersection Summary	
HCM 2010 Ctrl Delay	29.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	370	1660	475	229	1236	115	330	225	248	115	225	230
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	389	1747	321	241	1301	79	347	237	208	121	237	158
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	709	1916	348	291	1576	96	360	464	390	147	278	178
Arrive On Green	0.21	0.44	0.44	0.08	0.32	0.32	0.20	0.25	0.25	0.08	0.13	0.13
Sat Flow, veh/h	3442	4327	787	3442	4903	298	1774	1826	1536	1774	2070	1328
Grp Volume(v), veh/h	389	1365	703	241	900	480	347	229	216	121	201	194
Grp Sat Flow(s),veh/h/ln	1721	1695	1724	1721	1695	1810	1774	1770	1592	1774	1770	1628
Q Serve(g_s), s	12.0	44.4	45.4	8.1	29.0	29.0	22.9	13.1	13.8	7.9	13.1	13.8
Cycle Q Clear(g_c), s	12.0	44.4	45.4	8.1	29.0	29.0	22.9	13.1	13.8	7.9	13.1	13.8
Prop In Lane	1.00		0.46	1.00		0.16	1.00		0.96	1.00		0.82
Lane Grp Cap(c), veh/h	709	1501	763	291	1090	582	360	450	405	147	238	219
V/C Ratio(X)	0.55	0.91	0.92	0.83	0.83	0.83	0.96	0.51	0.53	0.82	0.85	0.89
Avail Cap(c_a), veh/h	709	1549	788	291	1291	689	360	450	405	195	240	220
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	30.7	31.0	53.3	37.0	37.0	46.7	37.8	38.0	53.3	50.0	50.3
Incr Delay (d2), s/veh	0.9	8.2	15.9	17.7	3.9	7.1	37.7	1.0	1.3	18.5	23.5	32.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	22.4	24.8	4.6	14.1	15.6	15.0	6.6	6.2	4.7	8.0	8.2
LnGrp Delay(d),s/veh	42.9	38.9	46.8	70.9	40.9	44.1	84.3	38.7	39.4	71.8	73.4	82.3
LnGrp LOS	D	D	D	E	D	D	F	D	D	E	E	F
Approach Vol, veh/h		2457			1621			792			516	
Approach Delay, s/veh		41.8			46.3			58.9			76.4	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	56.3	28.0	19.9	28.3	42.0	13.8	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	54.0	24.0	16.0	19.0	45.0	13.0	27.0
Max Q Clear Time (g_c+I1), s	10.1	47.4	24.9	15.8	14.0	31.0	9.9	15.8
Green Ext Time (p_c), s	0.0	5.0	0.0	0.0	4.5	7.0	0.1	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	49.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	270	1033	520	119	795	206	390	845	108	482	860	220
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	284	1087	421	125	837	154	411	889	0	507	905	0
Adj No. of Lanes	1	2	1	1	2	1	2	3	1	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	1195	535	157	862	386	513	1063	331	511	1061	330
Arrive On Green	0.18	0.34	0.34	0.09	0.24	0.24	0.15	0.21	0.00	0.15	0.21	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	284	1087	421	125	837	154	411	889	0	507	905	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	11.5	21.7	17.8	5.1	17.4	6.0	8.5	12.4	0.0	10.9	12.7	0.0
Cycle Q Clear(g_c), s	11.5	21.7	17.8	5.1	17.4	6.0	8.5	12.4	0.0	10.9	12.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	1195	535	157	862	386	513	1063	331	511	1061	330
V/C Ratio(X)	0.88	0.91	0.79	0.79	0.97	0.40	0.80	0.84	0.00	0.99	0.85	0.00
Avail Cap(c_a), veh/h	335	1195	535	168	862	386	513	1099	342	511	1099	342
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.4	23.4	22.1	33.1	27.8	23.5	30.4	28.1	0.0	31.5	28.2	0.0
Incr Delay (d2), s/veh	21.5	11.8	11.2	21.5	24.4	3.1	8.9	5.6	0.0	37.6	6.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	12.5	9.4	3.4	11.4	2.9	4.7	6.3	0.0	7.8	6.6	0.0
LnGrp Delay(d),s/veh	50.9	35.2	33.3	54.6	52.2	26.5	39.3	33.7	0.0	69.0	34.7	0.0
LnGrp LOS	D	D	C	D	D	C	D	C		E	C	
Approach Vol, veh/h		1792			1116			1300			1412	
Approach Delay, s/veh		37.3			48.9			35.5			47.0	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	29.0	15.0	19.4	17.5	22.0	15.0	19.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	25.0	11.0	16.0	14.0	18.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	7.1	23.7	10.5	14.7	13.5	19.4	12.9	14.4
Green Ext Time (p_c), s	0.0	0.9	0.3	0.8	0.0	0.0	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	41.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	981	60	0	795	143	0	0	0	368	0	290
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	1033	0	0	837	140				387	0	242
Adj No. of Lanes	0	3	1	0	2	1				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	2687	837	0	1870	1218				830	0	382
Arrive On Green	0.00	0.53	0.00	0.00	0.53	0.53				0.24	0.00	0.24
Sat Flow, veh/h	0	5253	1583	0	3632	1583				3442	0	1583
Grp Volume(v), veh/h	0	1033	0	0	837	140				387	0	242
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1770	1583				1721	0	1583
Q Serve(g_s), s	0.0	4.7	0.0	0.0	5.7	0.9				3.8	0.0	5.3
Cycle Q Clear(g_c), s	0.0	4.7	0.0	0.0	5.7	0.9				3.8	0.0	5.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2687	837	0	1870	1218				830	0	382
V/C Ratio(X)	0.00	0.38	0.00	0.00	0.45	0.11				0.47	0.00	0.63
Avail Cap(c_a), veh/h	0	3712	1156	0	2583	1537				2424	0	1115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.4	0.0	0.0	5.7	1.1				12.7	0.0	13.3
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	0.0				0.4	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	0.0	0.0	2.7	0.8				1.8	0.0	2.5
LnGrp Delay(d),s/veh	0.0	5.5	0.0	0.0	5.9	1.2				13.1	0.0	15.0
LnGrp LOS		A			A	A				B		B
Approach Vol, veh/h		1033			977						629	
Approach Delay, s/veh		5.5			5.2						13.8	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				25.1		13.9		25.1
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				28.5		27.5		28.5
Max Q Clear Time (g_c+I1), s				6.7		7.3		7.7
Green Ext Time (p_c), s				13.3		2.1		12.9

Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1204	145	0	793	275	145	0	216	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	1267	142	0	835	0	153	0	195			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3076	1211	0	3076	958	283	0	445			
Arrive On Green	0.00	0.60	0.60	0.00	0.60	0.00	0.16	0.00	0.16			
Sat Flow, veh/h	0	5253	1583	0	5253	1583	1774	0	2787			
Grp Volume(v), veh/h	0	1267	142	0	835	0	153	0	195			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583	1774	0	1393			
Q Serve(g_s), s	0.0	5.0	0.9	0.0	3.0	0.0	3.0	0.0	2.4			
Cycle Q Clear(g_c), s	0.0	5.0	0.9	0.0	3.0	0.0	3.0	0.0	2.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3076	1211	0	3076	958	283	0	445			
V/C Ratio(X)	0.00	0.41	0.12	0.00	0.27	0.00	0.54	0.00	0.44			
Avail Cap(c_a), veh/h	0	4191	1558	0	4191	1305	1137	0	1786			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	4.0	1.2	0.0	3.6	0.0	14.8	0.0	14.5			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.0	1.6	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	2.3	0.6	0.0	1.3	0.0	1.6	0.0	1.0			
LnGrp Delay(d),s/veh	0.0	4.1	1.2	0.0	3.6	0.0	16.4	0.0	15.2			
LnGrp LOS		A	A		A		B		B			
Approach Vol, veh/h		1409			835			348				
Approach Delay, s/veh		3.8			3.6			15.7				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		10.6		27.6				27.6
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		24.5		31.5				31.5
Max Q Clear Time (g_c+I1), s		5.0		7.0				5.0
Green Ext Time (p_c), s		1.1		16.1				17.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	215	960	245	77	698	407	175	125	114	417	195	195
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	226	1011	195	81	735	365	184	132	115	439	205	152
Adj No. of Lanes	2	3	1	2	3	0	1	2	0	1	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	1679	725	146	973	454	226	235	189	482	957	992
Arrive On Green	0.09	0.33	0.33	0.04	0.29	0.29	0.13	0.13	0.13	0.27	0.27	0.27
Sat Flow, veh/h	3442	5085	1583	3442	3390	1583	1774	1865	1502	1774	3539	2787
Grp Volume(v), veh/h	226	1011	195	81	735	365	184	125	122	439	205	152
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1774	1770	1598	1774	1770	1393
Q Serve(g_s), s	5.0	13.0	6.0	1.8	15.5	16.7	7.9	5.2	5.7	18.8	3.5	2.9
Cycle Q Clear(g_c), s	5.0	13.0	6.0	1.8	15.5	16.7	7.9	5.2	5.7	18.8	3.5	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		1.00
Lane Grp Cap(c), veh/h	294	1679	725	146	973	454	226	223	201	482	957	992
V/C Ratio(X)	0.77	0.60	0.27	0.56	0.76	0.80	0.81	0.56	0.61	0.91	0.21	0.15
Avail Cap(c_a), veh/h	294	1679	725	206	1017	475	392	391	353	555	1107	1110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	21.9	13.1	36.8	25.4	25.9	33.3	32.2	32.4	27.6	22.1	17.2
Incr Delay (d2), s/veh	11.6	0.6	0.2	3.3	3.1	9.3	6.9	2.2	2.9	17.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.2	2.6	0.9	7.7	8.5	4.3	2.7	2.7	11.5	1.7	1.1
LnGrp Delay(d),s/veh	46.7	22.6	13.3	40.1	28.6	35.2	40.2	34.4	35.3	45.3	22.2	17.3
LnGrp LOS	D	C	B	D	C	D	D	C	D	D	C	B
Approach Vol, veh/h		1432			1181			431			796	
Approach Delay, s/veh		25.1			31.4			37.1			34.0	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.8	14.4	7.8	30.4	14.5	25.7	11.2	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.5	17.3	4.7	25.5	17.3	24.5	6.7	23.5
Max Q Clear Time (g_c+I1), s	20.8	7.7	3.8	15.0	9.9	5.5	7.0	18.7
Green Ext Time (p_c), s	0.5	2.2	0.0	8.4	0.3	3.0	0.0	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	30.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	175	1107	325	204	711	98	345	165	285	41	90	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	184	1165	200	215	748	71	363	174	211	43	95	31
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	1614	277	246	1821	172	413	434	369	161	122	40
Arrive On Green	0.12	0.37	0.37	0.14	0.39	0.39	0.23	0.23	0.23	0.09	0.09	0.09
Sat Flow, veh/h	1774	4370	750	1774	4728	446	1774	1863	1583	1774	1346	439
Grp Volume(v), veh/h	184	904	461	215	535	284	363	174	211	43	0	126
Grp Sat Flow(s),veh/h/ln	1774	1695	1730	1774	1695	1784	1774	1863	1583	1774	0	1785
Q Serve(g_s), s	10.9	24.5	24.5	12.7	12.3	12.4	21.1	8.5	12.6	2.4	0.0	7.4
Cycle Q Clear(g_c), s	10.9	24.5	24.5	12.7	12.3	12.4	21.1	8.5	12.6	2.4	0.0	7.4
Prop In Lane	1.00		0.43	1.00		0.25	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	218	1252	639	246	1306	687	413	434	369	161	0	162
V/C Ratio(X)	0.84	0.72	0.72	0.87	0.41	0.41	0.88	0.40	0.57	0.27	0.00	0.78
Avail Cap(c_a), veh/h	428	1499	765	300	1306	687	508	533	453	265	0	267
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.9	29.0	29.0	45.1	24.0	24.0	39.6	34.7	36.3	45.3	0.0	47.6
Incr Delay (d2), s/veh	8.5	1.4	2.7	20.4	0.2	0.4	13.9	0.6	1.4	0.9	0.0	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	11.7	12.1	7.6	5.8	6.2	11.9	4.4	5.7	1.2	0.0	4.0
LnGrp Delay(d),s/veh	54.4	30.4	31.7	65.5	24.2	24.4	53.5	35.3	37.7	46.2	0.0	55.5
LnGrp LOS	D	C	C	E	C	C	D	D	D	D		E
Approach Vol, veh/h		1549			1034			748			169	
Approach Delay, s/veh		33.6			32.9			44.8			53.1	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		29.4	19.4	44.0		14.2	17.7	45.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		30.6	18.1	47.3		16.0	25.8	39.6
Max Q Clear Time (g_c+I1), s		23.1	14.7	26.5		9.4	12.9	14.4
Green Ext Time (p_c), s		1.8	0.2	13.0		0.4	0.4	15.8

Intersection Summary	
HCM 2010 Ctrl Delay	36.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	1068	330	111	633	100	220	40	196	140	190	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	79	1124	284	117	666	105	232	42	195	147	200	115
Adj No. of Lanes	1	3	1	2	3	0	2	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	1434	446	207	1268	198	344	425	361	188	260	149
Arrive On Green	0.06	0.28	0.28	0.06	0.29	0.29	0.10	0.23	0.23	0.11	0.23	0.23
Sat Flow, veh/h	1774	5085	1583	3442	4439	692	3442	1863	1583	1774	1111	639
Grp Volume(v), veh/h	79	1124	284	117	507	264	232	42	195	147	0	315
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1741	1721	1863	1583	1774	0	1750
Q Serve(g_s), s	2.4	11.3	8.7	1.8	7.0	7.1	3.6	1.0	6.0	4.5	0.0	9.3
Cycle Q Clear(g_c), s	2.4	11.3	8.7	1.8	7.0	7.1	3.6	1.0	6.0	4.5	0.0	9.3
Prop In Lane	1.00		1.00	1.00		0.40	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	100	1434	446	207	968	497	344	425	361	188	0	409
V/C Ratio(X)	0.79	0.78	0.64	0.56	0.52	0.53	0.67	0.10	0.54	0.78	0.00	0.77
Avail Cap(c_a), veh/h	163	1465	456	341	1001	514	428	570	485	272	0	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	18.4	17.4	25.4	16.7	16.7	24.1	16.9	18.9	24.2	0.0	19.9
Incr Delay (d2), s/veh	12.8	2.8	2.8	2.4	0.5	1.0	3.0	0.1	1.3	8.9	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.6	4.1	0.9	3.3	3.5	1.9	0.5	2.7	2.7	0.0	4.9
LnGrp Delay(d),s/veh	38.7	21.2	20.3	27.8	17.1	17.7	27.1	17.0	20.1	33.1	0.0	23.8
LnGrp LOS	D	C	C	C	B	B	C	B	C	C		C
Approach Vol, veh/h		1487			888			469			462	
Approach Delay, s/veh		21.9			18.7			23.3			26.8	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	17.2	7.8	20.2	10.1	17.5	7.6	20.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	17.0	5.5	16.0	6.9	18.6	5.1	16.4
Max Q Clear Time (g_c+I1), s	6.5	8.0	3.8	13.3	5.6	11.3	4.4	9.1
Green Ext Time (p_c), s	0.1	1.9	0.0	2.3	0.1	1.6	0.0	5.9

Intersection Summary	
HCM 2010 Ctrl Delay	21.9
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	44.6
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	105	819	40	0	28	619	65	0	30	30	91	0	25	20	70
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	111	862	42	0	29	652	68	0	32	32	96	0	26	21	74
Number of Lanes	0	1	1	1	0	0	2	0	0	1	1	0	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	3
HCM Control Delay	61.5	33	14.9	13.5
HCM LOS	F	D	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	8%	0%	56%	0%
Vol Thru, %	0%	25%	0%	100%	0%	92%	83%	44%	0%
Vol Right, %	0%	75%	0%	0%	100%	0%	17%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	121	105	819	40	338	375	45	70
LT Vol	30	0	105	0	0	28	0	25	0
Through Vol	0	30	0	819	0	310	310	20	0
RT Vol	0	91	0	0	40	0	65	0	70
Lane Flow Rate	32	127	111	862	42	355	394	47	74
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.085	0.306	0.258	1	0.084	0.751	0.816	0.127	0.177
Departure Headway (Hd)	9.673	8.653	8.388	7.877	7.162	7.611	7.448	9.728	8.756
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	369	414	431	474	503	473	485	371	412
Service Time	7.469	6.449	6.088	5.577	4.862	5.381	5.218	7.428	6.456
HCM Lane V/C Ratio	0.087	0.307	0.258	1.819	0.083	0.751	0.812	0.127	0.18
HCM Control Delay	13.4	15.3	14	70.1	10.5	30.1	35.7	13.8	13.3
HCM Lane LOS	B	C	B	F	B	D	E	B	B
HCM 95th-tile Q	0.3	1.3	1	13.1	0.3	6.3	7.8	0.4	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	229	115	418	187	140	140	600	211	140	655	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	126	241	110	440	197	136	147	632	175	147	689	94
Adj No. of Lanes	0	1	1	2	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	249	328	692	207	143	195	723	200	181	968	132
Arrive On Green	0.21	0.21	0.21	0.20	0.20	0.20	0.06	0.26	0.26	0.10	0.31	0.31
Sat Flow, veh/h	629	1203	1583	3442	1028	710	3442	2741	758	1774	3130	427
Grp Volume(v), veh/h	367	0	110	440	0	333	147	408	399	147	389	394
Grp Sat Flow(s),veh/h/ln	1831	0	1583	1721	0	1738	1721	1770	1729	1774	1770	1787
Q Serve(g_s), s	15.8	0.0	4.7	9.3	0.0	15.1	3.4	17.5	17.6	6.5	15.5	15.5
Cycle Q Clear(g_c), s	15.8	0.0	4.7	9.3	0.0	15.1	3.4	17.5	17.6	6.5	15.5	15.5
Prop In Lane	0.34		1.00	1.00		0.41	1.00		0.44	1.00		0.24
Lane Grp Cap(c), veh/h	380	0	328	692	0	349	195	467	456	181	547	552
V/C Ratio(X)	0.97	0.00	0.34	0.64	0.00	0.95	0.76	0.87	0.88	0.81	0.71	0.71
Avail Cap(c_a), veh/h	380	0	328	692	0	349	195	476	465	181	556	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	26.9	29.1	0.0	31.4	37.0	28.0	28.0	35.0	24.4	24.4
Incr Delay (d2), s/veh	37.4	0.0	0.6	1.9	0.0	36.0	15.5	16.1	16.6	24.1	4.2	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	0.0	2.1	4.6	0.0	10.7	2.0	10.6	10.4	4.4	8.2	8.3
LnGrp Delay(d),s/veh	68.7	0.0	27.5	31.1	0.0	67.5	52.5	44.1	44.7	59.1	28.5	28.5
LnGrp LOS	E		C	C		E	D	D	D	E	C	C
Approach Vol, veh/h		477			773			954			930	
Approach Delay, s/veh		59.2			46.7			45.6			33.4	
Approach LOS		E			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.6	25.5		21.0	9.0	29.1		20.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	8.1	21.4		16.5	4.5	25.0		16.0
Max Q Clear Time (g_c+I1), s	18.5	19.6		17.8	5.4	17.5		17.1
Green Ext Time (p_c), s	0.0	1.4		0.0	0.0	5.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	44.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	260	220	260	200	340	230	130	401	145	187	423	205
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	274	232	263	211	358	195	137	422	121	197	445	184
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	295	472	401	257	433	368	172	594	169	218	598	245
Arrive On Green	0.17	0.25	0.25	0.15	0.23	0.23	0.10	0.22	0.22	0.12	0.24	0.24
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	2723	773	1774	2451	1005
Grp Volume(v), veh/h	274	232	263	211	358	195	137	273	270	197	320	309
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1770	1726	1774	1770	1685
Q Serve(g_s), s	10.5	7.3	10.3	8.0	12.6	7.5	5.2	9.9	10.0	7.6	11.6	11.7
Cycle Q Clear(g_c), s	10.5	7.3	10.3	8.0	12.6	7.5	5.2	9.9	10.0	7.6	11.6	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.45	1.00		0.60
Lane Grp Cap(c), veh/h	295	472	401	257	433	368	172	386	377	218	432	411
V/C Ratio(X)	0.93	0.49	0.66	0.82	0.83	0.53	0.80	0.71	0.72	0.90	0.74	0.75
Avail Cap(c_a), veh/h	295	472	401	369	525	446	192	448	437	218	473	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	22.0	23.1	28.7	25.2	23.2	30.6	25.0	25.1	29.9	24.1	24.2
Incr Delay (d2), s/veh	34.3	0.8	3.8	9.4	8.9	1.2	18.6	4.2	4.7	36.0	5.6	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	3.8	4.9	4.6	7.5	3.4	3.4	5.2	5.2	5.9	6.3	6.1
LnGrp Delay(d),s/veh	62.7	22.8	26.9	38.1	34.2	24.4	49.1	29.2	29.7	65.9	29.8	30.5
LnGrp LOS	E	C	C	D	C	C	D	C	C	E	C	C
Approach Vol, veh/h		769			764			680			826	
Approach Delay, s/veh		38.4			32.8			33.4			38.6	
Approach LOS		D			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	19.6	14.5	22.0	11.2	21.4	16.0	20.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	17.5	14.4	16.6	7.5	18.5	11.5	19.5
Max Q Clear Time (g_c+I1), s	12.6	12.0	10.0	12.3	7.2	13.7	12.5	14.6
Green Ext Time (p_c), s	0.0	3.1	0.2	2.1	0.0	2.8	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	35.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	228	1410	480	306	1240	350	450	1100	252	260	640	269
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	240	1484	347	322	1305	242	474	1158	181	274	674	220
Adj No. of Lanes	2	3	1	2	3	0	2	2	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	1665	519	381	1499	278	483	1160	519	290	713	233
Arrive On Green	0.09	0.33	0.33	0.11	0.35	0.35	0.14	0.33	0.33	0.08	0.27	0.27
Sat Flow, veh/h	3442	5085	1583	3442	4312	800	3442	3539	1583	3442	2625	856
Grp Volume(v), veh/h	240	1484	347	322	1026	521	474	1158	181	274	454	440
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1722	1721	1770	1583	1721	1770	1712
Q Serve(g_s), s	7.3	29.6	20.2	9.8	30.2	30.3	14.7	34.9	9.3	8.5	26.9	26.9
Cycle Q Clear(g_c), s	7.3	29.6	20.2	9.8	30.2	30.3	14.7	34.9	9.3	8.5	26.9	26.9
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	312	1665	519	381	1178	598	483	1160	519	290	480	465
V/C Ratio(X)	0.77	0.89	0.67	0.84	0.87	0.87	0.98	1.00	0.35	0.94	0.95	0.95
Avail Cap(c_a), veh/h	516	1809	563	387	1178	598	483	1160	519	290	480	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	34.1	30.9	46.6	32.6	32.6	45.8	35.9	27.3	48.7	38.1	38.1
Incr Delay (d2), s/veh	4.0	5.7	2.7	15.5	7.3	13.2	35.8	26.0	0.4	38.2	27.9	28.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	14.8	9.1	5.5	15.3	16.5	9.3	21.1	4.1	5.5	16.8	16.4
LnGrp Delay(d),s/veh	51.4	39.8	33.7	62.1	39.9	45.8	81.6	61.9	27.7	86.9	66.0	66.7
LnGrp LOS	D	D	C	E	D	D	F	E	C	F	E	E
Approach Vol, veh/h		2071			1869			1813			1168	
Approach Delay, s/veh		40.1			45.4			63.6			71.2	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	39.0	19.0	33.0	13.7	41.1	13.0	39.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	38.0	15.0	29.0	16.0	34.0	9.0	35.0
Max Q Clear Time (g_c+I1), s	11.3	31.6	16.7	28.9	9.3	32.3	10.5	36.9
Green Ext Time (p_c), s	0.0	3.4	0.0	0.1	0.4	1.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	52.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	292	1620	270	350	1320	350	190	1036	370	400	873	236
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	307	1705	221	368	1389	368	200	1091	389	421	919	174
Adj No. of Lanes	2	3	1	2	3	1	2	2	2	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	1678	522	344	1578	491	585	1026	1087	413	1220	380
Arrive On Green	0.12	0.33	0.33	0.10	0.31	0.31	0.17	0.29	0.29	0.12	0.24	0.24
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	2787	3442	5085	1583
Grp Volume(v), veh/h	307	1705	221	368	1389	368	200	1091	389	421	919	174
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1393	1721	1695	1583
Q Serve(g_s), s	8.6	33.0	10.9	10.0	25.9	14.8	5.1	29.0	2.6	12.0	16.8	9.4
Cycle Q Clear(g_c), s	8.6	33.0	10.9	10.0	25.9	14.8	5.1	29.0	2.6	12.0	16.8	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	1678	523	344	1578	491	585	1026	1087	413	1220	380
V/C Ratio(X)	0.75	1.02	0.42	1.07	0.88	0.75	0.34	1.06	0.36	1.02	0.75	0.46
Avail Cap(c_a), veh/h	412	1678	523	344	1627	507	585	1026	1087	413	1576	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	33.5	26.1	45.0	32.7	15.6	36.6	35.5	9.4	44.0	35.3	32.5
Incr Delay (d2), s/veh	7.3	26.0	0.5	68.1	5.8	5.9	0.3	46.4	0.2	49.3	1.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	19.4	4.8	8.0	12.9	7.2	2.5	20.7	2.3	8.5	8.0	4.2
LnGrp Delay(d),s/veh	49.8	59.5	26.6	113.1	38.5	21.5	36.9	81.9	9.6	93.3	36.8	33.3
LnGrp LOS	D	F	C	F	D	C	D	F	A	F	D	C
Approach Vol, veh/h		2233			2125			1680			1514	
Approach Delay, s/veh		54.9			48.5			59.8			52.1	
Approach LOS		D			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	37.0	21.0	28.0	16.0	35.0	16.0	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	33.0	10.0	31.0	11.0	32.0	12.0	29.0
Max Q Clear Time (g_c+I1), s	12.0	35.0	7.1	18.8	10.6	27.9	14.0	31.0
Green Ext Time (p_c), s	0.0	0.0	2.2	5.2	0.1	3.1	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	53.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2177	90	0	1696	70	0	0	0	460	0	105
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	2292	84	0	1785	63				484	0	79
Adj No. of Lanes	0	3	1	0	3	1				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	2963	922	0	2963	1388				1011	0	465
Arrive On Green	0.00	0.58	0.58	0.00	0.58	0.58				0.29	0.00	0.29
Sat Flow, veh/h	0	5253	1583	0	5253	1583				3442	0	1583
Grp Volume(v), veh/h	0	2292	84	0	1785	63				484	0	79
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583				1721	0	1583
Q Serve(g_s), s	0.0	22.2	1.5	0.0	14.6	0.3				7.5	0.0	2.4
Cycle Q Clear(g_c), s	0.0	22.2	1.5	0.0	14.6	0.3				7.5	0.0	2.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2963	922	0	2963	1388				1011	0	465
V/C Ratio(X)	0.00	0.77	0.09	0.00	0.60	0.05				0.48	0.00	0.17
Avail Cap(c_a), veh/h	0	2987	930	0	2987	1395				1011	0	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.3	6.0	0.0	8.7	0.5				18.8	0.0	17.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.3	0.0				1.6	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.5	0.7	0.0	6.9	0.5				3.8	0.0	1.2
LnGrp Delay(d),s/veh	0.0	11.6	6.0	0.0	9.0	0.5				20.4	0.0	17.8
LnGrp LOS		B	A		A	A				C		B
Approach Vol, veh/h		2376			1848						563	
Approach Delay, s/veh		11.4			8.7						20.0	
Approach LOS		B			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				41.7		23.0		41.7
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				38.0		19.0		38.0
Max Q Clear Time (g_c+I1), s				24.2		9.5		16.6
Green Ext Time (p_c), s				13.5		1.4		20.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2517	120	0	1691	320	75	0	110	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	2649	115	0	1780	232	79	0	84			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	2972	1388	0	2972	925	519	0	815			
Arrive On Green	0.00	0.58	0.58	0.00	0.58	0.58	0.29	0.00	0.29			
Sat Flow, veh/h	0	5253	1583	0	5253	1583	1774	0	2787			
Grp Volume(v), veh/h	0	2649	115	0	1780	232	79	0	84			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583	1774	0	1393			
Q Serve(g_s), s	0.0	29.4	0.6	0.0	14.5	4.6	2.1	0.0	1.4			
Cycle Q Clear(g_c), s	0.0	29.4	0.6	0.0	14.5	4.6	2.1	0.0	1.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2972	1388	0	2972	925	519	0	815			
V/C Ratio(X)	0.00	0.89	0.08	0.00	0.60	0.25	0.15	0.00	0.10			
Avail Cap(c_a), veh/h	0	2975	1389	0	2975	926	519	0	815			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	11.7	0.5	0.0	8.6	6.6	17.0	0.0	16.8			
Incr Delay (d2), s/veh	0.0	3.8	0.0	0.0	0.3	0.1	0.6	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	14.5	0.9	0.0	6.8	2.0	1.1	0.0	0.6			
LnGrp Delay(d),s/veh	0.0	15.5	0.6	0.0	9.0	6.7	17.6	0.0	17.0			
LnGrp LOS		B	A		A	A	B		B			
Approach Vol, veh/h		2764			2012			163				
Approach Delay, s/veh		14.9			8.7			17.3				
Approach LOS		B			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		23.0		42.0				42.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		19.0		38.0				38.0
Max Q Clear Time (g_c+I1), s		4.1		31.4				16.5
Green Ext Time (p_c), s		0.4		6.6				21.1

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	391	1451	790	418	863	120	520	460	321	175	560	378
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	412	1527	832	440	908	126	547	484	338	184	589	398
Adj No. of Lanes	2	3	2	2	3	0	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	447	1582	867	363	1295	179	593	1130	672	259	786	558
Arrive On Green	0.13	0.31	0.31	0.11	0.29	0.29	0.17	0.32	0.32	0.08	0.22	0.22
Sat Flow, veh/h	3442	5085	2787	3442	4518	625	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	412	1527	832	440	680	354	547	484	338	184	589	398
Grp Sat Flow(s),veh/h/ln	1721	1695	1393	1721	1695	1753	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	10.6	26.6	26.4	9.5	16.1	16.2	14.1	9.7	14.1	4.7	14.0	19.6
Cycle Q Clear(g_c), s	10.6	26.6	26.4	9.5	16.1	16.2	14.1	9.7	14.1	4.7	14.0	19.6
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	447	1582	867	363	972	502	593	1130	672	259	786	558
V/C Ratio(X)	0.92	0.97	0.96	1.21	0.70	0.70	0.92	0.43	0.50	0.71	0.75	0.71
Avail Cap(c_a), veh/h	447	1582	867	363	972	502	593	1130	672	363	786	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	30.5	30.4	40.3	28.6	28.7	36.7	24.2	18.9	40.7	32.7	25.2
Incr Delay (d2), s/veh	24.3	15.2	21.3	117.9	2.3	4.4	20.2	1.2	2.7	3.7	6.5	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	14.7	12.6	10.4	7.9	8.5	8.3	4.9	6.6	2.4	7.5	9.7
LnGrp Delay(d),s/veh	63.0	45.7	51.7	158.2	30.9	33.1	56.9	25.4	21.6	44.4	39.1	32.8
LnGrp LOS	E	D	D	F	C	C	E	C	C	D	D	C
Approach Vol, veh/h		2771			1474			1369			1171	
Approach Delay, s/veh		50.1			69.4			37.0			37.8	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	32.7	14.0	32.0	20.0	24.0	16.2	29.8
Change Period (Y+Rc), s	4.5	4.0	4.5	4.0	4.5	4.0	4.5	4.0
Max Green Setting (Gmax), s	9.5	26.0	9.5	28.0	15.5	20.0	11.7	25.8
Max Q Clear Time (g_c+I1), s	6.7	16.1	11.5	28.6	16.1	21.6	12.6	18.2
Green Ext Time (p_c), s	0.1	6.3	0.0	0.0	0.0	0.0	0.0	7.1

Intersection Summary	
HCM 2010 Ctrl Delay	49.5
HCM 2010 LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	566	1381	793	155	345	608
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1285	950
Adj Flow Rate, veh/h	596	1454	835	163	334	671
Adj No. of Lanes	2	3	3	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	100
Cap, veh/h	666	2471	994	193	482	636
Arrive On Green	0.19	0.49	0.23	0.23	0.39	0.39
Sat Flow, veh/h	3442	5253	4444	830	1223	1615
Grp Volume(v), veh/h	596	1454	661	337	334	671
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1716	1223	807
Q Serve(g_s), s	12.7	15.4	13.9	14.1	17.0	29.5
Cycle Q Clear(g_c), s	12.7	15.4	13.9	14.1	17.0	29.5
Prop In Lane	1.00			0.48	1.00	1.00
Lane Grp Cap(c), veh/h	666	2471	788	399	482	636
V/C Ratio(X)	0.89	0.59	0.84	0.85	0.69	1.05
Avail Cap(c_a), veh/h	666	2478	792	401	482	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	13.9	27.4	27.5	18.9	22.7
Incr Delay (d2), s/veh	14.6	0.4	7.9	15.2	4.2	51.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	7.2	7.4	8.3	6.3	15.1
LnGrp Delay(d),s/veh	44.1	14.2	35.4	42.7	23.2	73.7
LnGrp LOS	D	B	D	D	C	F
Approach Vol, veh/h		2050	998		1005	
Approach Delay, s/veh		22.9	37.8		56.9	
Approach LOS		C	D		E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		40.9		34.0	19.0	21.9		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		36.5		29.5	14.5	17.5		
Max Q Clear Time (g_c+I1), s		17.4		31.5	14.7	16.1		
Green Ext Time (p_c), s		14.4		0.0	0.0	1.3		

Intersection Summary	
HCM 2010 Ctrl Delay	35.0
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	220	1506	698	252	315	250
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	232	1585	735	265	332	263
Adj No. of Lanes	1	3	3	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	163	2781	1299	463	436	389
Arrive On Green	0.09	0.55	0.35	0.35	0.25	0.25
Sat Flow, veh/h	1774	5253	3869	1319	1774	1583
Grp Volume(v), veh/h	232	1585	673	327	332	263
Grp Sat Flow(s),veh/h/ln	1774	1695	1695	1630	1774	1583
Q Serve(g_s), s	4.0	8.9	7.0	7.1	7.5	6.5
Cycle Q Clear(g_c), s	4.0	8.9	7.0	7.1	7.5	6.5
Prop In Lane	1.00			0.81	1.00	1.00
Lane Grp Cap(c), veh/h	163	2781	1190	572	436	389
V/C Ratio(X)	1.42	0.57	0.57	0.57	0.76	0.68
Avail Cap(c_a), veh/h	163	2870	1249	601	654	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	6.5	11.4	11.4	15.2	14.8
Incr Delay (d2), s/veh	220.6	0.3	0.5	1.2	2.9	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	4.2	3.3	3.4	4.0	5.8
LnGrp Delay(d),s/veh	240.3	6.7	11.9	12.6	18.1	16.9
LnGrp LOS	F	A	B	B	B	B
Approach Vol, veh/h		1817	1000		595	
Approach Delay, s/veh		36.6	12.2		17.6	
Approach LOS		D	B		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		28.2		15.2	8.5	19.7		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		24.5		16.0	4.0	16.0		
Max Q Clear Time (g_c+I1), s		10.9		9.5	6.0	9.1		
Green Ext Time (p_c), s		11.3		1.1	0.0	6.2		

Intersection Summary	
HCM 2010 Ctrl Delay	26.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	262	1080	480	310	445	96	280	246	510	223	278	225
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	276	1137	347	326	468	101	295	259	411	235	293	190
Adj No. of Lanes	2	3	0	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	1440	439	394	1917	597	506	700	313	296	483	216
Arrive On Green	0.11	0.37	0.37	0.11	0.38	0.38	0.15	0.20	0.20	0.09	0.14	0.14
Sat Flow, veh/h	3442	3865	1180	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	276	997	487	326	468	101	295	259	411	235	293	190
Grp Sat Flow(s),veh/h/ln	1721	1695	1655	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	5.4	18.3	18.3	6.5	4.4	3.0	5.6	4.4	9.9	4.7	5.4	6.1
Cycle Q Clear(g_c), s	5.4	18.3	18.3	6.5	4.4	3.0	5.6	4.4	9.9	4.7	5.4	6.1
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	379	1263	616	394	1917	597	506	700	313	296	483	216
V/C Ratio(X)	0.73	0.79	0.79	0.83	0.24	0.17	0.58	0.37	1.31	0.79	0.61	0.88
Avail Cap(c_a), veh/h	542	1263	616	394	1917	597	506	963	431	296	811	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	19.5	19.5	30.2	14.9	14.5	27.8	24.2	14.3	31.3	28.4	16.2
Incr Delay (d2), s/veh	2.9	5.1	9.9	13.5	0.3	0.6	1.7	0.3	160.4	13.9	1.2	12.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	9.3	9.9	3.8	2.1	1.4	2.8	2.2	18.7	2.8	2.7	3.9
LnGrp Delay(d),s/veh	32.9	24.6	29.4	43.7	15.2	15.1	29.5	24.6	174.7	45.1	29.6	28.6
LnGrp LOS	C	C	C	D	B	B	C	C	F	D	C	C
Approach Vol, veh/h		1760			895			965			718	
Approach Delay, s/veh		27.2			25.6			90.0			34.4	
Approach LOS		C			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	30.0	14.3	13.5	11.7	30.3	10.0	17.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	26.0	9.0	16.0	11.0	23.0	6.0	19.0
Max Q Clear Time (g_c+I1), s	8.5	20.3	7.6	8.1	7.4	6.4	6.7	11.9
Green Ext Time (p_c), s	0.0	3.9	0.7	1.5	0.3	3.9	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	42.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	390	1606	500	400	1373	220	340	560	370	210	730	290
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	411	1691	463	421	1445	200	358	589	357	221	768	242
Adj No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	480	1870	582	436	1806	562	393	1086	539	306	958	914
Arrive On Green	0.14	0.37	0.37	0.13	0.36	0.36	0.11	0.21	0.21	0.09	0.19	0.19
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	5085	1583	3442	5085	2787
Grp Volume(v), veh/h	411	1691	463	421	1445	200	358	589	357	221	768	242
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1695	1583	1721	1695	1393
Q Serve(g_s), s	9.2	24.8	20.6	9.6	20.2	7.4	8.1	8.1	3.2	4.9	11.4	3.0
Cycle Q Clear(g_c), s	9.2	24.8	20.6	9.6	20.2	7.4	8.1	8.1	3.2	4.9	11.4	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	480	1870	582	436	1806	562	393	1086	539	306	958	914
V/C Ratio(X)	0.86	0.90	0.80	0.96	0.80	0.36	0.91	0.54	0.66	0.72	0.80	0.26
Avail Cap(c_a), veh/h	480	1870	582	436	1806	562	393	1086	539	393	1032	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	23.6	22.3	34.3	22.9	18.8	34.5	27.6	9.9	35.0	30.6	8.3
Incr Delay (d2), s/veh	14.2	7.7	10.7	33.9	3.8	1.8	25.0	0.6	3.0	4.6	4.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	12.9	10.7	6.6	10.0	3.5	5.2	3.9	4.6	2.5	5.7	1.3
LnGrp Delay(d),s/veh	47.3	31.3	33.0	68.2	26.7	20.5	59.5	28.1	12.9	39.6	34.9	8.4
LnGrp LOS	D	C	C	E	C	C	E	C	B	D	C	A
Approach Vol, veh/h		2565			2066			1304			1231	
Approach Delay, s/veh		34.2			34.6			32.6			30.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	33.0	13.0	18.9	15.0	32.0	11.0	20.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	29.0	9.0	16.0	11.0	28.0	9.0	16.0
Max Q Clear Time (g_c+I1), s	11.6	26.8	10.1	13.4	11.2	22.2	6.9	10.1
Green Ext Time (p_c), s	0.0	1.9	0.0	1.5	0.0	4.6	0.1	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	33.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	596	1350	180	90	1310	100	170	210	200	210	605	413
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	627	1421	178	95	1379	94	179	221	148	221	637	435
Adj No. of Lanes	2	3	0	2	2	1	2	3	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	612	1870	234	583	1416	633	191	603	281	229	669	581
Arrive On Green	0.18	0.41	0.41	0.17	0.40	0.40	0.06	0.18	0.18	0.07	0.19	0.19
Sat Flow, veh/h	3442	4578	573	3442	3539	1583	3442	3390	1583	3442	3539	1583
Grp Volume(v), veh/h	627	1052	547	95	1379	94	179	221	148	221	637	435
Grp Sat Flow(s),veh/h/ln	1721	1695	1762	1721	1770	1583	1721	1695	1583	1721	1770	1583
Q Serve(g_s), s	16.0	24.0	24.0	2.1	34.5	3.4	4.7	5.2	7.6	5.8	16.0	15.2
Cycle Q Clear(g_c), s	16.0	24.0	24.0	2.1	34.5	3.4	4.7	5.2	7.6	5.8	16.0	15.2
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	612	1385	720	583	1416	633	191	603	281	229	669	581
V/C Ratio(X)	1.02	0.76	0.76	0.16	0.97	0.15	0.94	0.37	0.53	0.96	0.95	0.75
Avail Cap(c_a), veh/h	612	1770	920	583	1416	633	191	603	281	229	669	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	22.8	22.8	31.9	26.5	17.2	42.3	32.5	33.6	41.9	36.1	12.9
Incr Delay (d2), s/veh	42.8	1.5	2.8	0.1	18.0	0.1	47.1	0.4	1.8	48.9	23.8	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	11.4	12.1	1.0	20.2	1.5	3.5	2.5	3.5	4.3	10.0	7.4
LnGrp Delay(d),s/veh	79.8	24.3	25.6	32.1	44.6	17.3	89.4	32.9	35.4	90.8	59.9	18.2
LnGrp LOS	F	C	C	C	D	B	F	C	D	F	E	B
Approach Vol, veh/h		2226			1568			548			1293	
Approach Delay, s/veh		40.3			42.2			52.0			51.2	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.2	40.8	9.0	21.0	20.0	40.0	10.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	47.0	5.0	17.0	16.0	36.0	6.0	16.0
Max Q Clear Time (g_c+I1), s	4.1	26.0	6.7	18.0	18.0	36.5	7.8	9.6
Green Ext Time (p_c), s	0.7	10.8	0.0	0.0	0.0	0.0	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	44.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	1022	130	146	1256	50	150	50	202	130	50	100
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	53	1076	137	154	1322	53	158	53	213	137	53	105
Adj No. of Lanes	2	3	0	2	2	2	1	2	0	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	523	2139	272	240	1365	1075	177	299	267	223	453	212
Arrive On Green	0.15	0.47	0.47	0.07	0.39	0.39	0.10	0.17	0.17	0.06	0.13	0.13
Sat Flow, veh/h	3442	4569	581	3442	3539	2787	1774	1770	1583	3442	3390	1583
Grp Volume(v), veh/h	53	798	415	154	1322	53	158	53	213	137	53	105
Grp Sat Flow(s),veh/h/ln	1721	1695	1760	1721	1770	1393	1774	1770	1583	1721	1695	1583
Q Serve(g_s), s	0.9	11.5	11.5	3.1	25.6	0.8	6.2	1.8	9.0	2.7	1.0	4.3
Cycle Q Clear(g_c), s	0.9	11.5	11.5	3.1	25.6	0.8	6.2	1.8	9.0	2.7	1.0	4.3
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	523	1587	824	240	1365	1075	177	299	267	223	453	212
V/C Ratio(X)	0.10	0.50	0.50	0.64	0.97	0.05	0.89	0.18	0.80	0.61	0.12	0.50
Avail Cap(c_a), veh/h	523	1587	824	344	1365	1075	177	430	385	295	775	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	12.9	13.0	31.7	21.1	13.5	31.1	24.9	27.9	31.9	26.7	28.1
Incr Delay (d2), s/veh	0.1	1.1	2.2	2.9	17.9	0.1	38.4	0.3	7.4	2.7	0.1	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.6	6.0	1.5	15.9	0.3	4.9	0.9	4.5	1.4	0.5	2.0
LnGrp Delay(d),s/veh	25.6	14.1	15.1	34.6	39.0	13.6	69.6	25.2	35.3	34.6	26.8	29.9
LnGrp LOS	C	B	B	C	D	B	E	C	D	C	C	C
Approach Vol, veh/h		1266			1529			424			295	
Approach Delay, s/veh		14.9			37.7			46.8			31.5	
Approach LOS		B			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	36.8	11.0	13.4	14.6	31.0	8.5	15.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	24.0	7.0	16.0	4.0	27.0	6.0	17.0
Max Q Clear Time (g_c+I1), s	5.1	13.5	8.2	6.3	2.9	27.6	4.7	11.0
Green Ext Time (p_c), s	0.1	5.9	0.0	0.9	0.1	0.0	0.2	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	30.1
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	17.8
Intersection LOS	C

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	109	924	578
Demand Flow Rate, veh/h	111	943	589
Vehicles Circulating, veh/h	757	18	107
Vehicles Exiting, veh/h	204	678	761
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.8	22.8	11.4
Approach LOS	A	C	B

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	111	943	589
Cap Entry Lane, veh/h	530	1110	1015
Entry HV Adj Factor	0.982	0.980	0.981
Flow Entry, veh/h	109	924	578
Cap Entry, veh/h	520	1088	996
V/C Ratio	0.209	0.850	0.580
Control Delay, s/veh	9.8	22.8	11.4
LOS	A	C	B
95th %tile Queue, veh	1	11	4

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	4	651	58	0	549
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	685	61	0	578

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1294	716	0	0	746	0
Stage 1	716	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	179	430	-	-	862	-
Stage 1	484	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	179	430	-	-	862	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	561	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	430	862	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s)	-	-	13.5	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	78	685	506
Demand Flow Rate, veh/h	79	699	516
Vehicles Circulating, veh/h	555	5	76
Vehicles Exiting, veh/h	149	587	558
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.0	11.6	9.3
Approach LOS	A	B	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	79	699	516
Cap Entry Lane, veh/h	649	1124	1047
Entry HV Adj Factor	0.987	0.980	0.981
Flow Entry, veh/h	78	685	506
Cap Entry, veh/h	640	1102	1027
V/C Ratio	0.122	0.622	0.493
Control Delay, s/veh	7.0	11.6	9.3
LOS	A	B	A
95th %tile Queue, veh	0	5	3

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	133	546	397
Demand Flow Rate, veh/h	0	135	557	405
Vehicles Circulating, veh/h	531	364	15	126
Vehicles Exiting, veh/h	0	208	516	373
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	6.5	9.1	8.2
Approach LOS	-	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	135	557	405
Cap Entry Lane, veh/h	664	785	1113	996
Entry HV Adj Factor	1.000	0.985	0.980	0.981
Flow Entry, veh/h	0	133	546	397
Cap Entry, veh/h	664	774	1091	977
V/C Ratio	0.000	0.172	0.500	0.407
Control Delay, s/veh	5.4	6.5	9.1	8.2
LOS	A	A	A	A
95th %tile Queue, veh	0	1	3	2

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	21	13	373	389
Demand Flow Rate, veh/h	21	13	381	397
Vehicles Circulating, veh/h	400	377	11	45
Vehicles Exiting, veh/h	42	15	410	345
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.1	4.8	6.7	7.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	21	13	381	397
Cap Entry Lane, veh/h	757	775	1118	1080
Entry HV Adj Factor	0.995	0.992	0.980	0.981
Flow Entry, veh/h	21	13	373	389
Cap Entry, veh/h	754	769	1095	1059
V/C Ratio	0.028	0.017	0.341	0.368
Control Delay, s/veh	5.1	4.8	6.7	7.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	2	2

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	1	14	32	289	356	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	15	34	304	375	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	748	376	377	0	-	0
Stage 1	376	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	380	670	1181	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	367	670	1181	-	-	-
Mov Cap-2 Maneuver	367	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1181	-	670	-	-
HCM Lane V/C Ratio	0.029	-	0.022	-	-
HCM Control Delay (s)	8.1	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	5	284	6	5	357
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	5	299	6	5	376

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	688	302	0	0	305	0
Stage 1	302	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	412	738	-	-	1256	-
Stage 1	750	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	410	738	-	-	1256	-
Mov Cap-2 Maneuver	410	-	-	-	-	-
Stage 1	750	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	601	1256	-
HCM Lane V/C Ratio	-	-	0.012	0.004	-
HCM Control Delay (s)	-	-	11.1	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	6.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	15	18	299	362
Demand Flow Rate, veh/h	15	18	305	369
Vehicles Circulating, veh/h	380	283	12	28
Vehicles Exiting, veh/h	17	34	383	273
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	4.4	5.9	6.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	15	18	305	369
Cap Entry Lane, veh/h	773	851	1116	1099
Entry HV Adj Factor	0.993	0.995	0.980	0.981
Flow Entry, veh/h	15	18	299	362
Cap Entry, veh/h	768	847	1094	1077
V/C Ratio	0.019	0.021	0.273	0.336
Control Delay, s/veh	4.9	4.4	5.9	6.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

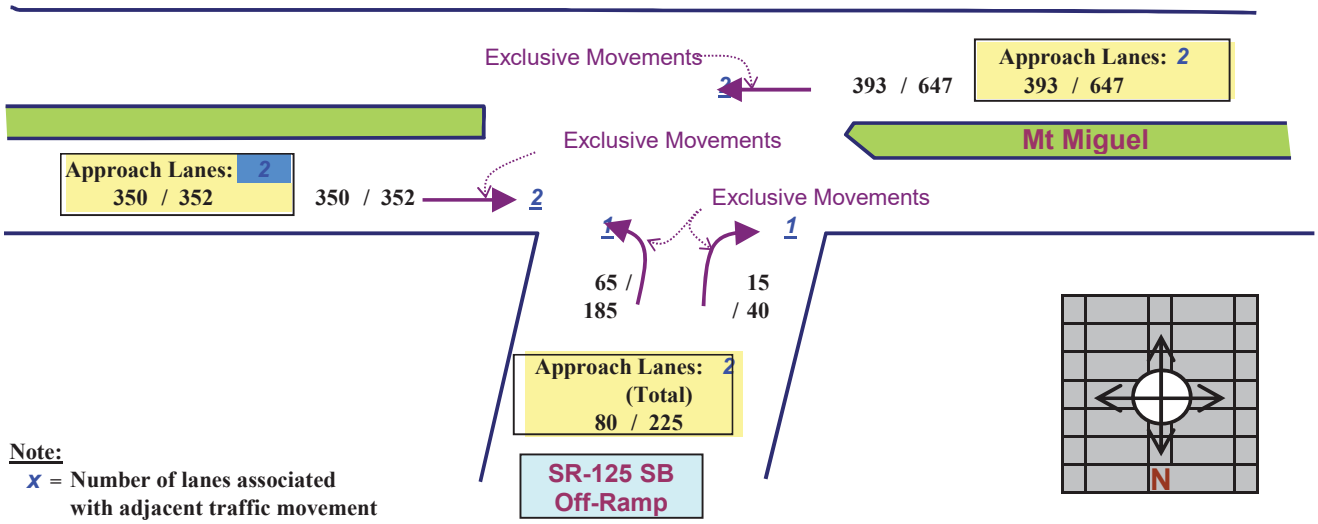
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 SB / Mt. Miguel

Scenario: Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

65 / 185 ← → **15 / 40**

65 / 15
185 / 40

197 / 324 ← 393 / 647

175 / 176 → **175 / 176**

PHASE 1:	197 / 175	324 / 176	->	197	/	324
PHASE 2:	65 / 15	185 / 40	->	65	/	185
PHASE 3:	0 / 0	0 / 0	->	0	/	0

TOTAL = 262 / 509 **ILV/HR. in the AM / PM peak hours**

OPERATING LEVEL:
ILV/HR. = **262** in AM ==> ILV: <1,200M
and **509** in PM ==> ILV <1,200

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

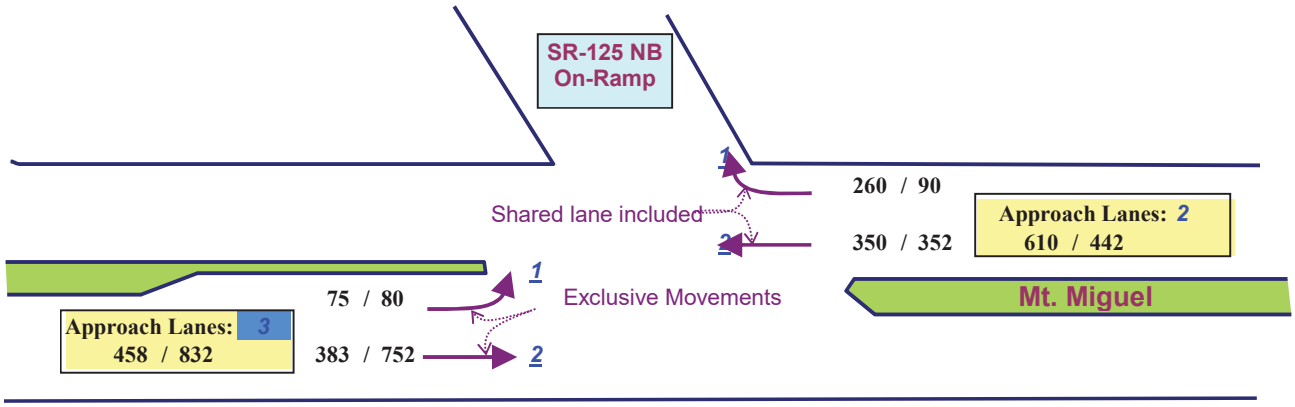
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

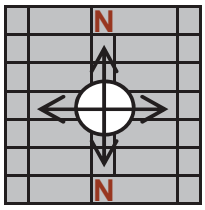
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 NB / Mt. Miguel

Scenario: Existing (AM/PM Peak)





(Indicate "**N**" on North Arrow)

Note:
x = **Number of lanes associated with adjacent traffic movement**

ILV per Lane:

Shared with Thru => **305 / 221**

305 / 221 ← 610 / 442

192 / 376 → **192 / 221** (Remainder in Phase II)

75 / 80

75 / 80 →

350 / 352 → **0 / 155**

PHASE 1:	305	/	221	->	305	/ 221
	192	/	221			
PHASE 2:	75	/	80	->	75	/ 155
	0	/	155			

OPERATING LEVEL:

ILV/HR. = **380** in AM ==> ILV: <1,200M

and **376** in PM ==> ILV <1,200

TOTAL = 380 / 376 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)

& UNDER CAPACITY (in PM)

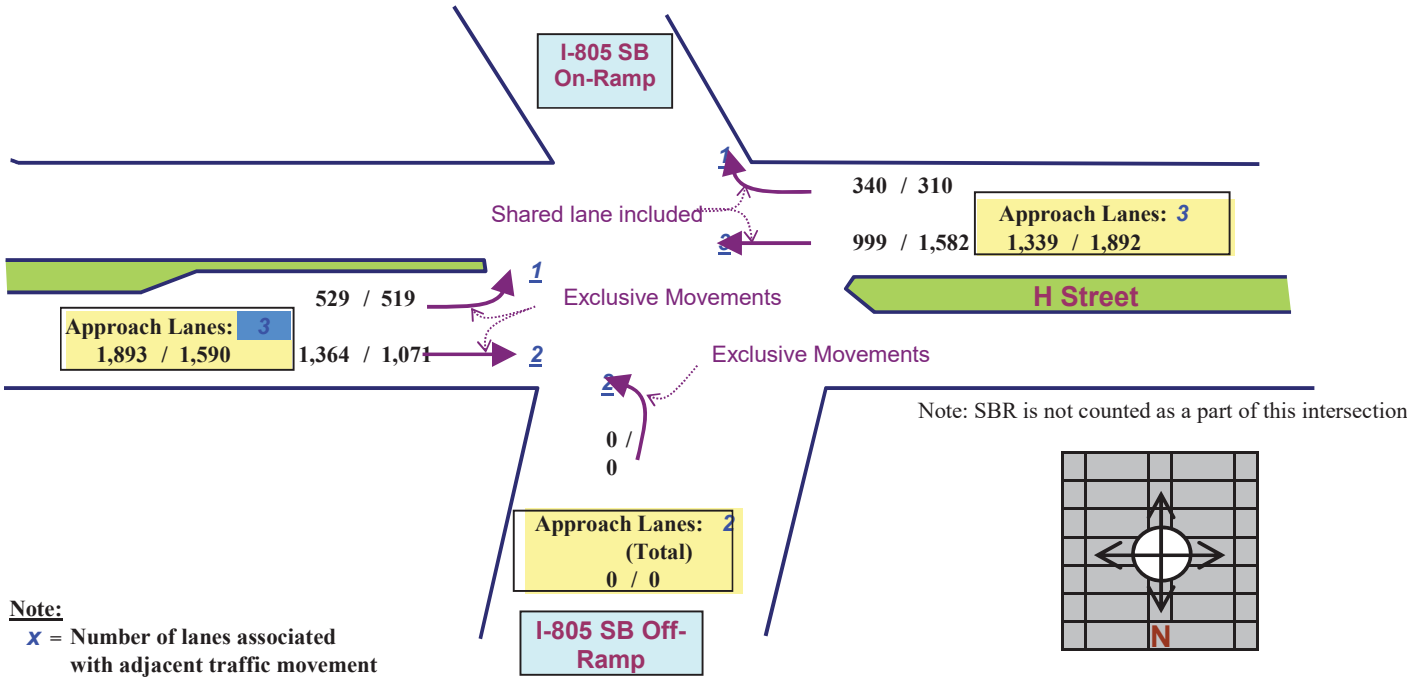
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: I-805 SB / H Street

Scenario: Existing (AM/PM Peak)



Note: SBR is not counted as a part of this intersection

(Indicate "**N**" on North Arrow)

Note:
x = **Number of lanes associated with adjacent traffic movement**

ILV per Lane:

Shared with Thru => **446** / **631**

446 / **631** ← 1,339 / 1,892

682 / 536 → **446** / **536** (Remainder in Phase III)

0 / **0** ← 0 / 0

529 / **519** ← 529 / 519

999 / 1,582 → **236** / **0**

PHASE 1:	446 / 631		446 / 536	->	446 /	631
PHASE 2:	0 / 0		0 / 0	->	0 /	0
PHASE 3:	529 / 519		236 / 0	->	529 /	519

OPERATING LEVEL:
ILV/HR. = **975** in AM ==> ILV: <1,200M
and **1,150** in PM ==> ILV <1,200

TOTAL = 975 / 1,150 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

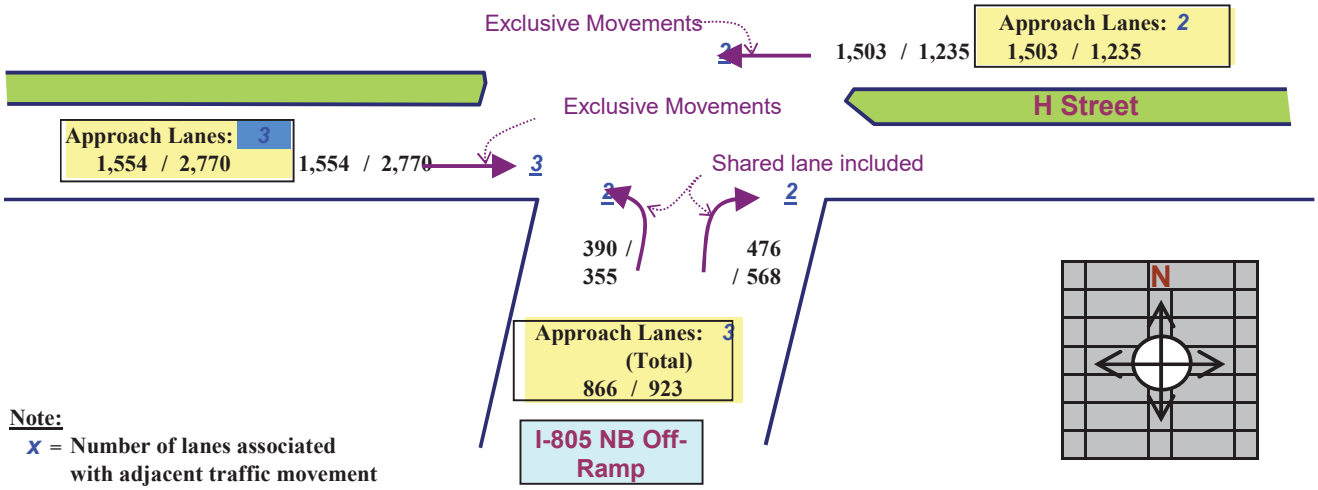
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: I-805 NB / H Street

Scenario: Existing (AM/PM Peak)

Note: NBR turn before this intersection



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

289 / 308 ← 390 / 476 355 / 568 → **289 / 308**

752 / 618 ← 1,503 / 1,235

518 / 923 → **518 / 618** (Remainder in Phase III)

PHASE 1:	752 / 618	->	752	/	618
	518 / 618				
PHASE 2:	289 / 308	->	289	/	308
	289 / 308				

OPERATING LEVEL:
ILV/HR. = **1,040** in AM ==> ILV: <1,200M
and **925** in PM ==> ILV <1,200

TOTAL = 1,040 / 925 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

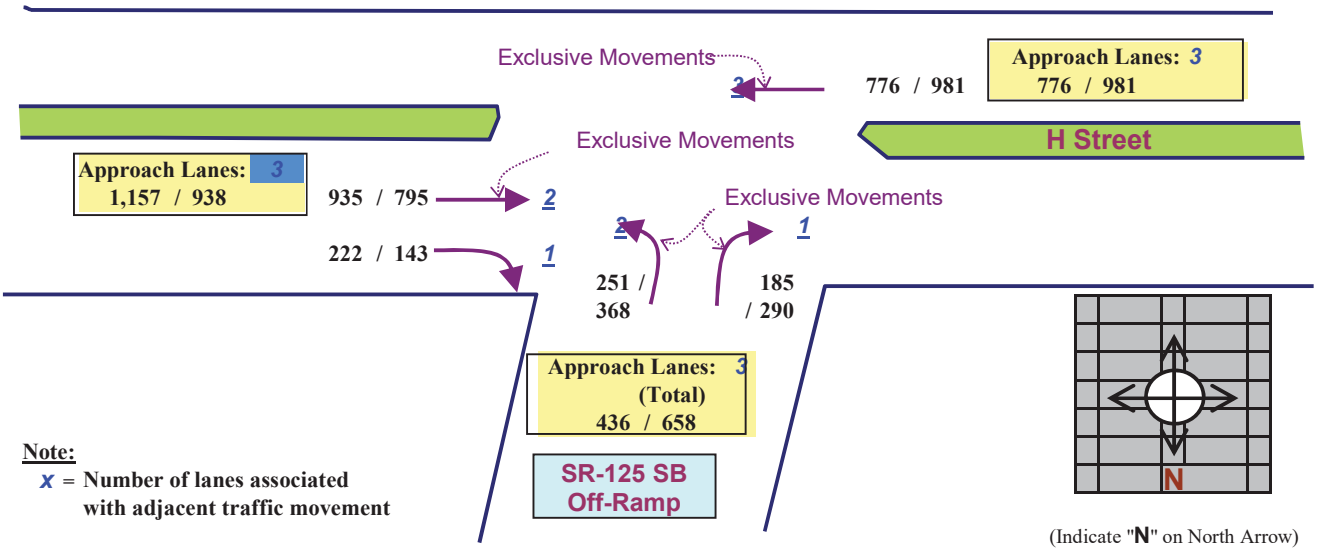
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 SB / H STREET

Scenario: Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

126 / 184 185 / 290

251 / 185
368 / 290

259 / 327 776 / 981

468 / 398 **468 / 398**
222 / 143

PHASE 1:	259 / 327	468 / 398	->	468	/	398
	468 / 398					
PHASE 2:	126 / 184	185 / 290	->	185	/	290
	185 / 290					

OPERATING LEVEL:
ILV/HR. = **653** in AM ==> ILV: <1,200M
and **688** in PM ==> ILV <1,200

TOTAL = 653 / 688 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

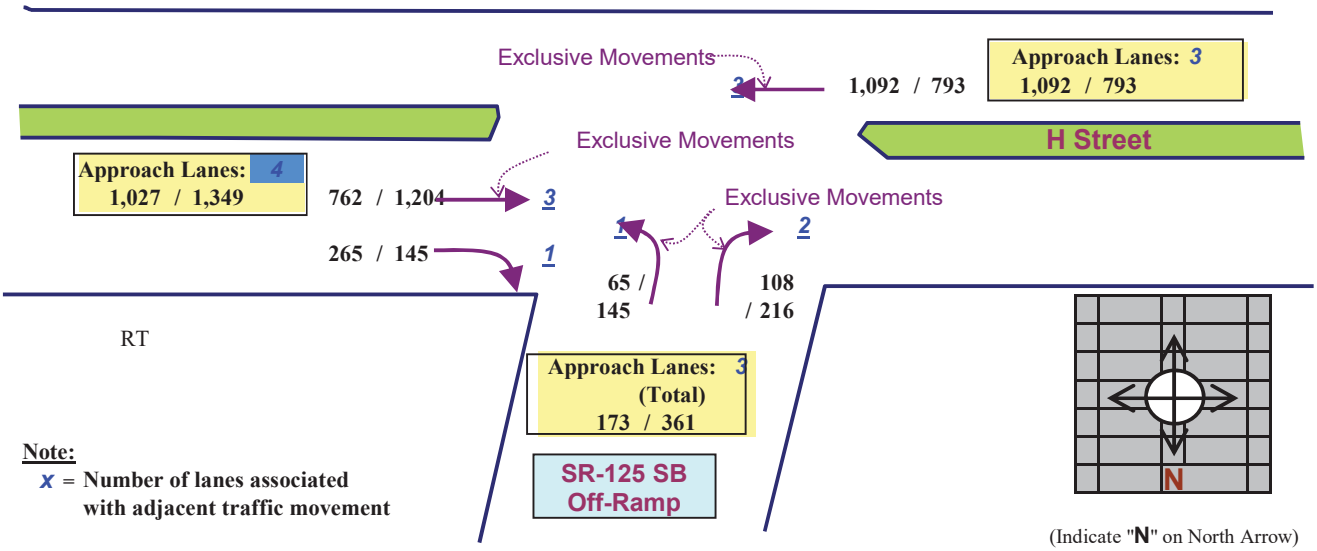
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 NB / H STREET

Scenario: Existing (AM/PM Peak)



(Indicate "**N**" on North Arrow)

Note:
x = **Number of lanes associated with adjacent traffic movement**

ILV per Lane:

65 / 145 **54 / 108**

65 / 108
145 / 216

364 / 264 1,092 / 793

254 / 401 **254 / 264**
265 / 145

PHASE 1:	364 / 264		364 / 264	->	364	/ 264
	254 / 264					
PHASE 2:	65 / 145		65 / 145	->	65	/ 145
	54 / 108					

OPERATING LEVEL:
ILV/HR. = **429** in AM ==> ILV: <1,200M
and **409** in PM ==> ILV <1,200

TOTAL = 429 / 409 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

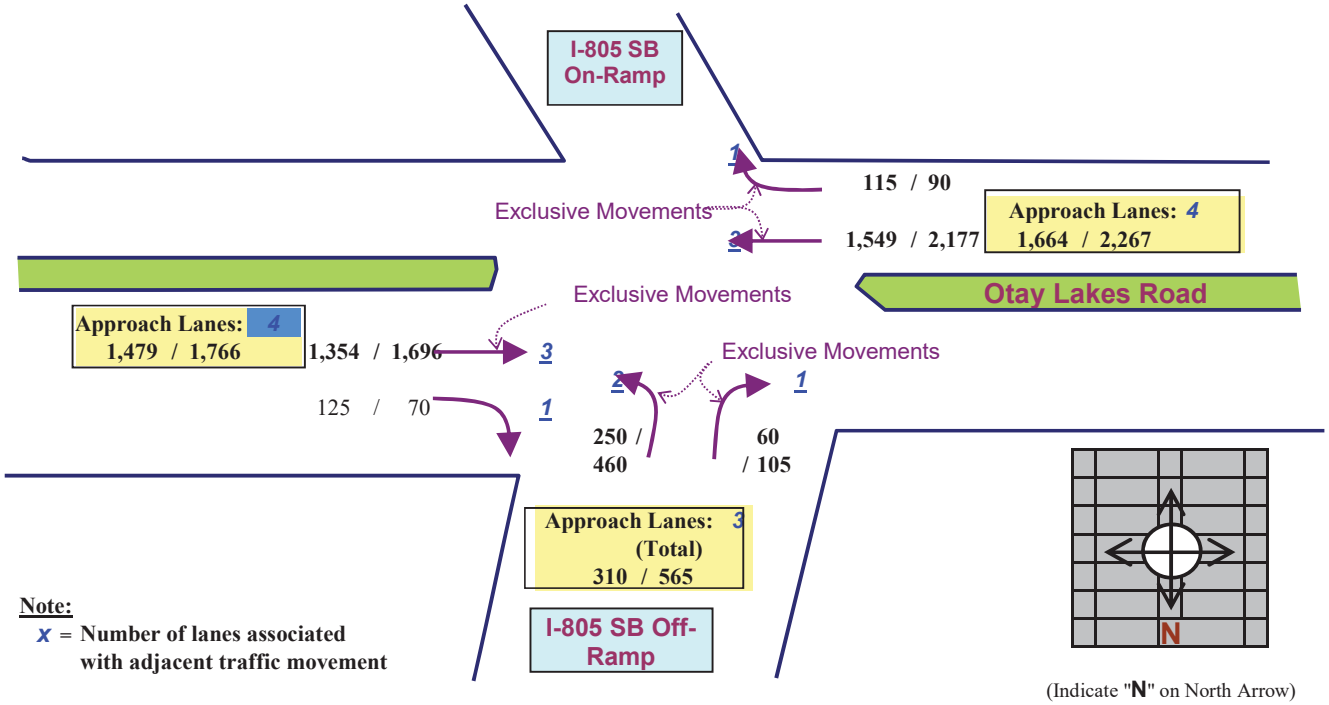
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 SB / Otay Lakes Road

Scenario: Existing (AM/PM Peak)



(Indicate "**N**" on North Arrow)

Note:
x = Number of lanes associated with adjacent traffic movement

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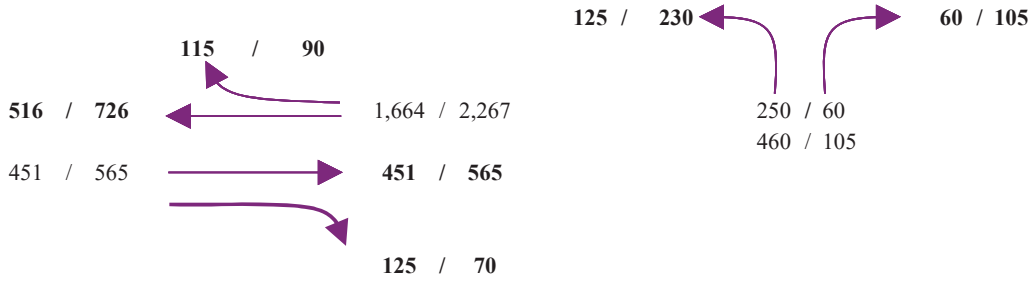
ILV per Lane:



PHASE 1:	516 / 451	/ /	726 / 565	->	516 /	726
PHASE 2:	125 / 60	/ /	230 / 105	->	125 /	230

OPERATING LEVEL:

ILV/HR. = **641** in AM ==> ILV: <1,200M

and **956** in PM ==> ILV <1,200

TOTAL = 641 / 956 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)

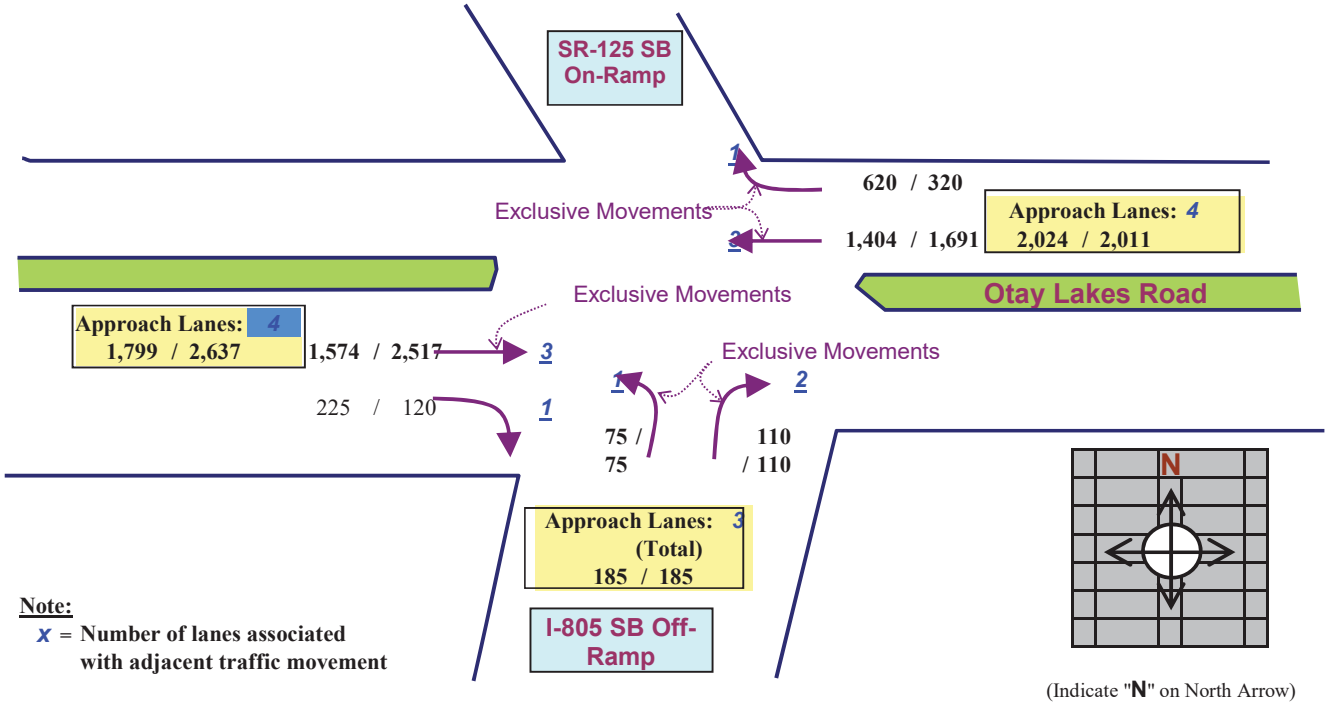
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

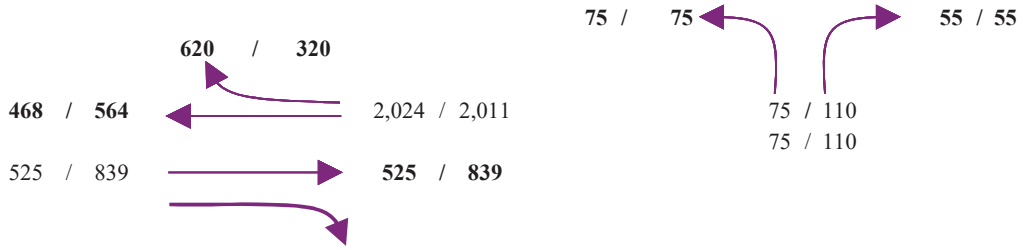
LOCATION: SR-125 NB / OTAY LAKES ROAD **Scenario:** Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:



PHASE 1:	620 / 525	/	564 / 839	->	620 /	839
PHASE 2:	75 / 55	/	75 / 55	->	75 /	75

OPERATING LEVEL:
ILV/HR. = **695** in AM ==> ILV: <1,200M
and **914** in PM ==> ILV <1,200

TOTAL = 695 / 914 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

Appendix K

Analysis Worksheets –

Year 2025 Cumulative conditions - Mitigation

HCM 2010 Signalized Intersection Summary
1: SR-94 & Lyons Valley Road

1/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	5	25	17	10	320	35	960	40	145	677	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	16	5	15	18	11	232	37	1011	31	153	713	36
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	60	106	229	123	281	50	978	30	189	1093	55
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.03	0.54	0.54	0.11	0.62	0.62
Sat Flow, veh/h	501	336	598	871	696	1583	1774	1798	55	1774	1758	89
Grp Volume(v), veh/h	36	0	0	29	0	232	37	0	1042	153	0	749
Grp Sat Flow(s),veh/h/ln	1434	0	0	1567	0	1583	1774	0	1853	1774	0	1847
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	11.0	1.6	0.0	42.5	6.6	0.0	20.2
Cycle Q Clear(g_c), s	1.4	0.0	0.0	1.0	0.0	11.0	1.6	0.0	42.5	6.6	0.0	20.2
Prop In Lane	0.44		0.42	0.62		1.00	1.00		0.03	1.00		0.05
Lane Grp Cap(c), veh/h	321	0	0	352	0	281	50	0	1008	189	0	1149
V/C Ratio(X)	0.11	0.00	0.00	0.08	0.00	0.83	0.74	0.00	1.03	0.81	0.00	0.65
Avail Cap(c_a), veh/h	511	0	0	565	0	500	138	0	1008	211	0	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.0	0.0	0.0	26.9	0.0	31.0	37.7	0.0	17.8	34.2	0.0	9.4
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	6.1	18.8	0.0	37.5	19.1	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.5	0.0	5.3	1.1	0.0	32.1	4.2	0.0	10.6
LnGrp Delay(d),s/veh	27.2	0.0	0.0	27.0	0.0	37.1	56.5	0.0	55.3	53.2	0.0	10.7
LnGrp LOS	C			C		D	E		F	D		B
Approach Vol, veh/h		36			261			1079			902	
Approach Delay, s/veh		27.2			36.0			55.4			17.9	
Approach LOS		C			D			E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.8	47.0		18.3	6.7	53.1		18.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	9.3	42.5		24.7	6.1	45.7		24.7
Max Q Clear Time (g_c+I1), s	8.6	44.5		3.4	3.6	22.2		13.0
Green Ext Time (p_c), s	0.0	0.0		1.0	0.0	14.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary
20: Aqua Vista & East H Street

11/16/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	455	40	47	753	50	75	35	58	10	50	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	63	479	42	49	793	53	79	37	61	11	53	132
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	1094	96	72	1092	73	99	138	228	20	83	206
Arrive On Green	0.05	0.33	0.33	0.04	0.32	0.32	0.06	0.22	0.22	0.01	0.17	0.17
Sat Flow, veh/h	1774	3294	288	1774	3368	225	1774	634	1045	1774	474	1180
Grp Volume(v), veh/h	63	257	264	49	417	429	79	0	98	11	0	185
Grp Sat Flow(s),veh/h/ln	1774	1770	1812	1774	1770	1823	1774	0	1678	1774	0	1654
Q Serve(g_s), s	1.6	5.1	5.2	1.2	9.4	9.4	2.0	0.0	2.2	0.3	0.0	4.7
Cycle Q Clear(g_c), s	1.6	5.1	5.2	1.2	9.4	9.4	2.0	0.0	2.2	0.3	0.0	4.7
Prop In Lane	1.00		0.16	1.00		0.12	1.00		0.62	1.00		0.71
Lane Grp Cap(c), veh/h	86	588	602	72	574	591	99	0	366	20	0	288
V/C Ratio(X)	0.73	0.44	0.44	0.68	0.73	0.73	0.80	0.00	0.27	0.54	0.00	0.64
Avail Cap(c_a), veh/h	161	649	664	157	645	664	176	0	645	157	0	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	11.8	11.8	21.4	13.5	13.5	21.1	0.0	14.7	22.3	0.0	17.4
Incr Delay (d2), s/veh	11.5	0.5	0.5	10.7	3.6	3.5	13.7	0.0	0.4	20.7	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.6	2.7	0.8	5.1	5.2	1.3	0.0	1.0	0.3	0.0	2.3
LnGrp Delay(d),s/veh	32.7	12.3	12.3	32.1	17.1	17.0	34.8	0.0	15.1	43.0	0.0	19.8
LnGrp LOS	C	B	B	C	B	B	C		B	D		B
Approach Vol, veh/h		584			895			177			196	
Approach Delay, s/veh		14.5			17.9			23.9			21.1	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	14.4	6.3	19.5	7.0	12.4	6.7	19.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	17.4	4.0	16.6	4.5	16.9	4.1	16.5
Max Q Clear Time (g_c+I1), s	2.3	4.2	3.2	7.2	4.0	6.7	3.6	11.4
Green Ext Time (p_c), s	0.0	1.4	0.0	5.3	0.0	1.2	0.0	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	5	15	21	10	185	25	633	68	205	931	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	11	5	16	22	11	195	26	666	72	216	980	53
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	66	118	228	98	243	40	830	90	261	1097	59
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.02	0.50	0.50	0.15	0.63	0.63
Sat Flow, veh/h	336	429	765	916	634	1583	1774	1653	179	1774	1751	95
Grp Volume(v), veh/h	32	0	0	33	0	195	26	0	738	216	0	1033
Grp Sat Flow(s),veh/h/ln	1530	0	0	1551	0	1583	1774	0	1831	1774	0	1846
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	8.1	1.0	0.0	23.0	8.1	0.0	32.5
Cycle Q Clear(g_c), s	1.1	0.0	0.0	1.0	0.0	8.1	1.0	0.0	23.0	8.1	0.0	32.5
Prop In Lane	0.34		0.50	0.67		1.00	1.00		0.10	1.00		0.05
Lane Grp Cap(c), veh/h	306	0	0	326	0	243	40	0	919	261	0	1156
V/C Ratio(X)	0.10	0.00	0.00	0.10	0.00	0.80	0.64	0.00	0.80	0.83	0.00	0.89
Avail Cap(c_a), veh/h	423	0	0	449	0	372	111	0	1005	331	0	1242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	0.0	25.0	0.0	28.0	33.2	0.0	14.2	28.4	0.0	10.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	7.0	15.8	0.0	4.4	12.9	0.0	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.6	0.0	4.0	0.7	0.0	12.6	4.9	0.0	18.7
LnGrp Delay(d),s/veh	25.1	0.0	0.0	25.1	0.0	35.0	49.0	0.0	18.7	41.2	0.0	19.1
LnGrp LOS	C			C		C	D		B	D		B
Approach Vol, veh/h		32			228			764			1249	
Approach Delay, s/veh		25.1			33.6			19.7			22.9	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.6	38.9		15.0	6.1	47.4		15.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	12.8	37.6		16.1	4.3	46.1		16.1
Max Q Clear Time (g_c+I1), s	10.1	25.0		3.1	3.0	34.5		10.1
Green Ext Time (p_c), s	0.2	9.0		0.7	0.0	8.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	22.9
HCM 2010 LOS	C

HCM 2010 Signalized Intersection Summary
20: Aqua Vista & East H Street

11/16/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	105	819	40	28	619	65	30	30	91	25	20	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	111	862	42	29	652	68	32	32	96	26	21	74
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	1334	65	49	1088	113	53	104	312	0	210	179
Arrive On Green	0.08	0.39	0.39	0.03	0.34	0.34	0.03	0.25	0.25	0.00	0.11	0.11
Sat Flow, veh/h	1774	3435	167	1774	3236	337	1774	411	1234	0	1863	1583
Grp Volume(v), veh/h	111	444	460	29	356	364	32	0	128	0	21	74
Grp Sat Flow(s),veh/h/ln	1774	1770	1833	1774	1770	1803	1774	0	1645	0	1863	1583
Q Serve(g_s), s	2.5	8.4	8.4	0.7	6.8	6.8	0.7	0.0	2.6	0.0	0.4	1.8
Cycle Q Clear(g_c), s	2.5	8.4	8.4	0.7	6.8	6.8	0.7	0.0	2.6	0.0	0.4	1.8
Prop In Lane	1.00		0.09	1.00		0.19	1.00		0.75	0.00		1.00
Lane Grp Cap(c), veh/h	141	687	712	49	595	606	53	0	417	0	210	179
V/C Ratio(X)	0.79	0.65	0.65	0.60	0.60	0.60	0.60	0.00	0.31	0.00	0.10	0.41
Avail Cap(c_a), veh/h	239	760	787	174	695	708	174	0	666	0	754	641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	10.2	10.2	19.6	11.2	11.3	19.5	0.0	12.3	0.0	16.2	16.8
Incr Delay (d2), s/veh	9.3	1.7	1.6	11.1	1.1	1.1	10.6	0.0	0.4	0.0	0.2	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.4	4.5	0.5	3.4	3.5	0.5	0.0	1.2	0.0	0.2	0.8
LnGrp Delay(d),s/veh	27.8	11.8	11.8	30.7	12.3	12.3	30.2	0.0	12.7	0.0	16.4	18.3
LnGrp LOS	C	B	B	C	B	B	C		B		B	B
Approach Vol, veh/h		1015			749			160			95	
Approach Delay, s/veh		13.6			13.0			16.2			17.9	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	14.8	5.6	20.3	5.7	9.1	7.7	18.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	16.5	4.0	17.5	4.0	16.5	5.5	16.0
Max Q Clear Time (g_c+I1), s	0.0	4.6	2.7	10.4	2.7	3.8	4.5	8.8
Green Ext Time (p_c), s	0.0	0.8	0.0	4.9	0.0	0.8	0.0	4.9

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

Appendix L

Analysis Worksheets – Year 2030 Conditions

Intersection	
Int Delay, s/veh	59

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	5	35	33	15	335	45	1037	42	155	723	50
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	325	-	-	165	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	5	37	35	16	353	47	1092	44	163	761	53

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2330	2345	787	2343	2348	1114	814	0	0	1136	0	0
Stage 1	1114	1114	-	1208	1208	-	-	-	-	-	-	-
Stage 2	1216	1231	-	1135	1140	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	26	36	392	~ 25	36	~ 253	813	-	-	615	-	-
Stage 1	253	284	-	224	256	-	-	-	-	-	-	-
Stage 2	221	250	-	246	276	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	25	392	~ 15	25	~ 253	813	-	-	615	-	-
Mov Cap-2 Maneuver	-	25	-	~ 15	25	-	-	-	-	-	-	-
Stage 1	238	209	-	211	241	-	-	-	-	-	-	-
Stage 2	-	236	-	160	203	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 377.3	0.4	2.2
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	813	-	-	-	17	253	615	-	-
HCM Lane V/C Ratio	0.058	-	-	-	2.972	1.394	0.265	-	-
HCM Control Delay (s)	9.7	-	-	$ 1353.4	237.4	13	-	-	
HCM Lane LOS	A	-	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	6.9	19.3	1.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	620	141	55	720	110	163	85	40	90	250	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	32	653	106	58	758	77	172	89	21	95	263	37
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	692	112	74	761	77	281	133	27	167	388	51
Arrive On Green	0.03	0.44	0.44	0.04	0.46	0.46	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1774	1564	254	1774	1664	169	613	414	83	318	1202	157
Grp Volume(v), veh/h	32	0	759	58	0	835	282	0	0	395	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1818	1774	0	1833	1109	0	0	1677	0	0
Q Serve(g_s), s	1.2	0.0	27.9	2.3	0.0	31.7	2.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	27.9	2.3	0.0	31.7	17.2	0.0	0.0	14.4	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.09	0.61		0.07	0.24		0.09
Lane Grp Cap(c), veh/h	47	0	804	74	0	839	441	0	0	605	0	0
V/C Ratio(X)	0.68	0.00	0.94	0.78	0.00	1.00	0.64	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	369	0	846	318	0	839	605	0	0	818	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.7	0.0	18.6	33.1	0.0	18.9	21.7	0.0	0.0	20.7	0.0	0.0
Incr Delay (d2), s/veh	15.9	0.0	18.3	16.3	0.0	30.0	1.6	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	18.0	1.4	0.0	22.7	5.2	0.0	0.0	6.9	0.0	0.0
LnGrp Delay(d),s/veh	49.6	0.0	36.9	49.4	0.0	48.8	23.3	0.0	0.0	21.9	0.0	0.0
LnGrp LOS	D		D	D		D	C			C		
Approach Vol, veh/h		791			893			282			395	
Approach Delay, s/veh		37.4			48.9			23.3			21.9	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		27.0	7.4	35.4		27.0	6.3	36.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		31.5	12.5	32.5		31.5	14.5	30.5
Max Q Clear Time (g_c+I1), s		19.2	4.3	29.9		16.4	3.2	33.7
Green Ext Time (p_c), s		3.3	0.1	1.0		3.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	37.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	5.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	431	5	25	323	30	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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	454	5	26	340	32	16

Major/Minor	Major2		Major1		Minor2	
Conflicting Flow All	366	-	0	0	196	1276
Stage 1	-	-	-	-	0	910
Stage 2	-	-	-	-	196	366
Critical Hdwy	4.12	-	-	-	6.42	6.52
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.42	5.52
Follow-up Hdwy	2.218	-	-	-	3.518	4.018
Pot Cap-1 Maneuver	1193	-	-	-	793	167
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	837	623
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1193	-	-	-	491	0
Mov Cap-2 Maneuver	-	-	-	-	491	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	-	837	0

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	WBL	WBR	SBLn1
Capacity (veh/h)	-	-	1193	-	491
HCM Lane V/C Ratio	-	-	0.38	-	0.096
HCM Control Delay (s)	-	-	9.9	-	13.1
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	1.8	-	0.3

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	345	56	42	20	35	434
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	363	59	44	21	37	457

Major/Minor	Major1		Minor1		Major2	
Conflicting Flow All	457	0	1316	59	59	-
Stage 1	-	-	785	-	-	-
Stage 2	-	-	531	-	-	-
Critical Hdwy	-	-	6.52	6.22	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	-	-	158	1007	1545	-
Stage 1	-	-	404	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-				-
Mov Cap-1 Maneuver	-	-	0	1007	1545	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s		8.8	0.6
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBLn1	SBL	SBR
Capacity (veh/h)	-	-	1007	1545	-
HCM Lane V/C Ratio	-	-	0.065	0.024	-
HCM Control Delay (s)	-	-	8.8	7.4	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	35	83	40	35	80	61	640	40	50	450	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	63	37	87	42	37	84	64	674	42	53	474	53
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	77	131	147	88	148	85	866	54	75	812	91
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.05	0.50	0.50	0.04	0.49	0.49
Sat Flow, veh/h	426	452	763	296	514	861	1774	1736	108	1774	1646	184
Grp Volume(v), veh/h	187	0	0	163	0	0	64	0	716	53	0	527
Grp Sat Flow(s),veh/h/ln	1640	0	0	1672	0	0	1774	0	1844	1774	0	1830
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	0.0	1.7	0.0	15.0	1.4	0.0	9.6
Cycle Q Clear(g_c), s	4.7	0.0	0.0	4.0	0.0	0.0	1.7	0.0	15.0	1.4	0.0	9.6
Prop In Lane	0.34		0.47	0.26		0.52	1.00		0.06	1.00		0.10
Lane Grp Cap(c), veh/h	383	0	0	383	0	0	85	0	920	75	0	903
V/C Ratio(X)	0.49	0.00	0.00	0.43	0.00	0.00	0.75	0.00	0.78	0.70	0.00	0.58
Avail Cap(c_a), veh/h	640	0	0	645	0	0	249	0	1211	170	0	1121
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	0.0	0.0	17.8	0.0	0.0	22.1	0.0	9.6	22.2	0.0	8.5
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.8	0.0	0.0	12.2	0.0	2.4	11.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	2.0	0.0	0.0	1.1	0.0	8.0	0.9	0.0	5.0
LnGrp Delay(d),s/veh	19.0	0.0	0.0	18.6	0.0	0.0	34.3	0.0	12.1	33.5	0.0	9.1
LnGrp LOS	B			B			C		B	C		A
Approach Vol, veh/h		187			163			780			580	
Approach Delay, s/veh		19.0			18.6			13.9			11.3	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	28.0		12.6	6.8	27.7		12.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	4.5	30.9		16.1	6.6	28.8		16.1
Max Q Clear Time (g_c+I1), s	3.4	17.0		6.7	3.7	11.6		6.0
Green Ext Time (p_c), s	0.0	6.5		1.5	0.0	7.3		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	14.0
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	391	313	0	65	20
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	0	412	329	0	68	21
Adj No. of Lanes	0	2	2	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	693	693	0	1181	1054
Arrive On Green	0.00	0.20	0.20	0.00	0.67	0.67
Sat Flow, veh/h	0	3725	3725	0	1774	1583
Grp Volume(v), veh/h	0	412	329	0	68	21
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1774	1583
Q Serve(g_s), s	0.0	6.9	5.4	0.0	0.9	0.3
Cycle Q Clear(g_c), s	0.0	6.9	5.4	0.0	0.9	0.3
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	693	693	0	1181	1054
V/C Ratio(X)	0.00	0.59	0.47	0.00	0.06	0.02
Avail Cap(c_a), veh/h	0	1280	1280	0	1181	1054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.98	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	23.8	23.2	0.0	3.8	3.7
Incr Delay (d2), s/veh	0.0	0.8	0.5	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	2.7	0.0	0.4	0.1
LnGrp Delay(d),s/veh	0.0	24.6	23.7	0.0	3.9	3.7
LnGrp LOS		C	C		A	A
Approach Vol, veh/h		412	329		89	
Approach Delay, s/veh		24.6	23.7		3.8	
Approach LOS		C	C		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				17.2		47.8		17.2
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				23.5		32.5		23.5
Max Q Clear Time (g_c+I1), s				8.9		2.9		7.4
Green Ext Time (p_c), s				3.8		0.2		4.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.0
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	100	381	313	270	0	0
Number	7	4	8	18		
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900		
Adj Flow Rate, veh/h	105	401	329	284		
Adj No. of Lanes	1	2	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	137	1476	492	417		
Arrive On Green	0.15	0.83	0.27	0.27		
Sat Flow, veh/h	1774	3632	1913	1541		
Grp Volume(v), veh/h	105	401	320	293		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1591		
Q Serve(g_s), s	3.7	1.6	10.5	10.7		
Cycle Q Clear(g_c), s	3.7	1.6	10.5	10.7		
Prop In Lane	1.00			0.97		
Lane Grp Cap(c), veh/h	137	1476	478	430		
V/C Ratio(X)	0.76	0.27	0.67	0.68		
Avail Cap(c_a), veh/h	832	3294	694	624		
HCM Platoon Ratio	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.85	0.85	1.00	1.00		
Uniform Delay (d), s/veh	26.9	3.3	21.1	21.2		
Incr Delay (d2), s/veh	7.3	0.1	1.6	1.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.1	0.7	5.3	5.0		
LnGrp Delay(d),s/veh	34.2	3.4	22.7	23.1		
LnGrp LOS	C	A	C	C		
Approach Vol, veh/h		506	613			
Approach Delay, s/veh		9.8	22.9			
Approach LOS		A	C			

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4			7	8
Phs Duration (G+Y+Rc), s				31.6			9.5	22.1
Change Period (Y+Rc), s				4.5			4.5	4.5
Max Green Setting (Gmax), s				60.5			30.5	25.5
Max Q Clear Time (g_c+I1), s				3.6			5.7	12.7
Green Ext Time (p_c), s				7.2			0.2	4.9

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	950	380	566	1351	0	1210
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	0	1863
Adj Flow Rate, veh/h	1000	137	596	1422	0	1011
Adj No. of Lanes	3	0	1	2	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	1953	267	586	3118	0	0
Arrive On Green	0.43	0.43	0.33	0.88	0.00	0.00
Sat Flow, veh/h	4693	619	1774	3632	0	
Grp Volume(v), veh/h	749	388	596	1422	0.0	
Grp Sat Flow(s),veh/h/ln	1695	1754	1774	1770		
Q Serve(g_s), s	6.1	6.1	12.5	3.0		
Cycle Q Clear(g_c), s	6.1	6.1	12.5	3.0		
Prop In Lane		0.35	1.00			
Lane Grp Cap(c), veh/h	1463	757	586	3118		
V/C Ratio(X)	0.51	0.51	1.02	0.46		
Avail Cap(c_a), veh/h	1568	811	586	3228		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	7.8	7.8	12.7	0.4		
Incr Delay (d2), s/veh	0.3	0.5	41.4	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.9	3.0	12.6	1.2		
LnGrp Delay(d),s/veh	8.1	8.4	54.1	0.6		
LnGrp LOS	A	A	F	A		
Approach Vol, veh/h	1137			2018		
Approach Delay, s/veh	8.2			16.4		
Approach LOS	A			B		

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4				8
Phs Duration (G+Y+Rc), s			17.0	20.8				37.8
Change Period (Y+Rc), s			4.5	4.5				4.5
Max Green Setting (Gmax), s			12.5	17.5				34.5
Max Q Clear Time (g_c+I1), s			14.5	8.1				5.0
Green Ext Time (p_c), s			0.0	8.2				21.4

Intersection Summary	
HCM 2010 Ctrl Delay	13.4
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1541	600	30	1552	405	490
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	1622	0	32	1634	470	237
Adj No. of Lanes	3	1	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3187	992	84	2075	747	333
Arrive On Green	0.63	0.00	0.63	0.63	0.21	0.21
Sat Flow, veh/h	5253	1583	27	3396	3548	1583
Grp Volume(v), veh/h	1622	0	878	788	470	237
Grp Sat Flow(s),veh/h/ln	1695	1583	1728	1610	1774	1583
Q Serve(g_s), s	9.7	0.0	0.0	19.8	6.7	7.7
Cycle Q Clear(g_c), s	9.7	0.0	18.4	19.8	6.7	7.7
Prop In Lane		1.00	0.04		1.00	1.00
Lane Grp Cap(c), veh/h	3187	992	1150	1009	747	333
V/C Ratio(X)	0.51	0.00	0.76	0.78	0.63	0.71
Avail Cap(c_a), veh/h	3265	1017	1174	1034	1315	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.7	0.0	7.3	7.5	19.9	20.3
Incr Delay (d2), s/veh	0.1	0.0	3.0	3.8	0.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	10.2	9.6	3.4	3.6
LnGrp Delay(d),s/veh	5.8	0.0	10.3	11.4	20.7	23.1
LnGrp LOS	A		B	B	C	C
Approach Vol, veh/h	1622			1666	707	
Approach Delay, s/veh	5.8			10.8	21.5	
Approach LOS	A			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		16.1		39.1				39.1
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		35.5				35.5
Max Q Clear Time (g_c+I1), s		9.7		11.7				21.8
Green Ext Time (p_c), s		2.0		21.5				12.9

Intersection Summary	
HCM 2010 Ctrl Delay	10.7
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	2081	25	90	2214	60	80	10	25	40	5	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	126	2191	21	95	2331	42	84	11	21	42	5	188
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	3055	29	122	2915	52	233	88	168	268	27	243
Arrive On Green	0.09	0.59	0.59	0.07	0.57	0.57	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1774	5194	50	1774	5144	92	1185	574	1096	1125	175	1583
Grp Volume(v), veh/h	126	1429	783	95	1534	839	84	0	32	47	0	188
Grp Sat Flow(s),veh/h/ln	1774	1695	1854	1774	1695	1846	1185	0	1669	1299	0	1583
Q Serve(g_s), s	4.9	21.3	21.4	3.7	25.5	25.6	4.8	0.0	1.2	1.8	0.0	8.1
Cycle Q Clear(g_c), s	4.9	21.3	21.4	3.7	25.5	25.6	7.8	0.0	1.2	3.0	0.0	8.1
Prop In Lane	1.00		0.03	1.00		0.05	1.00		0.66	0.89		1.00
Lane Grp Cap(c), veh/h	160	1994	1090	122	1921	1046	233	0	256	295	0	243
V/C Ratio(X)	0.79	0.72	0.72	0.78	0.80	0.80	0.36	0.00	0.13	0.16	0.00	0.78
Avail Cap(c_a), veh/h	212	1994	1090	182	1933	1053	344	0	411	426	0	390
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.7	10.4	10.4	32.6	12.2	12.2	30.2	0.0	26.0	27.0	0.0	28.9
Incr Delay (d2), s/veh	13.3	1.3	2.3	11.6	2.5	4.5	0.9	0.0	0.2	0.2	0.0	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	10.1	11.3	2.2	12.4	14.1	1.6	0.0	0.6	0.8	0.0	3.9
LnGrp Delay(d),s/veh	45.0	11.7	12.7	44.2	14.6	16.7	31.1	0.0	26.2	27.2	0.0	34.2
LnGrp LOS	D	B	B	D	B	B	C		C	C		C
Approach Vol, veh/h		2338			2468			116			235	
Approach Delay, s/veh		13.8			16.5			29.8			32.8	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		15.4	9.4	46.3		15.4	10.9	44.8
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		17.5	7.3	41.7		17.5	8.5	40.5
Max Q Clear Time (g_c+I1), s		9.8	5.7	23.4		10.1	6.9	27.6
Green Ext Time (p_c), s		0.8	0.0	18.0		0.8	0.0	12.6

Intersection Summary	
HCM 2010 Ctrl Delay	16.3
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	235	1866	1969	45	30	290
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	247	1964	2073	36	32	210
Adj No. of Lanes	2	3	3	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	354	3412	2516	44	302	270
Arrive On Green	0.10	0.67	0.49	0.49	0.17	0.17
Sat Flow, veh/h	3442	5253	5316	89	1774	1583
Grp Volume(v), veh/h	247	1964	1364	745	32	210
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1847	1774	1583
Q Serve(g_s), s	3.9	11.7	19.5	19.6	0.9	7.2
Cycle Q Clear(g_c), s	3.9	11.7	19.5	19.6	0.9	7.2
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	354	3412	1657	903	302	270
V/C Ratio(X)	0.70	0.58	0.82	0.82	0.11	0.78
Avail Cap(c_a), veh/h	370	3445	1663	906	551	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	5.0	12.4	12.4	19.9	22.5
Incr Delay (d2), s/veh	5.4	0.2	3.5	6.3	0.2	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	5.3	9.7	11.3	0.4	6.4
LnGrp Delay(d),s/veh	30.0	5.2	15.9	18.7	20.0	27.3
LnGrp LOS	C	A	B	B	C	C
Approach Vol, veh/h		2211	2109		242	
Approach Delay, s/veh		8.0	16.9		26.4	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				42.5		14.2	10.3	32.2
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				38.4		17.6	6.1	27.8
Max Q Clear Time (g_c+I1), s				13.7		9.2	5.9	21.6
Green Ext Time (p_c), s				23.6		0.5	0.0	6.1

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	150	1431	180	311	1739	65	265	65	240	40	30	130
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	158	1506	189	327	1831	68	279	68	238	42	32	95
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	2018	628	422	2284	711	373	669	299	110	398	178
Arrive On Green	0.07	0.40	0.40	0.12	0.45	0.45	0.11	0.19	0.19	0.03	0.11	0.11
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	158	1506	189	327	1831	68	279	68	238	42	32	95
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	3.1	17.6	5.7	6.4	21.5	1.7	5.5	1.1	10.0	0.8	0.6	3.9
Cycle Q Clear(g_c), s	3.1	17.6	5.7	6.4	21.5	1.7	5.5	1.1	10.0	0.8	0.6	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	2018	628	422	2284	711	373	669	299	110	398	178
V/C Ratio(X)	0.65	0.75	0.30	0.77	0.80	0.10	0.75	0.10	0.80	0.38	0.08	0.53
Avail Cap(c_a), veh/h	273	2018	628	471	2308	719	422	1071	479	198	842	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	17.9	14.3	29.5	16.4	11.0	30.0	23.3	26.9	32.9	27.6	29.1
Incr Delay (d2), s/veh	4.6	1.6	0.3	7.1	2.1	0.1	6.3	0.1	4.8	2.2	0.1	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	8.5	2.5	3.5	10.4	0.8	2.9	0.5	4.7	0.4	0.3	1.8
LnGrp Delay(d),s/veh	36.1	19.5	14.6	36.6	18.5	11.1	36.3	23.3	31.6	35.1	27.7	31.5
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1853			2226			585			169	
Approach Delay, s/veh		20.4			21.0			32.9			31.7	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	17.6	13.0	32.0	12.0	12.3	9.4	35.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	21.0	9.5	27.5	8.5	16.5	5.5	31.5
Max Q Clear Time (g_c+I1), s	2.8	12.0	8.4	19.6	7.5	5.9	5.1	23.5
Green Ext Time (p_c), s	0.0	1.2	0.1	7.6	0.1	1.3	0.0	7.7

Intersection Summary	
HCM 2010 Ctrl Delay	22.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	250	1408	210	306	1241	140	490	450	470	160	195	240
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	263	1482	126	322	1306	73	516	474	348	168	205	158
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	1607	137	320	1522	85	512	605	443	198	260	191
Arrive On Green	0.12	0.34	0.34	0.09	0.31	0.31	0.29	0.31	0.31	0.11	0.13	0.13
Sat Flow, veh/h	3442	4775	406	3442	4929	275	1774	1952	1429	1774	1950	1430
Grp Volume(v), veh/h	263	1052	556	322	898	481	516	430	392	168	185	178
Grp Sat Flow(s),veh/h/ln	1721	1695	1791	1721	1695	1814	1774	1770	1611	1774	1770	1610
Q Serve(g_s), s	7.8	32.1	32.1	10.0	26.8	26.8	31.0	23.8	23.9	10.0	10.9	11.6
Cycle Q Clear(g_c), s	7.8	32.1	32.1	10.0	26.8	26.8	31.0	23.8	23.9	10.0	10.9	11.6
Prop In Lane	1.00		0.23	1.00		0.15	1.00		0.89	1.00		0.89
Lane Grp Cap(c), veh/h	416	1141	603	320	1047	560	512	549	499	198	236	215
V/C Ratio(X)	0.63	0.92	0.92	1.01	0.86	0.86	1.01	0.78	0.79	0.85	0.78	0.83
Avail Cap(c_a), veh/h	416	1167	616	320	1135	607	512	549	499	231	263	240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	34.3	34.3	48.8	34.9	34.9	38.3	33.8	33.8	46.9	45.1	45.4
Incr Delay (d2), s/veh	3.1	11.8	19.3	51.8	6.4	11.1	42.0	7.3	8.1	22.1	13.1	19.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	16.9	19.1	7.0	13.4	15.1	21.0	12.7	11.7	6.1	6.2	6.3
LnGrp Delay(d),s/veh	48.1	46.1	53.6	100.6	41.3	46.1	80.3	41.1	41.9	68.9	58.2	64.7
LnGrp LOS	D	D	D	F	D	D	F	D	D	E	E	E
Approach Vol, veh/h		1871			1701			1338			531	
Approach Delay, s/veh		48.6			53.9			56.4			63.8	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	40.2	35.0	18.3	17.0	37.2	16.0	37.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	37.0	31.0	16.0	11.0	36.0	14.0	33.0
Max Q Clear Time (g_c+I1), s	12.0	34.1	33.0	13.6	9.8	28.8	12.0	25.9
Green Ext Time (p_c), s	0.0	2.1	0.0	0.8	1.0	4.4	0.1	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	53.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	320	773	440	281	862	253	350	700	130	300	610	260
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	337	814	463	296	907	266	368	737	0	316	642	0
Adj No. of Lanes	1	2	1	1	2	1	2	3	1	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	344	1051	470	367	1097	491	408	948	295	356	871	271
Arrive On Green	0.19	0.30	0.30	0.21	0.31	0.31	0.12	0.19	0.00	0.10	0.17	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	337	814	463	296	907	266	368	737	0	316	642	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	14.6	16.3	22.5	12.3	18.4	10.8	8.2	10.7	0.0	7.0	9.3	0.0
Cycle Q Clear(g_c), s	14.6	16.3	22.5	12.3	18.4	10.8	8.2	10.7	0.0	7.0	9.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	344	1051	470	367	1097	491	408	948	295	356	871	271
V/C Ratio(X)	0.98	0.77	0.98	0.81	0.83	0.54	0.90	0.78	0.00	0.89	0.74	0.00
Avail Cap(c_a), veh/h	344	1051	470	367	1097	491	408	1117	348	356	1117	348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.1	24.8	27.0	29.2	24.8	22.2	33.7	30.0	0.0	34.3	30.4	0.0
Incr Delay (d2), s/veh	43.2	5.6	37.8	12.6	7.2	4.3	22.8	3.0	0.0	22.9	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	8.7	14.8	7.3	10.0	5.3	5.2	5.2	0.0	4.5	4.5	0.0
LnGrp Delay(d),s/veh	74.2	30.4	64.9	41.8	32.0	26.4	56.5	33.0	0.0	57.2	32.3	0.0
LnGrp LOS	E	C	E	D	C	C	E	C		E	C	
Approach Vol, veh/h		1614			1469			1105			958	
Approach Delay, s/veh		49.4			32.9			40.8			40.5	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	27.0	13.2	17.3	19.0	28.0	12.0	18.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	23.0	8.0	17.0	15.0	24.0	8.0	17.0
Max Q Clear Time (g_c+I1), s	14.3	24.5	10.2	11.3	16.6	20.4	9.0	12.7
Green Ext Time (p_c), s	1.2	0.0	0.0	2.0	0.0	2.4	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	41.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	834	155	0	890	320	0	0	0	211	0	205
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	878	0	0	937	337				222	0	216
Adj No. of Lanes	0	3	1	0	2	1				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	3045	948	0	2119	1254				665	0	306
Arrive On Green	0.00	0.60	0.00	0.00	0.60	0.60				0.19	0.00	0.19
Sat Flow, veh/h	0	5253	1583	0	3632	1583				3442	0	1583
Grp Volume(v), veh/h	0	878	0	0	937	337				222	0	216
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1770	1583				1721	0	1583
Q Serve(g_s), s	0.0	3.6	0.0	0.0	6.3	2.4				2.4	0.0	5.5
Cycle Q Clear(g_c), s	0.0	3.6	0.0	0.0	6.3	2.4				2.4	0.0	5.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3045	948	0	2119	1254				665	0	306
V/C Ratio(X)	0.00	0.29	0.00	0.00	0.44	0.27				0.33	0.00	0.71
Avail Cap(c_a), veh/h	0	4878	1519	0	3395	1825				1153	0	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.2	0.0	0.0	4.7	1.2				15.1	0.0	16.3
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.1	0.1				0.3	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	0.0	0.0	3.0	2.0				1.2	0.0	2.7
LnGrp Delay(d),s/veh	0.0	4.3	0.0	0.0	4.9	1.3				15.3	0.0	19.3
LnGrp LOS		A			A	A				B		B
Approach Vol, veh/h		878			1274						438	
Approach Delay, s/veh		4.3			3.9						17.3	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				30.4		12.9		30.4
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				41.5		14.5		41.5
Max Q Clear Time (g_c+I1), s				5.6		7.5		8.3
Green Ext Time (p_c), s				18.3		0.9		17.7

Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	100	745	305	210	1084	726	75	25	106	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1900	1863			
Adj Flow Rate, veh/h	105	784	237	221	1141	0	79	26	38			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	358	2377	1271	500	2193	1125	163	0	256			
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.00	0.09	0.09	0.09			
Sat Flow, veh/h	323	3344	1583	482	3085	1583	1774	0	2787			
Grp Volume(v), veh/h	167	722	237	221	1141	0	79	0	38			
Grp Sat Flow(s),veh/h/ln	582	1543	1583	482	1543	1583	1774	0	1393			
Q Serve(g_s), s	2.5	4.0	1.6	11.6	7.7	0.0	1.9	0.0	0.6			
Cycle Q Clear(g_c), s	10.3	4.0	1.6	15.6	7.7	0.0	1.9	0.0	0.6			
Prop In Lane	0.63		1.00	1.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	543	2193	1271	500	2193	1125	163	0	256			
V/C Ratio(X)	0.31	0.33	0.19	0.44	0.52	0.00	0.49	0.00	0.15			
Avail Cap(c_a), veh/h	589	2403	1379	538	2403	1233	798	0	1253			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	2.9	2.5	1.0	5.4	3.0	0.0	19.7	0.0	19.1			
Incr Delay (d2), s/veh	0.3	0.1	0.1	0.6	0.2	0.0	2.2	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	1.6	1.0	1.8	3.2	0.0	1.0	0.0	0.2			
LnGrp Delay(d),s/veh	3.3	2.6	1.1	6.0	3.2	0.0	21.9	0.0	19.3			
LnGrp LOS	A	A	A	A	A		C		B			
Approach Vol, veh/h		1126			1362			117				
Approach Delay, s/veh		2.4			3.7			21.1				
Approach LOS		A			A			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		8.7		36.9				36.9
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		35.5				35.5
Max Q Clear Time (g_c+I1), s		3.9		12.3				17.6
Green Ext Time (p_c), s		0.3		18.4				14.8

Intersection Summary	
HCM 2010 Ctrl Delay	3.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	325	502	170	636	1107	513	280	190	190	326	160	350
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	342	528	179	669	1165	473	295	200	189	343	168	315
Adj No. of Lanes	2	3	1	2	3	0	1	2	0	1	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	1066	626	758	1146	464	329	289	259	352	623	790
Arrive On Green	0.11	0.21	0.21	0.22	0.32	0.32	0.19	0.16	0.16	0.20	0.18	0.18
Sat Flow, veh/h	3442	5085	1583	3442	3557	1441	1774	1770	1583	1774	3539	2787
Grp Volume(v), veh/h	342	528	179	669	1110	528	295	200	189	343	168	315
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1608	1774	1770	1583	1774	1770	1393
Q Serve(g_s), s	8.5	7.9	6.7	16.2	27.8	27.8	14.0	9.2	9.8	16.6	3.5	7.9
Cycle Q Clear(g_c), s	8.5	7.9	6.7	16.2	27.8	27.8	14.0	9.2	9.8	16.6	3.5	7.9
Prop In Lane	1.00		1.00	1.00		0.90	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	1066	626	758	1092	518	329	289	259	352	623	790
V/C Ratio(X)	0.92	0.50	0.29	0.88	1.02	1.02	0.90	0.69	0.73	0.98	0.27	0.40
Avail Cap(c_a), veh/h	371	1066	626	837	1092	518	333	365	327	352	767	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	30.1	17.8	32.6	29.3	29.3	34.3	34.0	34.3	34.4	30.8	25.0
Incr Delay (d2), s/veh	28.0	0.4	0.2	10.2	31.5	44.3	25.1	3.9	6.1	41.4	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	3.8	2.9	8.8	17.7	18.6	9.2	4.8	4.7	12.1	1.7	3.0
LnGrp Delay(d),s/veh	66.2	30.4	18.0	42.8	60.7	73.6	59.4	38.0	40.4	75.8	31.0	25.3
LnGrp LOS	E	C	B	D	F	F	E	D	D	E	C	C
Approach Vol, veh/h		1049			2307			684			826	
Approach Delay, s/veh		40.0			58.5			47.9			47.4	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.6	18.6	23.5	22.6	20.5	19.7	13.8	32.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.1	17.8	21.0	16.1	16.2	18.7	9.3	27.8
Max Q Clear Time (g_c+I1), s	18.6	11.8	18.2	9.9	16.0	9.9	10.5	29.8
Green Ext Time (p_c), s	0.0	2.3	0.8	5.4	0.0	3.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	220	804	445	525	1088	52	185	80	158	80	80	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	232	846	205	553	1145	34	195	84	103	84	84	79
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	1135	273	586	2331	69	231	243	206	200	99	94
Arrive On Green	0.15	0.28	0.28	0.33	0.46	0.46	0.13	0.13	0.13	0.11	0.11	0.11
Sat Flow, veh/h	1774	4093	986	1774	5076	151	1774	1863	1583	1774	884	832
Grp Volume(v), veh/h	232	700	351	553	765	414	195	84	103	84	0	163
Grp Sat Flow(s),veh/h/ln	1774	1695	1689	1774	1695	1836	1774	1863	1583	1774	0	1716
Q Serve(g_s), s	15.4	22.6	22.9	36.5	19.0	19.0	12.9	4.9	7.3	5.3	0.0	11.2
Cycle Q Clear(g_c), s	15.4	22.6	22.9	36.5	19.0	19.0	12.9	4.9	7.3	5.3	0.0	11.2
Prop In Lane	1.00		0.58	1.00		0.08	1.00		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	264	940	468	586	1557	843	231	243	206	200	0	193
V/C Ratio(X)	0.88	0.74	0.75	0.94	0.49	0.49	0.84	0.35	0.50	0.42	0.00	0.84
Avail Cap(c_a), veh/h	429	1027	512	700	1557	843	317	333	283	243	0	235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.2	39.6	39.7	39.2	22.7	22.7	51.2	47.7	48.7	49.8	0.0	52.4
Incr Delay (d2), s/veh	11.6	2.7	5.6	19.4	0.2	0.4	14.0	0.8	1.9	1.4	0.0	20.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	11.0	11.4	21.0	8.9	9.7	7.2	2.6	3.3	2.7	0.0	6.4
LnGrp Delay(d),s/veh	61.8	42.4	45.3	58.7	23.0	23.2	65.2	48.6	50.6	51.2	0.0	72.7
LnGrp LOS	E	D	D	E	C	C	E	D	D	D		E
Approach Vol, veh/h		1283			1732			382			247	
Approach Delay, s/veh		46.7			34.4			57.6			65.4	
Approach LOS		D			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.2	44.3	37.9		18.1	22.4	59.8
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		21.5	47.5	36.5		16.5	29.1	54.9
Max Q Clear Time (g_c+I1), s		14.9	38.5	24.9		13.2	17.4	21.0
Green Ext Time (p_c), s		0.7	1.3	8.5		0.3	0.5	19.2

Intersection Summary	
HCM 2010 Ctrl Delay	43.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	260	651	430	602	758	50	435	90	128	45	160	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	274	685	190	634	798	42	458	95	72	47	168	53
Adj No. of Lanes	1	3	1	2	3	0	2	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	1290	402	762	1462	77	569	546	464	60	220	69
Arrive On Green	0.18	0.25	0.25	0.22	0.30	0.30	0.17	0.29	0.29	0.03	0.16	0.16
Sat Flow, veh/h	1774	5085	1583	3442	4948	260	3442	1863	1583	1774	1359	429
Grp Volume(v), veh/h	274	685	190	634	546	294	458	95	72	47	0	221
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1817	1721	1863	1583	1774	0	1787
Q Serve(g_s), s	13.6	10.6	9.2	16.0	12.3	12.3	11.6	3.5	3.1	2.4	0.0	10.7
Cycle Q Clear(g_c), s	13.6	10.6	9.2	16.0	12.3	12.3	11.6	3.5	3.1	2.4	0.0	10.7
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	318	1290	402	762	1002	537	569	546	464	60	0	289
V/C Ratio(X)	0.86	0.53	0.47	0.83	0.54	0.55	0.81	0.17	0.16	0.78	0.00	0.77
Avail Cap(c_a), veh/h	678	1876	584	1345	1280	686	1042	1093	929	189	0	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.2	29.2	28.7	33.7	26.9	26.9	36.5	23.9	23.8	43.6	0.0	36.4
Incr Delay (d2), s/veh	6.8	0.3	0.9	2.4	0.5	0.9	2.7	0.2	0.2	19.7	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	5.0	4.1	7.8	5.8	6.3	5.8	1.8	1.4	1.5	0.0	5.6
LnGrp Delay(d),s/veh	43.0	29.6	29.6	36.2	27.3	27.8	39.3	24.1	23.9	63.2	0.0	40.6
LnGrp LOS	D	C	C	D	C	C	D	C	C	E		D
Approach Vol, veh/h		1149			1474			625			268	
Approach Delay, s/veh		32.8			31.2			35.2			44.6	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	31.1	24.6	27.5	19.5	19.2	20.8	31.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.7	53.3	35.5	33.5	27.5	35.5	34.7	34.3
Max Q Clear Time (g_c+I1), s	14.6	5.5	18.0	12.6	13.6	12.7	15.6	14.3
Green Ext Time (p_c), s	0.0	2.1	2.1	10.5	1.4	1.9	0.7	10.2

Intersection Summary	
HCM 2010 Ctrl Delay	33.5
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	49.5
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	310	378	75	0	568	460	50	0	65	50	51	0	10	50	110
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	326	398	79	0	598	484	53	0	68	53	54	0	11	53	116
Number of Lanes	0	1	1	1	0	0	2	0	0	1	1	0	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	3
HCM Control Delay	44.8	63.3	16.4	16
HCM LOS	E	F	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	71%	0%	17%	0%
Vol Thru, %	0%	50%	0%	100%	0%	29%	82%	83%	0%
Vol Right, %	0%	50%	0%	0%	100%	0%	18%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	101	310	378	75	798	280	60	110
LT Vol	65	0	310	0	0	568	0	10	0
Through Vol	0	50	0	378	0	230	230	50	0
RT Vol	0	51	0	0	75	0	50	0	110
Lane Flow Rate	68	106	326	398	79	840	295	63	116
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.203	0.291	0.804	0.925	0.168	1	0.695	0.18	0.306
Departure Headway (Hd)	10.685	9.838	8.87	8.37	7.67	8.98	8.486	10.282	9.504
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	336	366	408	434	468	412	424	349	377
Service Time	8.448	7.6	6.616	6.116	5.415	6.743	6.248	8.046	7.268
HCM Lane V/C Ratio	0.202	0.29	0.799	0.917	0.169	2.039	0.696	0.181	0.308
HCM Control Delay	16.2	16.6	39.4	55.8	12	75.5	28.5	15.3	16.4
HCM Lane LOS	C	C	E	F	B	F	D	C	C
HCM 95th-tile Q	0.7	1.2	7.1	10.3	0.6	12.2	5.2	0.6	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	95	126	85	306	97	110	95	435	255	90	280	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	100	133	89	322	102	116	100	458	268	95	295	79
Adj No. of Lanes	0	1	1	2	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	178	271	624	144	164	192	567	330	121	764	201
Arrive On Green	0.17	0.17	0.17	0.18	0.18	0.18	0.06	0.26	0.26	0.07	0.28	0.28
Sat Flow, veh/h	783	1041	1583	3442	797	906	3442	2157	1254	1774	2773	730
Grp Volume(v), veh/h	233	0	89	322	0	218	100	375	351	95	186	188
Grp Sat Flow(s),veh/h/ln	1824	0	1583	1721	0	1703	1721	1770	1641	1774	1770	1734
Q Serve(g_s), s	6.9	0.0	2.8	4.8	0.0	6.8	1.6	11.3	11.4	3.0	4.9	5.0
Cycle Q Clear(g_c), s	6.9	0.0	2.8	4.8	0.0	6.8	1.6	11.3	11.4	3.0	4.9	5.0
Prop In Lane	0.43		1.00	1.00		0.53	1.00		0.76	1.00		0.42
Lane Grp Cap(c), veh/h	312	0	271	624	0	309	192	465	432	121	487	478
V/C Ratio(X)	0.75	0.00	0.33	0.52	0.00	0.71	0.52	0.81	0.81	0.78	0.38	0.39
Avail Cap(c_a), veh/h	513	0	445	968	0	479	242	498	462	125	498	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	20.7	21.0	0.0	21.9	26.1	19.6	19.6	26.1	16.7	16.7
Incr Delay (d2), s/veh	3.6	0.0	0.7	0.7	0.0	3.0	2.2	9.0	10.1	26.5	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	1.3	2.3	0.0	3.5	0.8	6.7	6.4	2.3	2.4	2.5
LnGrp Delay(d),s/veh	26.0	0.0	21.4	21.7	0.0	24.8	28.3	28.6	29.7	52.6	17.2	17.3
LnGrp LOS	C		C	C		C	C	C	C	D	B	B
Approach Vol, veh/h		322			540			826			469	
Approach Delay, s/veh		24.7			23.0			29.0			24.4	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	19.5		14.2	7.7	20.2		14.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	4.0	16.0		16.0	4.0	16.0		16.0
Max Q Clear Time (g_c+I1), s	5.0	13.4		8.9	3.6	7.0		8.8
Green Ext Time (p_c), s	0.0	1.6		0.9	0.0	4.2		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	25.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	106	175	145	230	290	249	85	275	330	261	271	173
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	112	184	153	242	305	262	89	289	305	275	285	182
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	350	298	220	431	366	116	424	380	329	756	469
Arrive On Green	0.08	0.19	0.19	0.12	0.23	0.23	0.07	0.24	0.24	0.19	0.36	0.36
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1770	1583	1774	2099	1303
Grp Volume(v), veh/h	112	184	153	242	305	262	89	289	305	275	239	228
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1633
Q Serve(g_s), s	4.2	6.1	6.0	8.5	10.3	10.5	3.4	10.2	12.4	10.2	6.8	7.1
Cycle Q Clear(g_c), s	4.2	6.1	6.0	8.5	10.3	10.5	3.4	10.2	12.4	10.2	6.8	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	144	350	298	220	431	366	116	424	380	329	637	588
V/C Ratio(X)	0.78	0.53	0.51	1.10	0.71	0.72	0.77	0.68	0.80	0.84	0.37	0.39
Avail Cap(c_a), veh/h	220	652	554	220	652	554	329	465	416	556	692	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	25.1	25.0	30.0	24.2	24.3	31.5	23.7	24.5	26.9	16.2	16.3
Incr Delay (d2), s/veh	9.4	1.2	1.4	90.1	2.2	2.6	10.2	3.6	10.1	5.6	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.2	2.7	9.6	5.5	4.8	2.0	5.4	6.5	5.5	3.4	3.2
LnGrp Delay(d),s/veh	40.3	26.3	26.4	120.1	26.4	26.9	41.7	27.3	34.6	32.5	16.6	16.7
LnGrp LOS	D	C	C	F	C	C	D	C	C	C	B	B
Approach Vol, veh/h		449			809			683			742	
Approach Delay, s/veh		29.8			54.6			32.4			22.5	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	20.9	13.0	17.4	9.0	29.2	10.0	20.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.5	18.0	8.5	24.0	12.7	26.8	8.5	24.0
Max Q Clear Time (g_c+I1), s	12.2	14.4	10.5	8.1	5.4	9.1	6.2	12.5
Green Ext Time (p_c), s	0.5	2.0	0.0	3.9	0.1	6.0	0.0	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	35.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	305	1300	490	251	1230	260	470	1095	350	230	715	256
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	321	1368	358	264	1295	116	495	1153	368	242	753	169
Adj No. of Lanes	2	3	1	2	3	0	2	2	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	1745	543	315	1553	139	533	1279	572	295	840	189
Arrive On Green	0.11	0.34	0.34	0.09	0.33	0.33	0.15	0.36	0.36	0.09	0.29	0.29
Sat Flow, veh/h	3442	5085	1583	3442	4752	426	3442	3539	1583	3442	2874	645
Grp Volume(v), veh/h	321	1368	358	264	924	487	495	1153	368	242	464	458
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1788	1721	1770	1583	1721	1770	1749
Q Serve(g_s), s	12.4	32.8	26.0	10.2	34.2	34.2	19.2	41.8	26.2	9.4	34.0	34.1
Cycle Q Clear(g_c), s	12.4	32.8	26.0	10.2	34.2	34.2	19.2	41.8	26.2	9.4	34.0	34.1
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	371	1745	543	315	1108	584	533	1279	572	295	517	511
V/C Ratio(X)	0.86	0.78	0.66	0.84	0.83	0.83	0.93	0.90	0.64	0.82	0.90	0.90
Avail Cap(c_a), veh/h	406	1764	549	356	1126	594	533	1279	572	381	549	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.5	40.0	37.8	60.6	42.2	42.2	56.5	41.0	36.0	60.9	46.0	46.0
Incr Delay (d2), s/veh	16.4	2.4	2.9	14.8	5.5	9.8	22.7	9.0	2.5	10.5	16.8	16.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	15.7	11.8	5.5	16.9	18.5	10.8	21.9	11.8	4.9	19.0	18.8
LnGrp Delay(d),s/veh	75.8	42.4	40.6	75.4	47.7	52.1	79.2	50.0	38.4	71.3	62.7	62.9
LnGrp LOS	E	D	D	E	D	D	E	D	D	E	E	E
Approach Vol, veh/h		2047			1675			2016			1164	
Approach Delay, s/veh		47.3			53.3			55.1			64.6	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	50.5	25.0	43.6	18.6	48.3	15.6	53.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	47.0	21.0	42.0	16.0	45.0	15.0	48.0
Max Q Clear Time (g_c+I1), s	12.2	34.8	21.2	36.1	14.4	36.2	11.4	43.8
Green Ext Time (p_c), s	0.2	11.0	0.0	3.6	0.2	8.1	0.3	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	53.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	520	1000	410	250	1060	380	495	1070	510	205	661	246
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	547	1053	390	263	1116	358	521	1126	495	216	696	227
Adj No. of Lanes	2	3	1	2	3	1	2	2	2	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	577	1080	336	692	1250	389	759	1147	1464	288	953	297
Arrive On Green	0.17	0.21	0.21	0.20	0.25	0.25	0.22	0.32	0.32	0.08	0.19	0.19
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	2787	3442	5085	1583
Grp Volume(v), veh/h	547	1053	390	263	1116	358	521	1126	495	216	696	227
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1393	1721	1695	1583
Q Serve(g_s), s	14.1	18.4	19.0	5.9	19.0	15.2	12.4	28.2	2.5	5.5	11.5	12.2
Cycle Q Clear(g_c), s	14.1	18.4	19.0	5.9	19.0	15.2	12.4	28.2	2.5	5.5	11.5	12.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	577	1080	336	692	1250	389	759	1147	1464	288	953	297
V/C Ratio(X)	0.95	0.98	1.16	0.38	0.89	0.92	0.69	0.98	0.34	0.75	0.73	0.77
Avail Cap(c_a), veh/h	577	1080	336	692	1250	389	759	1147	1464	308	1136	354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	35.0	35.2	30.9	32.6	19.5	32.0	30.0	4.5	40.1	34.2	34.5
Incr Delay (d2), s/veh	25.2	22.1	100.0	0.3	9.9	29.3	2.6	22.2	0.1	9.2	2.0	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	10.8	17.6	2.8	10.0	9.8	6.2	17.3	1.9	3.0	5.6	6.0
LnGrp Delay(d),s/veh	62.1	57.1	135.3	31.3	42.5	48.8	34.6	52.2	4.6	49.3	36.2	42.5
LnGrp LOS	E	E	F	C	D	D	C	D	A	D	D	D
Approach Vol, veh/h		1990			1737			2142			1139	
Approach Delay, s/veh		73.8			42.1			36.9			40.0	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	23.0	23.7	20.8	19.0	26.0	11.5	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	19.0	17.0	20.0	15.0	22.0	8.0	29.0
Max Q Clear Time (g_c+I1), s	17.9	21.0	14.4	14.2	16.1	21.0	7.5	30.2
Green Ext Time (p_c), s	2.2	0.0	2.2	2.6	0.0	0.8	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	49.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1520	100	10	1606	190	0	0	0	250	0	50
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	5	1600	105	11	1691	200				263	0	53
Adj No. of Lanes	0	3	1	0	3	1				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2				2	0	2
Cap, veh/h	58	2464	792	62	2447	1386				1289	0	593
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50				0.37	0.00	0.37
Sat Flow, veh/h	3	4924	1583	9	4890	1583				3442	0	1583
Grp Volume(v), veh/h	600	1005	105	631	1071	200				263	0	53
Grp Sat Flow(s),veh/h/ln	1842	1543	1583	1813	1543	1583				1721	0	1583
Q Serve(g_s), s	0.0	15.5	2.3	0.0	17.0	1.2				3.3	0.0	1.4
Cycle Q Clear(g_c), s	15.2	15.5	2.3	16.4	17.0	1.2				3.3	0.0	1.4
Prop In Lane	0.01		1.00	0.02		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	979	1544	792	965	1544	1386				1289	0	593
V/C Ratio(X)	0.61	0.65	0.13	0.65	0.69	0.14				0.20	0.00	0.09
Avail Cap(c_a), veh/h	1004	1589	816	990	1589	1409				1289	0	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	11.9	8.6	12.1	12.2	0.6				13.6	0.0	13.0
Incr Delay (d2), s/veh	1.1	0.9	0.1	1.5	1.3	0.0				0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	6.6	1.0	8.6	7.4	2.0				1.6	0.0	0.7
LnGrp Delay(d),s/veh	12.9	12.8	8.6	13.6	13.5	0.6				13.9	0.0	13.3
LnGrp LOS	B	B	A	B	B	A				B		B
Approach Vol, veh/h		1710			1902						316	
Approach Delay, s/veh		12.5			12.2						13.8	
Approach LOS		B			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				36.1		28.0		36.1
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				33.0		24.0		33.0
Max Q Clear Time (g_c+I1), s				17.5		5.3		19.0
Green Ext Time (p_c), s				14.4		1.0		13.1

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1560	210	10	1721	540	70	0	100	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	5	1642	221	11	1812	368	74	0	105			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2			
Cap, veh/h	58	2766	1385	62	2748	890	555	0	871			
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.31	0.00	0.31			
Sat Flow, veh/h	3	4919	1583	8	4887	1583	1774	0	2787			
Grp Volume(v), veh/h	615	1032	221	677	1146	368	74	0	105			
Grp Sat Flow(s),veh/h/ln	1836	1543	1583	1810	1543	1583	1774	0	1393			
Q Serve(g_s), s	0.0	14.1	1.3	0.0	16.5	8.5	1.9	0.0	1.7			
Cycle Q Clear(g_c), s	13.8	14.1	1.3	16.0	16.5	8.5	1.9	0.0	1.7			
Prop In Lane	0.01		1.00	0.02		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	1090	1735	1385	1075	1735	890	555	0	871			
V/C Ratio(X)	0.56	0.59	0.16	0.63	0.66	0.41	0.13	0.00	0.12			
Avail Cap(c_a), veh/h	1117	1784	1410	1102	1784	916	555	0	871			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	9.1	9.2	0.6	9.6	9.7	8.0	15.8	0.0	15.7			
Incr Delay (d2), s/veh	0.6	0.5	0.1	1.1	0.9	0.3	0.5	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.2	6.0	2.0	8.4	7.1	3.8	1.0	0.0	0.7			
LnGrp Delay(d),s/veh	9.8	9.7	0.6	10.7	10.6	8.3	16.3	0.0	16.0			
LnGrp LOS	A	A	A	B	B	A	B		B			
Approach Vol, veh/h		1868			2191			179				
Approach Delay, s/veh		8.7			10.3			16.1				
Approach LOS		A			B			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		24.0		40.0				40.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		20.0		37.0				37.0
Max Q Clear Time (g_c+I1), s		3.9		16.1				18.5
Green Ext Time (p_c), s		0.5		19.7				17.4

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	375	980	335	211	1586	140	565	360	215	60	265	216
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	395	1032	353	222	1669	144	595	379	226	63	279	227
Adj No. of Lanes	2	3	2	2	3	0	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	425	1867	1023	304	1583	136	618	1112	637	123	603	465
Arrive On Green	0.12	0.37	0.37	0.09	0.33	0.33	0.18	0.31	0.31	0.04	0.17	0.17
Sat Flow, veh/h	3442	5085	2787	3442	4770	411	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	395	1032	353	222	1186	627	595	379	226	63	279	227
Grp Sat Flow(s),veh/h/ln	1721	1695	1393	1721	1695	1790	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	9.9	14.1	8.0	5.5	29.0	29.0	15.0	7.2	8.7	1.6	6.2	10.3
Cycle Q Clear(g_c), s	9.9	14.1	8.0	5.5	29.0	29.0	15.0	7.2	8.7	1.6	6.2	10.3
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	425	1867	1023	304	1125	594	618	1112	637	123	603	465
V/C Ratio(X)	0.93	0.55	0.34	0.73	1.05	1.06	0.96	0.34	0.35	0.51	0.46	0.49
Avail Cap(c_a), veh/h	425	1867	1023	453	1125	594	618	1142	651	197	709	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	22.0	20.0	38.8	29.2	29.2	35.6	23.0	18.2	41.4	32.6	25.4
Incr Delay (d2), s/veh	26.7	0.4	0.2	3.4	42.2	52.6	27.0	0.2	0.3	3.2	0.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	6.7	3.1	2.8	20.0	22.9	9.4	3.6	3.8	0.8	3.1	4.6
LnGrp Delay(d),s/veh	64.6	22.3	20.2	42.2	71.4	81.8	62.5	23.2	18.5	44.6	33.2	26.2
LnGrp LOS	E	C	C	D	F	F	E	C	B	D	C	C
Approach Vol, veh/h		1780			2035			1200			569	
Approach Delay, s/veh		31.3			71.4			41.8			31.7	
Approach LOS		C			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	31.5	12.2	36.1	20.2	18.9	15.3	33.0
Change Period (Y+Rc), s	4.5	4.0	4.5	4.0	4.5	4.0	4.5	4.0
Max Green Setting (Gmax), s	5.0	28.2	11.5	28.3	15.7	17.5	10.8	29.0
Max Q Clear Time (g_c+I1), s	3.6	10.7	7.5	16.1	17.0	12.3	11.9	31.0
Green Ext Time (p_c), s	0.0	5.3	0.2	11.1	0.0	2.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.2
HCM 2010 LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	520	745	1641	140	160	296
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	547	784	1727	147	160	321
Adj No. of Lanes	2	3	3	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	665	3414	1872	159	278	496
Arrive On Green	0.19	0.67	0.39	0.39	0.16	0.16
Sat Flow, veh/h	3442	5253	4943	406	1774	3167
Grp Volume(v), veh/h	547	784	1225	649	160	321
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1791	1774	1583
Q Serve(g_s), s	8.0	3.1	18.0	18.1	4.4	5.0
Cycle Q Clear(g_c), s	8.0	3.1	18.0	18.1	4.4	5.0
Prop In Lane	1.00			0.23	1.00	1.00
Lane Grp Cap(c), veh/h	665	3414	1329	702	278	496
V/C Ratio(X)	0.82	0.23	0.92	0.92	0.58	0.65
Avail Cap(c_a), veh/h	692	3941	1330	703	543	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	3.3	15.1	15.2	20.4	20.7
Incr Delay (d2), s/veh	7.7	0.0	10.7	18.1	1.9	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	1.5	10.3	12.4	2.3	4.4
LnGrp Delay(d),s/veh	27.9	3.4	25.9	33.2	22.3	22.1
LnGrp LOS	C	A	C	C	C	C
Approach Vol, veh/h		1331	1874		481	
Approach Delay, s/veh		13.5	28.4		22.2	
Approach LOS		B	C		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		39.6		12.7	14.6	25.0		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		40.5		16.0	10.5	20.5		
Max Q Clear Time (g_c+I1), s		5.1		7.0	10.0	20.1		
Green Ext Time (p_c), s		24.5		1.2	0.1	0.4		

Intersection Summary	
HCM 2010 Ctrl Delay	22.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	300	615	1581	210	270	220
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	316	647	1664	221	284	232
Adj No. of Lanes	1	3	3	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	358	3548	2000	265	338	302
Arrive On Green	0.20	0.70	0.44	0.44	0.19	0.19
Sat Flow, veh/h	1774	5253	4713	601	1774	1583
Grp Volume(v), veh/h	316	647	1240	645	284	232
Grp Sat Flow(s),veh/h/ln	1774	1695	1695	1757	1774	1583
Q Serve(g_s), s	13.9	3.5	26.0	26.2	12.4	11.2
Cycle Q Clear(g_c), s	13.9	3.5	26.0	26.2	12.4	11.2
Prop In Lane	1.00			0.34	1.00	1.00
Lane Grp Cap(c), veh/h	358	3548	1492	773	338	302
V/C Ratio(X)	0.88	0.18	0.83	0.83	0.84	0.77
Avail Cap(c_a), veh/h	430	3821	1537	796	452	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	4.2	19.9	20.0	31.4	30.9
Incr Delay (d2), s/veh	16.8	0.0	3.9	7.5	10.2	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	1.6	12.9	14.2	7.0	9.9
LnGrp Delay(d),s/veh	48.1	4.2	23.8	27.5	41.6	37.2
LnGrp LOS	D	A	C	C	D	D
Approach Vol, veh/h		963	1885		516	
Approach Delay, s/veh		18.6	25.1		39.6	
Approach LOS		B	C		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				60.7		19.8	20.7	39.9
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				60.5		20.5	19.5	36.5
Max Q Clear Time (g_c+I1), s				5.5		14.4	15.9	28.2
Green Ext Time (p_c), s				30.3		0.9	0.3	7.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	236	450	200	480	930	153	410	511	225	216	492	457
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	248	474	148	505	979	150	432	538	226	227	518	407
Adj No. of Lanes	2	3	0	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	353	993	300	496	1515	472	441	988	442	221	761	340
Arrive On Green	0.10	0.26	0.26	0.14	0.30	0.30	0.13	0.28	0.28	0.06	0.22	0.22
Sat Flow, veh/h	3442	3875	1171	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	248	413	209	505	979	150	432	538	226	227	518	407
Grp Sat Flow(s),veh/h/ln	1721	1695	1656	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	4.4	6.4	6.7	9.0	10.4	4.6	7.8	8.1	4.7	4.0	8.4	9.5
Cycle Q Clear(g_c), s	4.4	6.4	6.7	9.0	10.4	4.6	7.8	8.1	4.7	4.0	8.4	9.5
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	353	869	424	496	1515	472	441	988	442	221	761	340
V/C Ratio(X)	0.70	0.47	0.49	1.02	0.65	0.32	0.98	0.54	0.51	1.03	0.68	1.20
Avail Cap(c_a), veh/h	441	869	424	496	1515	472	441	1134	507	221	907	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	19.7	19.8	26.7	19.0	17.0	27.1	19.1	7.3	29.2	22.5	12.2
Incr Delay (d2), s/veh	3.7	1.9	4.1	44.9	2.1	1.8	37.4	0.5	0.9	68.4	1.6	113.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	3.2	3.6	7.3	5.2	2.2	5.9	4.0	2.8	4.0	4.3	15.1
LnGrp Delay(d),s/veh	30.8	21.5	23.8	71.7	21.2	18.8	64.5	19.6	8.2	97.8	24.2	125.3
LnGrp LOS	C	C	C	F	C	B	E	B	A	F	C	F
Approach Vol, veh/h		870			1634			1196			1152	
Approach Delay, s/veh		24.7			36.6			33.7			74.4	
Approach LOS		C			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	20.0	12.0	17.4	10.4	22.6	8.0	21.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	16.0	8.0	16.0	8.0	17.0	4.0	20.0
Max Q Clear Time (g_c+I1), s	11.0	8.7	9.8	11.5	6.4	12.4	6.0	10.1
Green Ext Time (p_c), s	0.0	2.1	0.0	1.9	0.1	3.1	0.0	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	42.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	225	850	260	250	1221	110	470	620	170	150	280	310
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	237	895	263	263	1285	105	495	653	168	158	295	315
Adj No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	1154	359	961	2092	651	496	988	750	250	624	606
Arrive On Green	0.09	0.23	0.23	0.28	0.41	0.41	0.14	0.19	0.19	0.07	0.12	0.12
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	5085	1583	3442	5085	2787
Grp Volume(v), veh/h	237	895	263	263	1285	105	495	653	168	158	295	315
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1695	1583	1721	1695	1393
Q Serve(g_s), s	4.7	11.6	10.9	4.2	14.0	2.9	10.1	8.4	1.1	3.1	3.8	4.2
Cycle Q Clear(g_c), s	4.7	11.6	10.9	4.2	14.0	2.9	10.1	8.4	1.1	3.1	3.8	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	1154	359	961	2092	651	496	988	750	250	624	606
V/C Ratio(X)	0.73	0.78	0.73	0.27	0.61	0.16	1.00	0.66	0.22	0.63	0.47	0.52
Avail Cap(c_a), veh/h	342	1154	359	976	2092	651	496	1226	824	537	1299	976
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	25.6	25.3	19.8	16.3	13.1	30.2	26.2	3.8	31.8	28.8	10.3
Incr Delay (d2), s/veh	7.2	5.1	12.4	0.2	1.4	0.5	39.7	0.9	0.1	2.6	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.9	5.9	2.0	6.8	1.4	7.5	4.0	1.0	1.6	1.8	1.8
LnGrp Delay(d),s/veh	38.2	30.7	37.7	20.0	17.7	13.6	69.9	27.2	4.0	34.4	29.4	11.0
LnGrp LOS	D	C	D	B	B	B	E	C	A	C	C	B
Approach Vol, veh/h		1395			1653			1316			768	
Approach Delay, s/veh		33.3			17.8			40.3			22.9	
Approach LOS		C			B			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.7	20.0	14.2	12.7	10.7	33.0	9.1	17.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	16.0	10.0	18.0	7.0	29.0	11.0	17.0
Max Q Clear Time (g_c+I1), s	16.2	13.6	12.1	6.2	6.7	16.0	5.1	10.4
Green Ext Time (p_c), s	8.0	1.5	0.0	2.4	0.0	7.6	0.2	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	28.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	400	730	350	370	630	110	335	286	220	240	407	426
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	421	768	363	389	663	95	353	301	232	253	428	343
Adj No. of Lanes	2	3	0	2	2	1	2	3	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	536	1173	548	397	1081	484	310	654	305	283	656	540
Arrive On Green	0.16	0.35	0.35	0.12	0.31	0.31	0.09	0.19	0.19	0.08	0.19	0.19
Sat Flow, veh/h	3442	3390	1583	3442	3539	1583	3442	3390	1583	3442	3539	1583
Grp Volume(v), veh/h	421	768	363	389	663	95	353	301	232	253	428	343
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1770	1583	1721	1695	1583	1721	1770	1583
Q Serve(g_s), s	7.1	11.6	11.8	6.8	9.7	2.7	5.5	4.8	8.4	4.4	6.8	6.2
Cycle Q Clear(g_c), s	7.1	11.6	11.8	6.8	9.7	2.7	5.5	4.8	8.4	4.4	6.8	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	536	1173	548	397	1081	484	310	654	305	283	656	540
V/C Ratio(X)	0.79	0.65	0.66	0.98	0.61	0.20	1.14	0.46	0.76	0.89	0.65	0.64
Avail Cap(c_a), veh/h	624	1173	548	397	1081	484	310	893	417	283	991	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	16.8	16.9	26.8	18.0	15.6	27.6	21.7	23.2	27.6	22.9	6.3
Incr Delay (d2), s/veh	5.7	2.9	6.2	39.8	2.6	0.9	94.3	0.5	5.4	27.9	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	5.9	6.1	5.4	5.1	1.3	6.6	2.3	4.1	3.2	3.4	2.9
LnGrp Delay(d),s/veh	30.4	19.7	23.1	66.6	20.6	16.5	122.0	22.2	28.6	55.4	24.0	7.5
LnGrp LOS	C	B	C	E	C	B	F	C	C	E	C	A
Approach Vol, veh/h		1552			1147			886			1024	
Approach Delay, s/veh		23.4			35.9			63.6			26.3	
Approach LOS		C			D			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	25.0	9.5	15.2	13.4	22.6	9.0	15.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	21.0	4.0	17.0	11.0	17.0	5.0	16.0
Max Q Clear Time (g_c+I1), s	8.8	13.8	7.5	8.8	9.1	11.7	6.4	10.4
Green Ext Time (p_c), s	0.0	3.9	0.0	2.4	0.3	2.7	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	34.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	250	905	200	181	1471	460	320	265	150	350	280	360
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	263	953	148	191	1548	379	337	279	158	368	295	238
Adj No. of Lanes	2	3	0	2	2	2	1	2	0	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	1887	292	259	1522	1198	319	337	186	644	542	253
Arrive On Green	0.07	0.42	0.42	0.08	0.43	0.43	0.18	0.15	0.15	0.19	0.16	0.16
Sat Flow, veh/h	3442	4444	688	3442	3539	2787	1774	2205	1214	3442	3390	1583
Grp Volume(v), veh/h	263	726	375	191	1548	379	337	222	215	368	295	238
Grp Sat Flow(s),veh/h/ln	1721	1695	1741	1721	1770	1393	1774	1770	1649	1721	1695	1583
Q Serve(g_s), s	7.0	15.7	15.8	5.4	43.0	9.0	18.0	12.2	12.7	9.7	8.0	14.9
Cycle Q Clear(g_c), s	7.0	15.7	15.8	5.4	43.0	9.0	18.0	12.2	12.7	9.7	8.0	14.9
Prop In Lane	1.00		0.40	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	241	1440	739	259	1522	1198	319	271	252	644	542	253
V/C Ratio(X)	1.09	0.50	0.51	0.74	1.02	0.32	1.06	0.82	0.85	0.57	0.54	0.94
Avail Cap(c_a), veh/h	241	1440	739	344	1522	1198	319	301	280	644	542	253
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	21.1	21.1	45.3	28.5	18.8	41.0	41.0	41.2	37.0	38.6	41.5
Incr Delay (d2), s/veh	84.6	0.3	0.6	5.6	27.5	0.2	65.7	15.2	20.0	1.2	1.1	40.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	7.4	7.7	2.8	26.7	3.4	14.6	7.1	7.2	4.7	3.8	9.3
LnGrp Delay(d),s/veh	131.1	21.3	21.7	50.9	56.0	19.0	106.7	56.3	61.2	38.2	39.8	81.8
LnGrp LOS	F	C	C	D	F	B	F	E	E	D	D	F
Approach Vol, veh/h		1364			2118			774			901	
Approach Delay, s/veh		42.6			48.9			79.6			50.2	
Approach LOS		D			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	46.5	22.0	20.0	11.0	47.0	22.7	19.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	40.0	18.0	16.0	7.0	43.0	17.0	17.0
Max Q Clear Time (g_c+I1), s	7.4	17.8	20.0	16.9	9.0	45.0	11.7	14.7
Green Ext Time (p_c), s	0.1	9.1	0.0	0.0	0.0	0.0	2.1	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	52.1
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	24.0
Intersection LOS	C

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	201	802	837
Demand Flow Rate, veh/h	205	818	854
Vehicles Circulating, veh/h	754	6	198
Vehicles Exiting, veh/h	70	1046	761
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	13.1	15.1	35.1
Approach LOS	B	C	E

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	205	818	854
Cap Entry Lane, veh/h	532	1123	927
Entry HV Adj Factor	0.980	0.981	0.981
Flow Entry, veh/h	201	802	837
Cap Entry, veh/h	521	1102	909
V/C Ratio	0.386	0.728	0.921
Control Delay, s/veh	13.1	15.1	35.1
LOS	B	C	E
95th %tile Queue, veh	2	7	14

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	7	689	20	0	795
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	725	21	0	837

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1573	736	0	0	746	0
Stage 1	736	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	121	419	-	-	862	-
Stage 1	474	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	419	-	-	862	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	419	862	-
HCM Lane V/C Ratio	-	-	0.018	-	-
HCM Control Delay (s)	-	-	13.7	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	26.8
Intersection LOS	D

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	13	109	732	952
Demand Flow Rate, veh/h	13	111	747	971
Vehicles Circulating, veh/h	1068	702	12	109
Vehicles Exiting, veh/h	12	57	1069	704
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.8	9.2	13.0	39.7
Approach LOS	A	A	B	E

Lane	Left	Left	Left	Left
Designated Moves	LTR	L	LTR	LTR
Assumed Moves	LTR	L	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	13	111	747	971
Cap Entry Lane, veh/h	388	560	1116	1013
Entry HV Adj Factor	0.992	0.981	0.980	0.981
Flow Entry, veh/h	13	109	732	952
Cap Entry, veh/h	385	549	1095	994
V/C Ratio	0.033	0.198	0.669	0.958
Control Delay, s/veh	9.8	9.2	13.0	39.7
LOS	A	A	B	E
95th %tile Queue, veh	0	1	5	16

Intersection	
Intersection Delay, s/veh	18.3
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	122	690	844
Demand Flow Rate, veh/h	0	124	703	861
Vehicles Circulating, veh/h	977	633	5	116
Vehicles Exiting, veh/h	0	75	972	641
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	8.7	11.7	25.1
Approach LOS	-	A	B	D

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	124	703	861
Cap Entry Lane, veh/h	425	600	1124	1006
Entry HV Adj Factor	1.000	0.984	0.981	0.981
Flow Entry, veh/h	0	122	690	844
Cap Entry, veh/h	425	590	1103	987
V/C Ratio	0.000	0.207	0.625	0.856
Control Delay, s/veh	8.5	8.7	11.7	25.1
LOS	A	A	B	D
95th %tile Queue, veh	0	1	5	11

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	33	14	630	817
Demand Flow Rate, veh/h	34	14	642	833
Vehicles Circulating, veh/h	837	639	10	22
Vehicles Exiting, veh/h	18	13	861	631
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.5	6.3	10.5	16.5
Approach LOS	A	A	B	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	34	14	642	833
Cap Entry Lane, veh/h	489	596	1119	1105
Entry HV Adj Factor	0.968	0.993	0.981	0.980
Flow Entry, veh/h	33	14	630	817
Cap Entry, veh/h	473	592	1097	1084
V/C Ratio	0.069	0.023	0.574	0.754
Control Delay, s/veh	8.5	6.3	10.5	16.5
LOS	A	A	B	C
95th %tile Queue, veh	0	0	4	7

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	25	11	577	751	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	26	12	607	791	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1422	791	792	0	-	0
Stage 1	791	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	150	390	829	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	147	390	829	-	-	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	518	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	829	-	390	-	-
HCM Lane V/C Ratio	0.014	-	0.067	-	-
HCM Control Delay (s)	9.4	0	14.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	4	5	577	2	5	742
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	5	607	2	5	781

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1400	608	0	0	609	0
Stage 1	608	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	155	496	-	-	970	-
Stage 1	543	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	496	-	-	970	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	442	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	250	970	-
HCM Lane V/C Ratio	-	-	0.038	0.005	-
HCM Control Delay (s)	-	-	20	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	14	27	612	763
Demand Flow Rate, veh/h	14	27	624	778
Vehicles Circulating, veh/h	794	616	7	30
Vehicles Exiting, veh/h	14	15	801	613
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.4	6.4	10.1	14.6
Approach LOS	A	A	B	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	14	27	624	778
Cap Entry Lane, veh/h	511	610	1122	1097
Entry HV Adj Factor	0.993	0.996	0.981	0.981
Flow Entry, veh/h	14	27	612	763
Cap Entry, veh/h	507	608	1101	1075
V/C Ratio	0.027	0.044	0.556	0.709
Control Delay, s/veh	7.4	6.4	10.1	14.6
LOS	A	A	B	B
95th %tile Queue, veh	0	0	4	6

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	5	20	64	10	205	25	859	59	390	1209	20
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	325	-	-	165	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	5	21	67	11	216	26	904	62	411	1273	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3097	3123	1283	3105	3103	935	1294	0	0	966	0	0
Stage 1	2104	2104	-	988	988	-	-	-	-	-	-	-
Stage 2	993	1019	-	2117	2115	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 7	11	202	~ 7	12	322	536	-	-	713	-	-
Stage 1	67	92	-	297	325	-	-	-	-	-	-	-
Stage 2	296	314	-	~ 66	91	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 4	202	-	~ 5	322	536	-	-	713	-	-
Mov Cap-2 Maneuver	-	~ 4	-	-	~ 5	-	-	-	-	-	-	-
Stage 1	64	39	-	283	309	-	-	-	-	-	-	-
Stage 2	90	299	-	~ 22	39	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.3	4
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	536	-	-	-	-	322	713	-	-
HCM Lane V/C Ratio	0.049	-	-	-	-	0.67	0.576	-	-
HCM Control Delay (s)	12.1	-	-	-	-	36.2	16.7	-	-
HCM Lane LOS	B	-	-	-	-	E	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	-	4.5	3.7	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	670	152	65	590	95	174	90	60	100	260	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	37	705	65	68	621	37	183	95	42	105	274	78
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	772	71	86	838	50	244	116	48	163	393	107
Arrive On Green	0.03	0.46	0.46	0.05	0.48	0.48	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1774	1680	155	1774	1741	104	515	297	123	332	1008	276
Grp Volume(v), veh/h	37	0	770	68	0	658	320	0	0	457	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1835	1774	0	1844	936	0	0	1615	0	0
Q Serve(g_s), s	2.7	0.0	51.8	5.0	0.0	38.1	13.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	51.8	5.0	0.0	38.1	45.3	0.0	0.0	31.7	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.06	0.57		0.13	0.23		0.17
Lane Grp Cap(c), veh/h	47	0	843	86	0	888	408	0	0	663	0	0
V/C Ratio(X)	0.78	0.00	0.91	0.79	0.00	0.74	0.79	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	79	0	920	100	0	947	509	0	0	796	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.2	0.0	33.4	62.4	0.0	27.7	40.7	0.0	0.0	34.1	0.0	0.0
Incr Delay (d2), s/veh	23.7	0.0	12.6	29.2	0.0	2.9	6.3	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	29.0	3.2	0.0	20.1	11.9	0.0	0.0	14.6	0.0	0.0
LnGrp Delay(d),s/veh	87.9	0.0	46.0	91.6	0.0	30.6	47.0	0.0	0.0	36.1	0.0	0.0
LnGrp LOS	F		D	F		C	D			D		
Approach Vol, veh/h		807			726			320			457	
Approach Delay, s/veh		47.9			36.4			47.0			36.1	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		56.2	11.0	65.4		56.2	8.0	68.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		62.5	7.5	66.5		62.5	5.9	68.1
Max Q Clear Time (g_c+I1), s		47.3	7.0	53.8		33.7	4.7	40.1
Green Ext Time (p_c), s		4.4	0.0	7.1		5.5	0.0	10.9

Intersection Summary	
HCM 2010 Ctrl Delay	41.8
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	287	10	25	273	5	30
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	302	11	26	287	5	32

Major/Minor	Major2		Major1		Minor2	
Conflicting Flow All	314	-	0	0	170	923
Stage 1	-	-	-	-	0	609
Stage 2	-	-	-	-	170	314
Critical Hdwy	4.12	-	-	-	6.42	6.52
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.42	5.52
Follow-up Hdwy	2.218	-	-	-	3.518	4.018
Pot Cap-1 Maneuver	1246	-	-	-	820	270
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	860	656
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1246	-	-	-	621	0
Mov Cap-2 Maneuver	-	-	-	-	621	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	-	860	0

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	WBL	WBR	SBLn1
Capacity (veh/h)	-	-	1246	-	621
HCM Lane V/C Ratio	-	-	0.242	-	0.059
HCM Control Delay (s)	-	-	8.8	-	11.2
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	1	-	0.2

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	382	81	129	15	25	441
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	402	85	136	16	26	464

Major/Minor	Major1		Minor1		Major2	
Conflicting Flow All	464	0	1406	85	85	-
Stage 1	-	-	889	-	-	-
Stage 2	-	-	517	-	-	-
Critical Hdwy	-	-	6.52	6.22	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	-	-	139	974	1512	-
Stage 1	-	-	361	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-				-
Mov Cap-1 Maneuver	-	-	0	974	1512	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s		9.4	0.4
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBLn1	SBL	SBR
Capacity (veh/h)	-	-	974	1512	-
HCM Lane V/C Ratio	-	-	0.156	0.017	-
HCM Control Delay (s)	-	-	9.4	7.4	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	10	98	25	10	50	77	590	60	50	875	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	42	11	103	26	11	53	81	621	63	53	921	63
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	30	140	110	50	131	103	1049	106	66	1051	72
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.06	0.63	0.63	0.04	0.61	0.61
Sat Flow, veh/h	316	226	1053	313	379	991	1774	1664	169	1774	1724	118
Grp Volume(v), veh/h	156	0	0	90	0	0	81	0	684	53	0	984
Grp Sat Flow(s),veh/h/ln	1595	0	0	1682	0	0	1774	0	1833	1774	0	1842
Q Serve(g_s), s	2.9	0.0	0.0	0.0	0.0	0.0	3.0	0.0	14.9	2.0	0.0	30.3
Cycle Q Clear(g_c), s	6.2	0.0	0.0	3.3	0.0	0.0	3.0	0.0	14.9	2.0	0.0	30.3
Prop In Lane	0.27		0.66	0.29		0.59	1.00		0.09	1.00		0.06
Lane Grp Cap(c), veh/h	279	0	0	291	0	0	103	0	1156	66	0	1123
V/C Ratio(X)	0.56	0.00	0.00	0.31	0.00	0.00	0.78	0.00	0.59	0.80	0.00	0.88
Avail Cap(c_a), veh/h	439	0	0	450	0	0	118	0	1200	160	0	1249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	0.0	26.9	0.0	0.0	31.4	0.0	7.4	32.3	0.0	11.1
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.6	0.0	0.0	25.3	0.0	0.7	19.1	0.0	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	1.6	0.0	0.0	2.2	0.0	7.6	1.3	0.0	17.1
LnGrp Delay(d),s/veh	29.8	0.0	0.0	27.5	0.0	0.0	56.8	0.0	8.1	51.4	0.0	17.8
LnGrp LOS	C			C			E		A	D		B
Approach Vol, veh/h		156			90			765			1037	
Approach Delay, s/veh		29.8			27.5			13.3			19.5	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	47.2		13.5	8.4	45.8		13.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	6.1	44.3		16.1	4.5	45.9		16.1
Max Q Clear Time (g_c+I1), s	4.0	16.9		8.2	5.0	32.3		5.3
Green Ext Time (p_c), s	0.0	14.0		0.8	0.0	9.0		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	668	351	0	190	50
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	0	703	369	0	200	53
Adj No. of Lanes	0	2	2	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	941	941	0	1057	943
Arrive On Green	0.00	0.27	0.27	0.00	0.60	0.60
Sat Flow, veh/h	0	3725	3725	0	1774	1583
Grp Volume(v), veh/h	0	703	369	0	200	53
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1774	1583
Q Serve(g_s), s	0.0	11.8	5.6	0.0	3.3	0.9
Cycle Q Clear(g_c), s	0.0	11.8	5.6	0.0	3.3	0.9
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	941	941	0	1057	943
V/C Ratio(X)	0.00	0.75	0.39	0.00	0.19	0.06
Avail Cap(c_a), veh/h	0	1116	1116	0	1057	943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.99	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	21.9	19.6	0.0	6.0	5.5
Incr Delay (d2), s/veh	0.0	2.3	0.3	0.0	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	2.8	0.0	1.7	0.4
LnGrp Delay(d),s/veh	0.0	24.2	19.8	0.0	6.4	5.6
LnGrp LOS		C	B		A	A
Approach Vol, veh/h		703	369		253	
Approach Delay, s/veh		24.2	19.8		6.2	
Approach LOS		C	B		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				21.8		43.2		21.8
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				20.5		35.5		20.5
Max Q Clear Time (g_c+I1), s				13.8		5.3		7.6
Green Ext Time (p_c), s				3.4		0.7		5.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.5
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	100	758	351	100	0	0
Number	7	4	8	18		
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900		
Adj Flow Rate, veh/h	105	798	369	105		
Adj No. of Lanes	1	2	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	138	1298	600	169		
Arrive On Green	0.16	0.73	0.22	0.22		
Sat Flow, veh/h	1774	3632	2823	767		
Grp Volume(v), veh/h	105	798	238	236		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1727		
Q Serve(g_s), s	3.7	7.1	7.9	8.0		
Cycle Q Clear(g_c), s	3.7	7.1	7.9	8.0		
Prop In Lane	1.00			0.44		
Lane Grp Cap(c), veh/h	138	1298	389	380		
V/C Ratio(X)	0.76	0.61	0.61	0.62		
Avail Cap(c_a), veh/h	1051	3294	476	465		
HCM Platoon Ratio	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.79	0.79	1.00	1.00		
Uniform Delay (d), s/veh	26.9	6.4	22.9	22.9		
Incr Delay (d2), s/veh	6.7	0.4	1.6	1.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.0	3.3	4.0	4.0		
LnGrp Delay(d),s/veh	33.6	6.8	24.4	24.7		
LnGrp LOS	C	A	C	C		
Approach Vol, veh/h		903	474			
Approach Delay, s/veh		9.9	24.6			
Approach LOS		A	C			

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4			7	8
Phs Duration (G+Y+Rc), s				28.3			9.6	18.8
Change Period (Y+Rc), s				4.5			4.5	4.5
Max Green Setting (Gmax), s				60.5			38.5	17.5
Max Q Clear Time (g_c+I1), s				9.1			5.7	10.0
Green Ext Time (p_c), s				10.0			0.3	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.0
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1526	325	535	1150	0	1835
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	0	1863
Adj Flow Rate, veh/h	1606	279	563	1211	0	1932
Adj No. of Lanes	3	0	1	2	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	2337	404	611	3327	0	0
Arrive On Green	0.54	0.54	0.34	0.94	0.00	0.00
Sat Flow, veh/h	4533	755	1774	3632	0	
Grp Volume(v), veh/h	1246	639	563	1211	0.0	
Grp Sat Flow(s),veh/h/ln	1695	1730	1774	1770		
Q Serve(g_s), s	20.2	20.4	22.8	2.3		
Cycle Q Clear(g_c), s	20.2	20.4	22.8	2.3		
Prop In Lane		0.44	1.00			
Lane Grp Cap(c), veh/h	1815	926	611	3327		
V/C Ratio(X)	0.69	0.69	0.92	0.36		
Avail Cap(c_a), veh/h	1921	980	721	3657		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	12.8	12.8	23.6	0.2		
Incr Delay (d2), s/veh	1.0	1.9	15.6	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	9.6	10.1	13.8	1.0		
LnGrp Delay(d),s/veh	13.8	14.8	39.2	0.3		
LnGrp LOS	B	B	D	A		
Approach Vol, veh/h	1885			1774		
Approach Delay, s/veh	14.1			12.6		
Approach LOS	B			B		

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4				8
Phs Duration (G+Y+Rc), s			30.4	44.7				75.0
Change Period (Y+Rc), s			4.5	4.5				4.5
Max Green Setting (Gmax), s			30.5	42.5				77.5
Max Q Clear Time (g_c+I1), s			24.8	22.4				4.3
Green Ext Time (p_c), s			1.0	17.7				49.7

Intersection Summary	
HCM 2010 Ctrl Delay	13.4
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	2783	580	0	1325	365	591
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	2929	0	0	1395	283	573
Adj No. of Lanes	3	1	0	2	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	3178	989	0	2212	406	725
Arrive On Green	0.62	0.00	0.00	0.62	0.23	0.23
Sat Flow, veh/h	5253	1583	0	3725	1774	3167
Grp Volume(v), veh/h	2929	0	0	1395	283	573
Grp Sat Flow(s),veh/h/ln	1695	1583	0	1770	1774	1583
Q Serve(g_s), s	31.4	0.0	0.0	15.0	9.0	10.5
Cycle Q Clear(g_c), s	31.4	0.0	0.0	15.0	9.0	10.5
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3178	989	0	2212	406	725
V/C Ratio(X)	0.92	0.00	0.00	0.63	0.70	0.79
Avail Cap(c_a), veh/h	3180	990	0	2213	504	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	0.0	0.0	7.1	21.8	22.3
Incr Delay (d2), s/veh	5.1	0.0	0.0	0.6	3.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.9	0.0	0.0	7.3	4.8	4.9
LnGrp Delay(d),s/veh	15.3	0.0	0.0	7.7	24.9	26.2
LnGrp LOS	B			A	C	C
Approach Vol, veh/h	2929			1395	856	
Approach Delay, s/veh	15.3			7.7	25.8	
Approach LOS	B			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		18.6		43.0				43.0
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		17.5		38.5				38.5
Max Q Clear Time (g_c+I1), s		12.5		33.4				17.0
Green Ext Time (p_c), s		1.6		5.1				21.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.0
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	145	2939	55	45	1826	50	70	5	35	55	5	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	153	3094	46	47	1922	42	74	5	32	58	5	111
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	3256	48	60	2852	62	216	33	209	262	19	236
Arrive On Green	0.11	0.63	0.63	0.03	0.56	0.56	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1774	5163	76	1774	5121	112	1271	218	1398	1114	126	1583
Grp Volume(v), veh/h	153	2027	1113	47	1272	692	74	0	37	63	0	111
Grp Sat Flow(s),veh/h/ln	1774	1695	1849	1774	1695	1843	1271	0	1616	1240	0	1583
Q Serve(g_s), s	6.1	39.8	40.5	1.9	19.3	19.3	4.1	0.0	1.4	2.7	0.0	4.6
Cycle Q Clear(g_c), s	6.1	39.8	40.5	1.9	19.3	19.3	8.2	0.0	1.4	4.2	0.0	4.6
Prop In Lane	1.00		0.04	1.00		0.06	1.00		0.86	0.92		1.00
Lane Grp Cap(c), veh/h	191	2138	1166	60	1888	1026	216	0	241	281	0	236
V/C Ratio(X)	0.80	0.95	0.95	0.78	0.67	0.67	0.34	0.00	0.15	0.22	0.00	0.47
Avail Cap(c_a), veh/h	238	2139	1167	105	1888	1026	316	0	368	390	0	361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.6	12.3	12.4	34.7	11.4	11.4	31.7	0.0	26.8	28.4	0.0	28.2
Incr Delay (d2), s/veh	14.6	9.9	16.7	19.6	1.0	1.8	0.9	0.0	0.3	0.4	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	21.2	25.5	1.3	9.1	10.1	1.5	0.0	0.7	1.2	0.0	2.1
LnGrp Delay(d),s/veh	46.1	22.2	29.1	54.4	12.3	13.1	32.7	0.0	27.1	28.8	0.0	29.6
LnGrp LOS	D	C	C	D	B	B	C		C	C		C
Approach Vol, veh/h		3293			2011			111			174	
Approach Delay, s/veh		25.6			13.6			30.8			29.3	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		15.3	6.9	50.2		15.3	12.3	44.8
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		16.5	4.3	45.7		16.5	9.7	40.3
Max Q Clear Time (g_c+I1), s		10.2	3.9	42.5		6.6	8.1	21.3
Green Ext Time (p_c), s		0.6	0.0	3.2		0.7	0.1	18.9

Intersection Summary	
HCM 2010 Ctrl Delay	21.5
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	280	2904	1761	70	40	140
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	295	3057	1854	63	42	126
Adj No. of Lanes	2	3	3	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	358	3606	2625	89	214	191
Arrive On Green	0.10	0.71	0.52	0.52	0.12	0.12
Sat Flow, veh/h	3442	5253	5219	171	1774	1583
Grp Volume(v), veh/h	295	3057	1244	673	42	126
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1832	1774	1583
Q Serve(g_s), s	4.4	23.2	14.7	14.7	1.1	4.0
Cycle Q Clear(g_c), s	4.4	23.2	14.7	14.7	1.1	4.0
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	358	3606	1762	952	214	191
V/C Ratio(X)	0.82	0.85	0.71	0.71	0.20	0.66
Avail Cap(c_a), veh/h	358	3610	1765	954	621	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	5.6	9.6	9.6	20.9	22.2
Incr Delay (d2), s/veh	14.3	2.1	1.3	2.4	0.4	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	11.2	7.1	7.9	0.6	3.7
LnGrp Delay(d),s/veh	37.5	7.7	10.9	12.0	21.4	26.1
LnGrp LOS	D	A	B	B	C	C
Approach Vol, veh/h		3352	1917		168	
Approach Delay, s/veh		10.3	11.3		24.9	
Approach LOS		B	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				42.0		10.9	10.0	32.0
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				37.5		18.5	5.5	27.5
Max Q Clear Time (g_c+I1), s				25.2		6.0	6.4	16.7
Green Ext Time (p_c), s				12.3		0.4	0.0	10.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	235	2254	345	320	1371	135	175	125	276	120	100	210
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	247	2373	300	337	1443	110	184	132	228	126	105	158
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	2230	694	414	2364	736	257	626	280	185	552	247
Arrive On Green	0.09	0.44	0.44	0.12	0.46	0.46	0.07	0.18	0.18	0.05	0.16	0.16
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	247	2373	300	337	1443	110	184	132	228	126	105	158
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	6.0	37.5	11.2	8.2	18.1	3.4	4.5	2.7	11.8	3.1	2.2	8.0
Cycle Q Clear(g_c), s	6.0	37.5	11.2	8.2	18.1	3.4	4.5	2.7	11.8	3.1	2.2	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	2230	694	414	2364	736	257	626	280	185	552	247
V/C Ratio(X)	0.76	1.06	0.43	0.81	0.61	0.15	0.72	0.21	0.81	0.68	0.19	0.64
Avail Cap(c_a), veh/h	354	2230	694	451	2373	739	262	774	346	185	695	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	24.0	16.6	36.7	17.1	13.2	38.7	30.1	33.9	39.7	31.4	33.8
Incr Delay (d2), s/veh	8.7	38.8	0.4	10.2	0.5	0.1	8.8	0.2	11.5	9.7	0.2	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	25.4	4.9	4.5	8.5	1.5	2.4	1.4	6.1	1.7	1.1	3.7
LnGrp Delay(d),s/veh	46.5	62.8	17.1	46.9	17.5	13.2	47.5	30.3	45.4	49.4	31.6	36.8
LnGrp LOS	D	F	B	D	B	B	D	C	D	D	C	D
Approach Vol, veh/h		2920			1890			544			389	
Approach Delay, s/veh		56.7			22.5			42.4			39.5	
Approach LOS		E			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	19.6	14.8	42.0	10.9	17.8	12.5	44.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.6	18.7	11.2	37.5	6.5	16.8	8.8	39.9
Max Q Clear Time (g_c+I1), s	5.1	13.8	10.2	39.5	6.5	10.0	8.0	20.1
Green Ext Time (p_c), s	0.0	1.3	0.1	0.0	0.0	1.6	0.1	19.1

Intersection Summary	
HCM 2010 Ctrl Delay	42.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	360	1760	485	250	1301	120	360	265	296	100	210	210
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	379	1853	332	263	1369	84	379	279	259	105	221	137
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	700	1966	347	291	1633	100	360	451	403	130	267	159
Arrive On Green	0.20	0.45	0.45	0.08	0.33	0.33	0.20	0.25	0.25	0.07	0.13	0.13
Sat Flow, veh/h	3442	4349	768	3442	4899	301	1774	1770	1583	1774	2136	1272
Grp Volume(v), veh/h	379	1439	746	263	947	506	379	279	259	105	181	177
Grp Sat Flow(s),veh/h/ln	1721	1695	1727	1721	1695	1810	1774	1770	1583	1774	1770	1638
Q Serve(g_s), s	11.7	47.8	49.3	9.0	30.6	30.6	24.0	16.5	17.2	6.9	11.8	12.5
Cycle Q Clear(g_c), s	11.7	47.8	49.3	9.0	30.6	30.6	24.0	16.5	17.2	6.9	11.8	12.5
Prop In Lane	1.00		0.44	1.00		0.17	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	700	1533	781	291	1130	603	360	451	403	130	222	205
V/C Ratio(X)	0.54	0.94	0.96	0.90	0.84	0.84	1.05	0.62	0.64	0.81	0.82	0.86
Avail Cap(c_a), veh/h	700	1548	788	291	1290	688	360	451	403	195	239	222
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	30.8	31.3	53.7	36.5	36.5	47.1	39.0	39.3	54.0	50.4	50.7
Incr Delay (d2), s/veh	0.9	11.3	21.8	29.4	4.5	8.1	62.0	2.6	3.4	13.7	18.6	26.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	24.8	28.2	5.5	15.1	16.7	17.9	8.4	7.9	3.9	6.9	7.1
LnGrp Delay(d),s/veh	43.0	42.2	53.1	83.1	41.0	44.6	109.2	41.6	42.7	67.7	69.0	76.8
LnGrp LOS	D	D	D	F	D	D	F	D	D	E	E	E
Approach Vol, veh/h		2564			1716			917			463	
Approach Delay, s/veh		45.5			48.5			69.8			71.7	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	57.5	28.0	18.8	28.1	43.4	12.7	34.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	54.0	24.0	16.0	19.0	45.0	13.0	27.0
Max Q Clear Time (g_c+I1), s	11.0	51.3	26.0	14.5	13.7	32.6	8.9	19.2
Green Ext Time (p_c), s	0.0	2.2	0.0	0.3	4.8	6.8	0.1	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	52.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	290	1111	570	240	911	230	405	880	266	486	790	190
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	305	1169	495	253	959	179	426	926	0	512	832	0
Adj No. of Lanes	1	2	1	1	2	1	2	3	1	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	1330	595	225	1119	501	503	942	293	537	992	309
Arrive On Green	0.19	0.38	0.38	0.13	0.32	0.32	0.15	0.19	0.00	0.16	0.20	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	305	1169	495	253	959	179	426	926	0	512	832	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	17.3	31.6	18.6	13.0	26.1	5.9	12.4	18.6	0.0	15.1	16.1	0.0
Cycle Q Clear(g_c), s	17.3	31.6	18.6	13.0	26.1	5.9	12.4	18.6	0.0	15.1	16.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	1330	595	225	1119	501	503	942	293	537	992	309
V/C Ratio(X)	0.92	0.88	0.83	1.12	0.86	0.36	0.85	0.98	0.00	0.95	0.84	0.00
Avail Cap(c_a), veh/h	330	1415	633	225	1277	571	503	942	293	537	1091	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.0	29.8	11.9	44.8	32.9	11.7	42.6	41.6	0.0	42.9	39.7	0.0
Incr Delay (d2), s/veh	30.6	6.4	8.8	97.6	5.4	0.4	12.6	25.0	0.0	27.5	5.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	16.6	10.1	12.4	13.5	3.5	6.7	10.8	0.0	9.2	8.1	0.0
LnGrp Delay(d),s/veh	71.6	36.2	20.8	142.3	38.3	12.1	55.3	66.6	0.0	70.3	45.2	0.0
LnGrp LOS	E	D	C	F	D	B	E	E		E	D	
Approach Vol, veh/h		1969			1391			1352			1344	
Approach Delay, s/veh		37.8			53.8			63.0			54.8	
Approach LOS		D			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	42.5	19.0	24.0	23.1	36.4	20.0	23.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	41.0	13.0	22.0	17.0	37.0	16.0	19.0
Max Q Clear Time (g_c+I1), s	15.0	33.6	14.4	18.1	19.3	28.1	17.1	20.6
Green Ext Time (p_c), s	0.0	5.0	0.0	1.9	0.0	4.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	50.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1114	85	0	867	221	0	0	0	429	0	315
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	1173	0	0	913	233				452	0	279
Adj No. of Lanes	0	3	1	0	2	1				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	2700	841	0	1879	1253				897	0	413
Arrive On Green	0.00	0.53	0.00	0.00	0.53	0.53				0.26	0.00	0.26
Sat Flow, veh/h	0	5253	1583	0	3632	1583				3442	0	1583
Grp Volume(v), veh/h	0	1173	0	0	913	233				452	0	279
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1770	1583				1721	0	1583
Q Serve(g_s), s	0.0	6.1	0.0	0.0	7.0	1.6				4.8	0.0	6.8
Cycle Q Clear(g_c), s	0.0	6.1	0.0	0.0	7.0	1.6				4.8	0.0	6.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2700	841	0	1879	1253				897	0	413
V/C Ratio(X)	0.00	0.43	0.00	0.00	0.49	0.19				0.50	0.00	0.68
Avail Cap(c_a), veh/h	0	3356	1045	0	2335	1458				2191	0	1008
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.2	0.0	0.0	6.4	1.1				13.6	0.0	14.3
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	0.1				0.4	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	0.0	0.0	3.5	1.5				2.3	0.0	3.2
LnGrp Delay(d),s/veh	0.0	6.3	0.0	0.0	6.6	1.2				14.0	0.0	16.3
LnGrp LOS		A			A	A				B		B
Approach Vol, veh/h		1173			1146						731	
Approach Delay, s/veh		6.3			5.5						14.9	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				27.4		15.8		27.4
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				28.5		27.5		28.5
Max Q Clear Time (g_c+I1), s				8.1		8.8		9.0
Green Ext Time (p_c), s				14.4		2.4		13.9

Intersection Summary	
HCM 2010 Ctrl Delay	8.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1367	180	0	907	296	180	0	308	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	1439	178	0	955	0	189	0	292			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3091	1249	0	3091	962	321	0	504			
Arrive On Green	0.00	0.61	0.61	0.00	0.61	0.00	0.18	0.00	0.18			
Sat Flow, veh/h	0	5253	1583	0	5253	1583	1774	0	2787			
Grp Volume(v), veh/h	0	1439	178	0	955	0	189	0	292			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583	1774	0	1393			
Q Serve(g_s), s	0.0	6.6	1.1	0.0	3.9	0.0	4.2	0.0	4.1			
Cycle Q Clear(g_c), s	0.0	6.6	1.1	0.0	3.9	0.0	4.2	0.0	4.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3091	1249	0	3091	962	321	0	504			
V/C Ratio(X)	0.00	0.47	0.14	0.00	0.31	0.00	0.59	0.00	0.58			
Avail Cap(c_a), veh/h	0	3761	1457	0	3761	1171	1020	0	1603			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	4.6	1.1	0.0	4.0	0.0	16.0	0.0	16.0			
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.1	0.0	1.7	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.1	0.9	0.0	1.8	0.0	2.1	0.0	1.6			
LnGrp Delay(d),s/veh	0.0	4.7	1.1	0.0	4.1	0.0	17.7	0.0	17.0			
LnGrp LOS		A	A		A		B		B			
Approach Vol, veh/h		1617			955			481				
Approach Delay, s/veh		4.3			4.1			17.3				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		12.2		30.4				30.4
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		24.5		31.5				31.5
Max Q Clear Time (g_c+I1), s		6.2		8.6				5.9
Green Ext Time (p_c), s		1.5		17.3				18.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	220	1206	250	90	833	456	180	130	126	433	190	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	232	1269	200	95	877	417	189	137	128	456	200	147
Adj No. of Lanes	2	3	1	2	3	0	1	2	0	1	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	1640	716	158	967	452	230	234	202	495	987	1008
Arrive On Green	0.08	0.32	0.32	0.05	0.29	0.29	0.13	0.13	0.13	0.28	0.28	0.28
Sat Flow, veh/h	3442	5085	1583	3442	3390	1583	1774	1803	1555	1774	3539	2787
Grp Volume(v), veh/h	232	1269	200	95	877	417	189	134	131	456	200	147
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1774	1770	1588	1774	1770	1393
Q Serve(g_s), s	5.3	18.2	6.4	2.2	20.1	20.6	8.4	5.8	6.3	20.1	3.5	2.9
Cycle Q Clear(g_c), s	5.3	18.2	6.4	2.2	20.1	20.6	8.4	5.8	6.3	20.1	3.5	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	286	1640	716	158	967	452	230	229	206	495	987	1008
V/C Ratio(X)	0.81	0.77	0.28	0.60	0.91	0.92	0.82	0.59	0.64	0.92	0.20	0.15
Avail Cap(c_a), veh/h	286	1640	716	200	987	461	380	379	341	539	1075	1077
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	24.7	13.8	37.8	27.8	28.0	34.2	33.1	33.3	28.2	22.2	17.3
Incr Delay (d2), s/veh	16.1	2.4	0.2	3.7	11.7	24.0	7.1	2.4	3.2	20.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	8.8	2.8	1.1	10.9	11.9	4.5	2.9	2.9	12.6	1.7	1.1
LnGrp Delay(d),s/veh	52.5	27.0	14.1	41.4	39.5	52.0	41.3	35.4	36.5	48.7	22.3	17.4
LnGrp LOS	D	C	B	D	D	D	D	D	D	D	C	B
Approach Vol, veh/h		1701			1389			454			803	
Approach Delay, s/veh		29.0			43.4			38.2			36.4	
Approach LOS		C			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	15.0	8.2	30.5	15.0	27.0	11.2	27.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	24.5	17.3	4.7	25.5	17.3	24.5	6.7	23.5
Max Q Clear Time (g_c+I1), s	22.1	8.3	4.2	20.2	10.4	5.5	7.3	22.6
Green Ext Time (p_c), s	0.4	2.2	0.0	4.9	0.3	3.0	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	35.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	180	1255	330	271	944	115	380	175	335	51	90	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	189	1321	215	285	994	89	400	184	264	54	95	31
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	1567	255	275	1836	164	436	458	389	158	120	39
Arrive On Green	0.12	0.36	0.36	0.16	0.39	0.39	0.25	0.25	0.25	0.09	0.09	0.09
Sat Flow, veh/h	1774	4409	717	1774	4753	425	1774	1863	1583	1774	1346	439
Grp Volume(v), veh/h	189	1016	520	285	708	375	400	184	264	54	0	126
Grp Sat Flow(s),veh/h/ln	1774	1695	1736	1774	1695	1788	1774	1863	1583	1774	0	1785
Q Serve(g_s), s	12.2	32.2	32.2	18.1	18.9	19.0	25.6	9.6	17.6	3.3	0.0	8.1
Cycle Q Clear(g_c), s	12.2	32.2	32.2	18.1	18.9	19.0	25.6	9.6	17.6	3.3	0.0	8.1
Prop In Lane	1.00		0.41	1.00		0.24	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	221	1205	617	275	1310	691	436	458	389	158	0	159
V/C Ratio(X)	0.86	0.84	0.84	1.03	0.54	0.54	0.92	0.40	0.68	0.34	0.00	0.79
Avail Cap(c_a), veh/h	393	1375	704	275	1310	691	466	489	415	243	0	245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	34.6	34.6	49.3	27.8	27.8	42.8	36.8	39.8	49.9	0.0	52.1
Incr Delay (d2), s/veh	9.2	4.4	8.3	63.6	0.5	0.9	22.3	0.6	4.1	1.3	0.0	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	15.7	16.7	13.7	8.9	9.5	15.3	5.0	8.1	1.7	0.0	4.4
LnGrp Delay(d),s/veh	59.2	39.0	42.9	112.9	28.2	28.6	65.1	37.4	43.9	51.2	0.0	61.4
LnGrp LOS	E	D	D	F	C	C	E	D	D	D		E
Approach Vol, veh/h		1725			1368			848			180	
Approach Delay, s/veh		42.4			46.0			52.5			58.4	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		33.2	22.6	46.0		14.9	19.0	49.5
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		30.6	18.1	47.3		16.0	25.8	39.6
Max Q Clear Time (g_c+I1), s		27.6	20.1	34.2		10.1	14.2	21.0
Green Ext Time (p_c), s		1.1	0.0	7.3		0.3	0.4	14.8

Intersection Summary	
HCM 2010 Ctrl Delay	46.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	85	1261	340	291	810	150	250	45	241	160	230	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	89	1327	295	306	853	158	263	47	243	168	242	115
Adj No. of Lanes	1	3	1	2	3	0	2	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	1872	583	383	1791	330	308	375	319	196	265	126
Arrive On Green	0.06	0.37	0.37	0.11	0.41	0.41	0.09	0.20	0.20	0.11	0.22	0.22
Sat Flow, veh/h	1774	5085	1583	3442	4317	795	3442	1863	1583	1774	1195	568
Grp Volume(v), veh/h	89	1327	295	306	669	342	263	47	243	168	0	357
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1722	1721	1863	1583	1774	0	1763
Q Serve(g_s), s	4.3	19.2	12.5	7.5	12.4	12.5	6.5	1.8	12.5	8.0	0.0	17.0
Cycle Q Clear(g_c), s	4.3	19.2	12.5	7.5	12.4	12.5	6.5	1.8	12.5	8.0	0.0	17.0
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	114	1872	583	383	1406	714	308	375	319	196	0	391
V/C Ratio(X)	0.78	0.71	0.51	0.80	0.48	0.48	0.85	0.13	0.76	0.86	0.00	0.91
Avail Cap(c_a), veh/h	208	2038	635	420	1406	714	308	379	322	196	0	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.7	23.3	21.1	37.3	18.4	18.4	38.6	28.2	32.4	37.6	0.0	32.7
Incr Delay (d2), s/veh	10.7	1.1	0.7	9.7	0.3	0.5	20.2	0.1	10.2	29.6	0.0	24.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	9.2	5.6	4.0	5.8	6.0	3.9	0.9	6.4	5.5	0.0	10.9
LnGrp Delay(d),s/veh	50.4	24.3	21.8	47.0	18.6	18.9	58.9	28.3	42.7	67.2	0.0	57.5
LnGrp LOS	D	C	C	D	B	B	E	C	D	E		E
Approach Vol, veh/h		1711			1317			553			525	
Approach Delay, s/veh		25.2			25.3			49.1			60.6	
Approach LOS		C			C			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	21.8	14.1	36.2	12.2	23.6	10.1	40.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	17.5	10.5	34.5	7.7	19.3	10.1	34.9
Max Q Clear Time (g_c+I1), s	10.5	14.5	9.5	21.2	8.5	19.0	6.3	14.5
Green Ext Time (p_c), s	0.0	1.0	0.1	10.5	0.0	0.1	0.1	15.7

Intersection Summary	
HCM 2010 Ctrl Delay	33.0
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	61.4
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	110	1056	40	0	50	756	65	0	45	45	127	0	45	30	70
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	116	1112	42	0	53	796	68	0	47	47	134	0	47	32	74
Number of Lanes	0	1	1	1	0	0	2	0	0	1	1	0	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	3
HCM Control Delay	66.9	72	19.2	15.6
HCM LOS	F	F	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	12%	0%	60%	0%
Vol Thru, %	0%	26%	0%	100%	0%	88%	85%	40%	0%
Vol Right, %	0%	74%	0%	0%	100%	0%	15%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	172	110	1056	40	428	443	75	70
LT Vol	45	0	110	0	0	50	0	45	0
Through Vol	0	45	0	1056	0	378	378	30	0
RT Vol	0	127	0	0	40	0	65	0	70
Lane Flow Rate	47	181	116	1112	42	451	466	79	74
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.137	0.471	0.295	1	0.093	1	1	0.233	0.195
Departure Headway (Hd)	10.38	9.368	9.268	8.768	8.068	8.358	8.196	10.631	9.534
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	344	384	390	422	447	437	448	339	375
Service Time	8.171	7.156	6.968	6.468	5.768	6.061	5.9	8.331	7.333
HCM Lane V/C Ratio	0.137	0.471	0.297	2.635	0.094	1.032	1.04	0.233	0.197
HCM Control Delay	14.8	20.3	15.8	74.3	11.6	72.4	71.6	16.5	14.7
HCM Lane LOS	B	C	C	F	B	F	F	C	B
HCM 95th-tile Q	0.5	2.4	1.2	12.4	0.3	12.7	12.8	0.9	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	140	232	125	450	210	145	140	625	211	145	725	145
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	147	244	121	474	221	142	147	658	175	153	763	121
Adj No. of Lanes	0	1	1	2	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	263	365	732	226	145	192	771	205	171	976	155
Arrive On Green	0.23	0.23	0.23	0.21	0.21	0.21	0.06	0.28	0.28	0.10	0.32	0.32
Sat Flow, veh/h	687	1141	1583	3442	1061	682	3442	2767	735	1774	3061	485
Grp Volume(v), veh/h	391	0	121	474	0	363	147	421	412	153	441	443
Grp Sat Flow(s),veh/h/ln	1828	0	1583	1721	0	1742	1721	1770	1733	1774	1770	1777
Q Serve(g_s), s	20.7	0.0	6.3	12.4	0.0	20.5	4.2	22.2	22.3	8.4	22.3	22.3
Cycle Q Clear(g_c), s	20.7	0.0	6.3	12.4	0.0	20.5	4.2	22.2	22.3	8.4	22.3	22.3
Prop In Lane	0.38		1.00	1.00		0.39	1.00		0.42	1.00		0.27
Lane Grp Cap(c), veh/h	422	0	365	732	0	370	192	493	483	171	564	567
V/C Ratio(X)	0.93	0.00	0.33	0.65	0.00	0.98	0.77	0.85	0.85	0.90	0.78	0.78
Avail Cap(c_a), veh/h	426	0	369	732	0	370	192	511	500	171	582	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	0.0	31.7	35.5	0.0	38.7	46.0	33.7	33.7	44.2	30.5	30.5
Incr Delay (d2), s/veh	26.3	0.0	0.5	2.0	0.0	41.3	16.9	12.9	13.2	40.9	6.6	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	0.0	2.8	6.1	0.0	14.0	2.4	12.6	12.4	6.1	11.9	12.0
LnGrp Delay(d),s/veh	63.5	0.0	32.2	37.5	0.0	80.0	62.9	46.6	47.0	85.0	37.1	37.1
LnGrp LOS	E		C	D		E	E	D	D	F	D	D
Approach Vol, veh/h		512			837			980			1037	
Approach Delay, s/veh		56.1			55.9			49.2			44.2	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.0	32.0		27.3	10.0	36.0		25.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	9.5	28.5		23.0	5.5	32.5		21.0
Max Q Clear Time (g_c+I1), s	10.4	24.3		22.7	6.2	24.3		22.5
Green Ext Time (p_c), s	0.0	3.2		0.1	0.0	5.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	50.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	262	285	395	210	350	271	140	416	160	200	440	215
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	276	300	405	221	368	238	147	438	136	211	463	194
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	464	394	267	439	374	183	598	184	214	590	245
Arrive On Green	0.16	0.25	0.25	0.15	0.24	0.24	0.10	0.22	0.22	0.12	0.24	0.24
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	2667	821	1774	2439	1014
Grp Volume(v), veh/h	276	300	405	221	368	238	147	289	285	211	335	322
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1770	1718	1774	1770	1684
Q Serve(g_s), s	10.9	10.2	17.5	8.5	13.2	9.5	5.7	10.7	10.8	8.4	12.5	12.6
Cycle Q Clear(g_c), s	10.9	10.2	17.5	8.5	13.2	9.5	5.7	10.7	10.8	8.4	12.5	12.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.48	1.00		0.60
Lane Grp Cap(c), veh/h	290	464	394	267	439	374	183	397	385	214	428	407
V/C Ratio(X)	0.95	0.65	1.03	0.83	0.84	0.64	0.80	0.73	0.74	0.99	0.78	0.79
Avail Cap(c_a), veh/h	290	464	394	363	516	439	189	440	427	214	465	442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	23.7	26.4	29.0	25.6	24.2	30.9	25.3	25.4	30.9	25.0	25.0
Incr Delay (d2), s/veh	40.1	3.1	52.7	11.0	10.2	2.4	21.0	5.4	6.0	57.1	7.9	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	5.6	13.4	5.0	8.0	4.4	3.8	5.8	5.8	7.4	7.0	6.8
LnGrp Delay(d),s/veh	69.2	26.8	79.1	40.0	35.8	26.5	51.9	30.7	31.4	87.9	32.8	33.8
LnGrp LOS	E	C	F	D	D	C	D	C	C	F	C	C
Approach Vol, veh/h		981			827			721			868	
Approach Delay, s/veh		60.3			34.3			35.3			46.6	
Approach LOS		E			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	20.3	15.1	22.0	11.8	21.5	16.0	21.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	17.5	14.4	16.6	7.5	18.5	11.5	19.5
Max Q Clear Time (g_c+I1), s	10.4	12.8	10.5	19.5	7.7	14.6	12.9	15.2
Green Ext Time (p_c), s	0.0	2.8	0.2	0.0	0.0	2.4	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	45.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	246	1390	480	270	1240	240	390	610	296	250	690	295
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	259	1463	494	284	1305	242	411	642	301	263	726	300
Adj No. of Lanes	2	3	1	2	3	0	2	2	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	331	1720	536	347	1479	274	418	1114	499	332	708	293
Arrive On Green	0.10	0.34	0.34	0.10	0.34	0.34	0.12	0.31	0.31	0.10	0.29	0.29
Sat Flow, veh/h	3442	5085	1583	3442	4312	800	3442	3539	1583	3442	2444	1010
Grp Volume(v), veh/h	259	1463	494	284	1026	521	411	642	301	263	526	500
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1722	1721	1770	1583	1721	1770	1685
Q Serve(g_s), s	7.9	28.6	32.1	8.7	30.5	30.5	12.7	16.2	17.2	8.0	31.0	31.0
Cycle Q Clear(g_c), s	7.9	28.6	32.1	8.7	30.5	30.5	12.7	16.2	17.2	8.0	31.0	31.0
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	331	1720	536	347	1162	590	418	1114	499	332	513	488
V/C Ratio(X)	0.78	0.85	0.92	0.82	0.88	0.88	0.98	0.58	0.60	0.79	1.02	1.03
Avail Cap(c_a), veh/h	515	1806	562	386	1162	590	418	1114	499	450	513	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	32.9	34.0	47.1	33.1	33.1	46.9	30.7	31.0	47.3	38.0	38.0
Incr Delay (d2), s/veh	4.1	3.9	20.4	11.9	8.2	14.7	39.3	0.7	2.1	6.7	46.2	47.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	13.9	17.0	4.7	15.6	16.9	8.3	8.0	7.8	4.1	21.7	20.8
LnGrp Delay(d),s/veh	51.4	36.8	54.4	59.1	41.3	47.8	86.2	31.4	33.1	54.0	84.2	85.3
LnGrp LOS	D	D	D	E	D	D	F	C	C	D	F	F
Approach Vol, veh/h		2216			1831			1354			1289	
Approach Delay, s/veh		42.4			45.9			48.4			78.5	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	40.2	17.0	35.0	14.3	40.7	14.3	37.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	38.0	13.0	31.0	16.0	34.0	14.0	30.0
Max Q Clear Time (g_c+I1), s	10.7	34.1	14.7	33.0	9.9	32.5	10.0	19.2
Green Ext Time (p_c), s	0.1	2.1	0.0	0.0	0.4	1.5	0.3	7.6

Intersection Summary	
HCM 2010 Ctrl Delay	51.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	526	1110	440	390	1010	370	390	1071	520	440	655	270
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	554	1168	452	411	1063	341	411	1127	547	463	689	252
Adj No. of Lanes	2	3	1	2	3	1	2	2	2	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	543	1356	422	421	1176	366	789	1101	1208	421	1038	323
Arrive On Green	0.16	0.27	0.27	0.12	0.23	0.23	0.23	0.31	0.31	0.12	0.20	0.20
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	2787	3442	5085	1583
Grp Volume(v), veh/h	554	1168	452	411	1063	341	411	1127	547	463	689	252
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1393	1721	1695	1583
Q Serve(g_s), s	14.2	19.7	24.0	10.7	18.3	13.8	9.4	28.0	3.7	11.0	11.2	13.6
Cycle Q Clear(g_c), s	14.2	19.7	24.0	10.7	18.3	13.8	9.4	28.0	3.7	11.0	11.2	13.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	543	1356	422	421	1176	366	789	1101	1208	421	1038	323
V/C Ratio(X)	1.02	0.86	1.07	0.98	0.90	0.93	0.52	1.02	0.45	1.10	0.66	0.78
Avail Cap(c_a), veh/h	543	1356	422	421	1187	369	789	1101	1208	421	1243	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	31.4	33.0	39.4	33.6	17.8	30.4	31.0	7.0	39.5	33.0	33.9
Incr Delay (d2), s/veh	44.1	5.9	63.9	37.7	9.8	29.8	0.6	33.2	0.3	74.0	1.0	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	9.9	17.9	7.3	9.6	9.0	4.5	18.7	2.6	9.5	5.3	6.7
LnGrp Delay(d),s/veh	82.0	37.3	96.9	77.1	43.4	47.7	31.0	64.2	7.2	113.5	34.0	42.1
LnGrp LOS	F	D	F	E	D	D	C	F	A	F	C	D
Approach Vol, veh/h		2174			1815			2085			1404	
Approach Delay, s/veh		61.1			51.9			42.7			61.7	
Approach LOS		E			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	28.0	24.6	22.4	18.2	24.8	15.0	32.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	24.0	17.0	22.0	14.0	21.0	11.0	28.0
Max Q Clear Time (g_c+I1), s	12.7	26.0	11.4	15.6	16.2	20.3	13.0	30.0
Green Ext Time (p_c), s	0.0	0.0	4.4	2.8	0.0	0.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	53.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2486	100	0	1760	125	0	0	0	470	0	110
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	2617	94	0	1853	121				495	0	84
Adj No. of Lanes	0	3	1	0	3	1				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	2971	925	0	2971	1388				1007	0	463
Arrive On Green	0.00	0.58	0.58	0.00	0.58	0.58				0.29	0.00	0.29
Sat Flow, veh/h	0	5253	1583	0	5253	1583				3442	0	1583
Grp Volume(v), veh/h	0	2617	94	0	1853	121				495	0	84
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583				1721	0	1583
Q Serve(g_s), s	0.0	28.6	1.7	0.0	15.5	0.7				7.7	0.0	2.6
Cycle Q Clear(g_c), s	0.0	28.6	1.7	0.0	15.5	0.7				7.7	0.0	2.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2971	925	0	2971	1388				1007	0	463
V/C Ratio(X)	0.00	0.88	0.10	0.00	0.62	0.09				0.49	0.00	0.18
Avail Cap(c_a), veh/h	0	2975	926	0	2975	1390				1007	0	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.6	6.0	0.0	8.8	0.5				19.0	0.0	17.2
Incr Delay (d2), s/veh	0.0	3.4	0.0	0.0	0.4	0.0				1.7	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.0	0.7	0.0	7.1	1.0				3.9	0.0	1.2
LnGrp Delay(d),s/veh	0.0	15.0	6.0	0.0	9.2	0.6				20.7	0.0	18.0
LnGrp LOS		B	A		A	A				C		B
Approach Vol, veh/h		2711			1974						579	
Approach Delay, s/veh		14.7			8.7						20.3	
Approach LOS		B			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				41.9		23.0		41.9
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				38.0		19.0		38.0
Max Q Clear Time (g_c+I1), s				30.6		9.7		17.5
Green Ext Time (p_c), s				7.3		1.5		20.2

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2826	130	0	1800	340	85	0	140	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	2975	137	0	1895	358	89	0	147			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	2973	1388	0	2973	926	519	0	815			
Arrive On Green	0.00	0.58	0.58	0.00	0.58	0.58	0.29	0.00	0.29			
Sat Flow, veh/h	0	5253	1583	0	5253	1583	1774	0	2787			
Grp Volume(v), veh/h	0	2975	137	0	1895	358	89	0	147			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583	1774	0	1393			
Q Serve(g_s), s	0.0	38.0	0.8	0.0	16.0	7.9	2.4	0.0	2.6			
Cycle Q Clear(g_c), s	0.0	38.0	0.8	0.0	16.0	7.9	2.4	0.0	2.6			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2973	1388	0	2973	926	519	0	815			
V/C Ratio(X)	0.00	1.00	0.10	0.00	0.64	0.39	0.17	0.00	0.18			
Avail Cap(c_a), veh/h	0	2973	1388	0	2973	926	519	0	815			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	13.5	0.5	0.0	8.9	7.2	17.1	0.0	17.2			
Incr Delay (d2), s/veh	0.0	16.7	0.0	0.0	0.5	0.3	0.7	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	21.9	1.1	0.0	7.5	3.4	1.3	0.0	1.0			
LnGrp Delay(d),s/veh	0.0	30.2	0.6	0.0	9.4	7.5	17.9	0.0	17.7			
LnGrp LOS		F	A		A	A	B		B			
Approach Vol, veh/h		3112			2253			236				
Approach Delay, s/veh		28.9			9.1			17.7				
Approach LOS		C			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		23.0		42.0				42.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		19.0		38.0				38.0
Max Q Clear Time (g_c+I1), s		4.6		40.0				18.0
Green Ext Time (p_c), s		0.7		0.0				19.8

Intersection Summary	
HCM 2010 Ctrl Delay	20.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	441	1501	860	410	935	150	530	470	281	190	560	465
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	464	1580	905	432	984	137	558	495	296	200	589	426
Adj No. of Lanes	2	3	2	2	3	0	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	440	1582	867	478	1455	202	593	995	665	275	669	501
Arrive On Green	0.13	0.31	0.31	0.14	0.32	0.32	0.17	0.28	0.28	0.08	0.19	0.19
Sat Flow, veh/h	3442	5085	2787	3442	4515	627	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	464	1580	905	432	738	383	558	495	296	200	589	426
Grp Sat Flow(s),veh/h/ln	1721	1695	1393	1721	1695	1752	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	11.5	27.9	28.0	11.1	17.0	17.1	14.4	10.5	12.0	5.1	14.6	17.0
Cycle Q Clear(g_c), s	11.5	27.9	28.0	11.1	17.0	17.1	14.4	10.5	12.0	5.1	14.6	17.0
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	440	1582	867	478	1092	565	593	995	665	275	669	501
V/C Ratio(X)	1.06	1.00	1.04	0.90	0.68	0.68	0.94	0.50	0.45	0.73	0.88	0.85
Avail Cap(c_a), veh/h	440	1582	867	478	1092	565	593	995	665	363	669	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	31.0	31.0	38.2	26.4	26.5	36.8	27.0	18.6	40.4	35.5	28.7
Incr Delay (d2), s/veh	58.2	22.3	42.6	20.4	1.7	3.3	23.5	1.8	2.2	4.9	15.5	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	16.3	15.8	6.6	8.1	8.7	8.8	5.4	5.6	2.6	8.6	12.2
LnGrp Delay(d),s/veh	97.4	53.3	73.6	58.6	28.1	29.7	60.3	28.8	20.8	45.4	51.0	45.1
LnGrp LOS	F	D	F	E	C	C	E	C	C	D	D	D
Approach Vol, veh/h		2949			1553			1349			1215	
Approach Delay, s/veh		66.5			37.0			40.1			48.0	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	29.3	17.0	32.0	20.0	21.0	16.0	33.0
Change Period (Y+Rc), s	4.5	4.0	4.5	4.0	4.5	4.0	4.5	4.0
Max Green Setting (Gmax), s	9.5	23.0	12.5	28.0	15.5	17.0	11.5	29.0
Max Q Clear Time (g_c+I1), s	7.1	14.0	13.1	30.0	16.4	19.0	13.5	19.1
Green Ext Time (p_c), s	0.1	5.9	0.0	0.0	0.0	0.0	0.0	9.4

Intersection Summary	
HCM 2010 Ctrl Delay	51.8
HCM 2010 LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	601	1406	870	160	390	625
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1314	950
Adj Flow Rate, veh/h	633	1480	916	164	356	717
Adj No. of Lanes	2	3	3	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	100
Cap, veh/h	675	2441	988	176	510	658
Arrive On Green	0.20	0.48	0.23	0.23	0.41	0.41
Sat Flow, veh/h	3442	5253	4510	774	1251	1615
Grp Volume(v), veh/h	633	1480	714	366	356	717
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1726	1251	807
Q Serve(g_s), s	14.5	17.1	16.5	16.6	18.8	32.6
Cycle Q Clear(g_c), s	14.5	17.1	16.5	16.6	18.8	32.6
Prop In Lane	1.00			0.45	1.00	1.00
Lane Grp Cap(c), veh/h	675	2441	771	393	510	658
V/C Ratio(X)	0.94	0.61	0.93	0.93	0.70	1.09
Avail Cap(c_a), veh/h	675	2441	771	393	510	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	15.3	30.2	30.3	19.6	23.7
Incr Delay (d2), s/veh	20.7	0.4	17.1	28.7	4.2	61.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	8.0	9.6	11.0	7.0	17.2
LnGrp Delay(d),s/veh	52.4	15.7	47.4	58.9	23.8	85.6
LnGrp LOS	D	B	D	E	C	F
Approach Vol, veh/h		2113	1080		1073	
Approach Delay, s/veh		26.7	51.3		65.1	
Approach LOS		C	D		E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		42.9		37.1	20.2	22.7		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		38.4		32.6	15.7	18.2		
Max Q Clear Time (g_c+I1), s		19.1		34.6	16.5	18.6		
Green Ext Time (p_c), s		15.0		0.0	0.0	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	250	1546	770	290	331	260
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	263	1627	811	305	348	274
Adj No. of Lanes	1	3	3	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	176	2623	1112	415	462	413
Arrive On Green	0.10	0.52	0.30	0.30	0.26	0.26
Sat Flow, veh/h	1774	5253	3817	1363	1774	1583
Grp Volume(v), veh/h	263	1627	753	363	348	274
Grp Sat Flow(s),veh/h/ln	1774	1695	1695	1622	1774	1583
Q Serve(g_s), s	4.0	9.2	8.0	8.1	7.3	6.2
Cycle Q Clear(g_c), s	4.0	9.2	8.0	8.1	7.3	6.2
Prop In Lane	1.00			0.84	1.00	1.00
Lane Grp Cap(c), veh/h	176	2623	1033	494	462	413
V/C Ratio(X)	1.49	0.62	0.73	0.73	0.75	0.66
Avail Cap(c_a), veh/h	176	2623	1347	645	705	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	6.9	12.5	12.5	13.7	13.3
Incr Delay (d2), s/veh	248.9	0.5	1.4	3.1	2.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	4.3	3.9	4.0	3.8	5.5
LnGrp Delay(d),s/veh	267.1	7.4	13.9	15.6	16.2	15.1
LnGrp LOS	F	A	B	B	B	B
Approach Vol, veh/h		1890	1116		622	
Approach Delay, s/veh		43.5	14.5		15.7	
Approach LOS		D	B		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		25.3		15.0	8.5	16.8		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		16.0		16.0	4.0	16.0		
Max Q Clear Time (g_c+I1), s		11.2		9.3	6.0	10.1		
Green Ext Time (p_c), s		4.5		1.2	0.0	2.2		

Intersection Summary	
HCM 2010 Ctrl Delay	29.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	227	1170	480	260	535	91	280	272	430	185	285	250
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	239	1232	484	274	563	96	295	286	444	195	300	263
Adj No. of Lanes	2	3	0	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	1355	530	311	1872	583	411	766	343	259	610	273
Arrive On Green	0.10	0.38	0.38	0.09	0.37	0.37	0.12	0.22	0.22	0.08	0.17	0.17
Sat Flow, veh/h	3442	3597	1408	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	239	1161	555	274	563	96	295	286	444	195	300	263
Grp Sat Flow(s),veh/h/ln	1721	1695	1614	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	4.5	21.5	21.7	5.2	5.2	2.7	5.5	4.6	10.5	3.7	5.1	8.0
Cycle Q Clear(g_c), s	4.5	21.5	21.7	5.2	5.2	2.7	5.5	4.6	10.5	3.7	5.1	8.0
Prop In Lane	1.00		0.87	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	341	1277	608	311	1872	583	411	766	343	259	610	273
V/C Ratio(X)	0.70	0.91	0.91	0.88	0.30	0.16	0.72	0.37	1.30	0.75	0.49	0.96
Avail Cap(c_a), veh/h	467	1277	608	311	1872	583	411	960	429	259	853	382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	19.6	19.6	29.8	14.9	14.1	28.1	22.2	13.9	30.1	24.8	14.7
Incr Delay (d2), s/veh	2.9	11.1	20.4	24.0	0.4	0.6	5.9	0.3	153.3	11.6	0.6	31.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	12.0	13.0	3.5	2.5	1.3	2.9	2.3	19.3	2.2	2.6	6.2
LnGrp Delay(d),s/veh	31.8	30.7	40.0	53.8	15.3	14.7	34.0	22.5	167.1	41.7	25.5	45.9
LnGrp LOS	C	C	D	D	B	B	C	C	F	D	C	D
Approach Vol, veh/h		1955			933			1025			758	
Approach Delay, s/veh		33.5			26.5			88.5			36.7	
Approach LOS		C			C			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	29.0	11.9	15.4	10.6	28.4	9.0	18.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	25.0	7.0	16.0	9.0	22.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	7.2	23.7	7.5	10.0	6.5	7.2	5.7	12.5
Green Ext Time (p_c), s	0.0	1.1	0.0	1.4	0.2	4.1	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	44.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	290	1416	360	220	1230	120	460	550	400	220	660	330
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	305	1491	374	232	1295	126	484	579	410	232	695	347
Adj No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	403	2027	631	189	1712	533	473	1180	455	325	961	853
Arrive On Green	0.12	0.40	0.40	0.05	0.34	0.34	0.14	0.23	0.23	0.09	0.19	0.19
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	5085	1583	3442	5085	2787
Grp Volume(v), veh/h	305	1491	374	232	1295	126	484	579	410	232	695	347
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1695	1583	1721	1695	1393
Q Serve(g_s), s	6.2	18.1	13.5	4.0	16.5	4.2	10.0	7.2	11.3	4.8	9.3	4.1
Cycle Q Clear(g_c), s	6.2	18.1	13.5	4.0	16.5	4.2	10.0	7.2	11.3	4.8	9.3	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	403	2027	631	189	1712	533	473	1180	455	325	961	853
V/C Ratio(X)	0.76	0.74	0.59	1.23	0.76	0.24	1.02	0.49	0.90	0.71	0.72	0.41
Avail Cap(c_a), veh/h	520	2027	631	189	1712	533	473	1188	457	426	1118	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	18.6	17.2	34.4	21.5	17.4	31.4	24.2	15.5	32.0	27.7	7.9
Incr Delay (d2), s/veh	4.7	2.4	4.1	139.3	3.2	1.0	47.4	0.3	20.8	3.9	2.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	8.9	6.6	5.5	8.2	2.0	7.8	3.4	8.9	2.4	4.6	1.7
LnGrp Delay(d),s/veh	35.8	21.0	21.3	173.7	24.7	18.4	78.7	24.5	36.3	35.8	29.7	8.2
LnGrp LOS	D	C	C	F	C	B	F	C	D	D	C	A
Approach Vol, veh/h		2170			1653			1473			1274	
Approach Delay, s/veh		23.1			45.1			45.6			25.0	
Approach LOS		C			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	33.0	14.0	17.7	12.5	28.5	10.9	20.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	29.0	10.0	16.0	11.0	22.0	9.0	17.0
Max Q Clear Time (g_c+I1), s	6.0	20.1	12.0	11.3	8.2	18.5	6.8	13.3
Green Ext Time (p_c), s	0.0	6.4	0.0	2.4	0.3	2.6	0.2	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	34.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	486	1140	320	310	1290	100	240	692	250	240	655	400
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	512	1200	242	326	1358	105	253	728	189	253	689	421
Adj No. of Lanes	2	3	0	2	2	1	2	3	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	535	1469	296	683	1376	616	268	807	207	268	708	563
Arrive On Green	0.16	0.35	0.35	0.20	0.39	0.39	0.08	0.20	0.20	0.08	0.20	0.20
Sat Flow, veh/h	3442	4246	856	3442	3539	1583	3442	4035	1036	3442	3539	1583
Grp Volume(v), veh/h	512	958	484	326	1358	105	253	610	307	253	689	421
Grp Sat Flow(s),veh/h/ln	1721	1695	1712	1721	1770	1583	1721	1695	1680	1721	1770	1583
Q Serve(g_s), s	13.3	23.2	23.2	7.5	34.2	3.9	6.6	15.8	16.1	6.6	17.4	14.1
Cycle Q Clear(g_c), s	13.3	23.2	23.2	7.5	34.2	3.9	6.6	15.8	16.1	6.6	17.4	14.1
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.62	1.00		1.00
Lane Grp Cap(c), veh/h	535	1173	592	683	1376	616	268	678	336	268	708	563
V/C Ratio(X)	0.96	0.82	0.82	0.48	0.99	0.17	0.95	0.90	0.91	0.95	0.97	0.75
Avail Cap(c_a), veh/h	535	1318	666	683	1376	616	268	678	336	268	708	563
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	26.8	26.8	31.9	27.3	18.0	41.3	35.1	35.2	41.3	35.8	12.4
Incr Delay (d2), s/veh	28.2	3.7	7.1	0.5	21.0	0.1	40.3	15.1	28.1	40.3	27.2	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	11.4	12.1	3.6	20.6	1.7	4.6	8.8	10.0	4.6	11.2	6.9
LnGrp Delay(d),s/veh	65.9	30.6	34.0	32.5	48.3	18.1	81.6	50.2	63.4	81.6	63.0	17.9
LnGrp LOS	E	C	C	C	D	B	F	D	E	F	E	B
Approach Vol, veh/h		1954			1789			1170			1363	
Approach Delay, s/veh		40.7			43.6			60.5			52.5	
Approach LOS		D			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.9	35.1	11.0	22.0	18.0	39.0	11.0	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	35.0	7.0	18.0	14.0	35.0	7.0	18.0
Max Q Clear Time (g_c+I1), s	19.5	25.2	8.6	19.4	15.3	36.2	8.6	18.1
Green Ext Time (p_c), s	3.5	6.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	47.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	490	1226	270	180	1050	560	150	260	166	460	270	410
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	516	1291	273	189	1105	526	158	274	166	484	284	369
Adj No. of Lanes	2	3	0	2	2	2	1	2	0	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	585	1844	390	261	1219	960	191	338	198	518	678	317
Arrive On Green	0.17	0.44	0.44	0.08	0.34	0.34	0.11	0.16	0.16	0.15	0.20	0.20
Sat Flow, veh/h	3442	4207	889	3442	3539	2787	1774	2147	1262	3442	3390	1583
Grp Volume(v), veh/h	516	1040	524	189	1105	526	158	224	216	484	284	369
Grp Sat Flow(s),veh/h/ln	1721	1695	1706	1721	1770	1393	1774	1770	1640	1721	1695	1583
Q Serve(g_s), s	13.2	22.4	22.4	4.8	26.8	13.7	7.9	11.0	11.5	12.5	6.6	18.0
Cycle Q Clear(g_c), s	13.2	22.4	22.4	4.8	26.8	13.7	7.9	11.0	11.5	12.5	6.6	18.0
Prop In Lane	1.00		0.52	1.00		1.00	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	585	1486	748	261	1219	960	191	278	258	518	678	317
V/C Ratio(X)	0.88	0.70	0.70	0.72	0.91	0.55	0.83	0.81	0.84	0.93	0.42	1.17
Avail Cap(c_a), veh/h	585	1486	748	306	1219	960	217	315	292	518	678	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	20.5	20.5	40.7	28.1	23.8	39.3	36.6	36.8	37.8	31.4	36.0
Incr Delay (d2), s/veh	14.7	2.8	5.4	6.8	11.3	2.2	20.4	12.9	17.2	24.2	0.4	103.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	11.0	11.6	2.5	15.0	5.6	4.9	6.4	6.4	7.7	3.1	16.9
LnGrp Delay(d),s/veh	51.2	23.2	25.9	47.5	39.4	26.1	59.7	49.5	54.0	61.9	31.8	139.2
LnGrp LOS	D	C	C	D	D	C	E	D	D	E	C	F
Approach Vol, veh/h		2080			1820			598			1137	
Approach Delay, s/veh		30.8			36.4			53.8			79.5	
Approach LOS		C			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	43.5	13.7	22.0	19.3	35.0	17.6	18.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	37.0	11.0	18.0	14.0	31.0	13.0	16.0
Max Q Clear Time (g_c+I1), s	6.8	24.4	9.9	20.0	15.2	28.8	14.5	13.5
Green Ext Time (p_c), s	0.1	9.4	0.0	0.0	0.0	1.7	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	44.9
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	27.7
Intersection LOS	D

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	109	1045	683
Demand Flow Rate, veh/h	111	1066	696
Vehicles Circulating, veh/h	880	18	107
Vehicles Exiting, veh/h	204	785	884
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.4	38.1	14.5
Approach LOS	B	E	B

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	111	1066	696
Cap Entry Lane, veh/h	469	1110	1015
Entry HV Adj Factor	0.982	0.980	0.981
Flow Entry, veh/h	109	1045	683
Cap Entry, veh/h	460	1088	996
V/C Ratio	0.237	0.961	0.686
Control Delay, s/veh	11.4	38.1	14.5
LOS	B	E	B
95th %tile Queue, veh	1	17	6

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	4	766	58	0	644
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	806	61	0	678

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1515	837	0	0	867	0
Stage 1	837	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	132	367	-	-	777	-
Stage 1	425	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	132	367	-	-	777	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	425	-	-	-	-	-
Stage 2	504	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	367	777	-
HCM Lane V/C Ratio	-	-	0.011	-	-
HCM Control Delay (s)	-	-	14.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	12	83	810	622
Demand Flow Rate, veh/h	12	84	826	634
Vehicles Circulating, veh/h	705	687	15	85
Vehicles Exiting, veh/h	14	154	702	686
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.8	8.3	15.8	12.0
Approach LOS	A	A	C	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	12	84	826	634
Cap Entry Lane, veh/h	558	568	1113	1038
Entry HV Adj Factor	0.992	0.987	0.980	0.981
Flow Entry, veh/h	12	83	810	622
Cap Entry, veh/h	554	561	1091	1018
V/C Ratio	0.021	0.148	0.742	0.611
Control Delay, s/veh	6.8	8.3	15.8	12.0
LOS	A	A	C	B
95th %tile Queue, veh	0	1	7	4

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	0	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	673	517
Demand Flow Rate, veh/h	0	687	527
Vehicles Circulating, veh/h	494	19	126
Vehicles Exiting, veh/h	212	634	503
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	11.6	10.4
Approach LOS	-	B	B

Lane	Left	Left
Designated Moves	TR	LT
Assumed Moves	TR	LT
RT Channelized		
Lane Util	1.000	1.000
Critical Headway, s	5.193	5.193
Entry Flow, veh/h	687	527
Cap Entry Lane, veh/h	1109	996
Entry HV Adj Factor	0.980	0.981
Flow Entry, veh/h	673	517
Cap Entry, veh/h	1087	977
V/C Ratio	0.620	0.529
Control Delay, s/veh	11.6	10.4
LOS	B	B
95th %tile Queue, veh	4	3

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	21	13	494	504
Demand Flow Rate, veh/h	21	13	504	514
Vehicles Circulating, veh/h	517	500	11	45
Vehicles Exiting, veh/h	42	15	527	468
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.7	5.5	8.2	8.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	21	13	504	514
Cap Entry Lane, veh/h	674	685	1118	1080
Entry HV Adj Factor	0.995	0.992	0.980	0.981
Flow Entry, veh/h	21	13	494	504
Cap Entry, veh/h	671	680	1095	1059
V/C Ratio	0.031	0.019	0.451	0.476
Control Delay, s/veh	5.7	5.5	8.2	8.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	2	3

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	1	16	32	404	463	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	17	34	425	487	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	982	489	491	0	-	0
Stage 1	489	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	276	579	1072	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	264	579	1072	-	-	-
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1072	-	541	-	-
HCM Lane V/C Ratio	0.031	-	0.033	-	-
HCM Control Delay (s)	8.5	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	5	399	6	5	464
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	5	420	6	5	488

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	922	423	0	0	426	0
Stage 1	423	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	300	631	-	-	1133	-
Stage 1	661	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	298	631	-	-	1133	-
Mov Cap-2 Maneuver	298	-	-	-	-	-
Stage 1	661	-	-	-	-	-
Stage 2	606	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	478	1133	-
HCM Lane V/C Ratio	-	-	0.015	0.005	-
HCM Control Delay (s)	-	-	12.6	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	15	18	425	480
Demand Flow Rate, veh/h	15	18	434	490
Vehicles Circulating, veh/h	501	412	12	28
Vehicles Exiting, veh/h	17	34	504	402
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.5	5.1	7.3	8.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	15	18	434	490
Cap Entry Lane, veh/h	685	748	1116	1099
Entry HV Adj Factor	0.993	0.995	0.980	0.981
Flow Entry, veh/h	15	18	425	480
Cap Entry, veh/h	680	744	1094	1077
V/C Ratio	0.022	0.024	0.389	0.446
Control Delay, s/veh	5.5	5.1	7.3	8.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	2	2

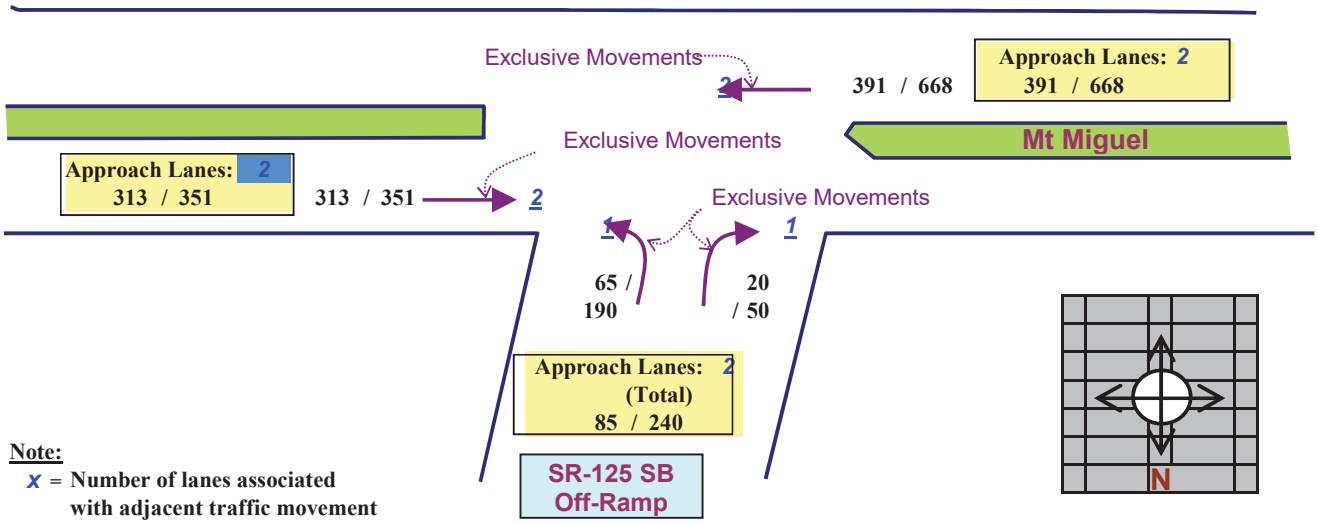
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 SB / Mt. Miguel

Scenario: 2030 + Project - No State (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

65 / 190 ← → **20 / 50**

65 / 20
190 / 50

196 / 334 ← 391 / 668

157 / 176 → **157 / 176**

PHASE 1:	196 / 334	157 / 176	->	196	/	334
PHASE 2:	65 / 190	20 / 50	->	65	/	190
PHASE 3:	0 / 0	0 / 0	->	0	/	0

OPERATING LEVEL:
ILV/HR. = **261** in AM ==> ILV: <1,200M
and **524** in PM ==> ILV <1,200

TOTAL = 261 / 524 **ILV/HR. in the AM / PM peak hours**

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

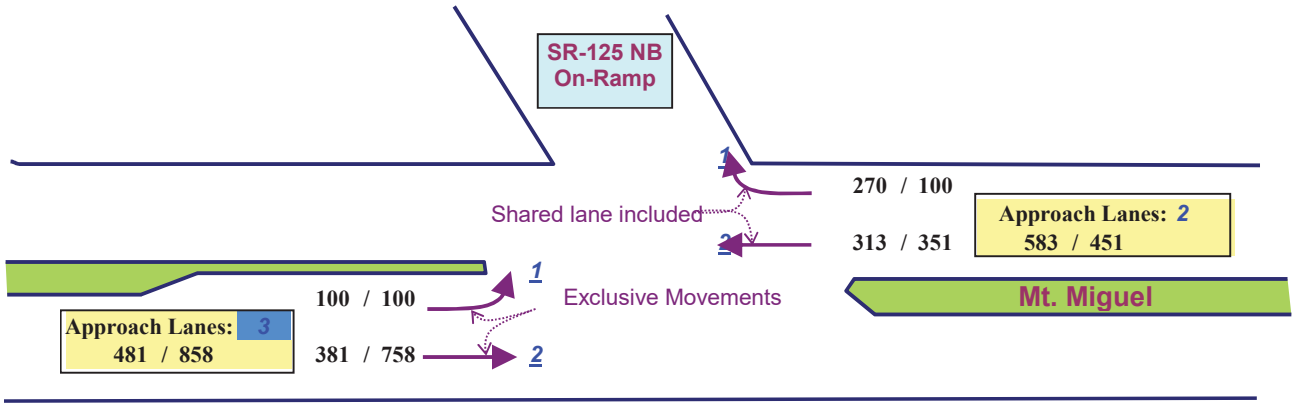
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

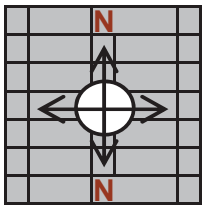
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 NB / Mt. Miguel

Scenario: 2030 + Project - No State (AM/PM Peak)





(Indicate "**N**" on North Arrow)

Note:
x = **Number of lanes associated with adjacent traffic movement**

ILV per Lane:

Shared with Thru => **292** / **226**

292 / **226** ← 583 / 451

191 / 379 → **191** / **226** (Remainder in Phase II)

100 / **100**

100 / 100 →

313 / 351 → **0** / **154**

PHASE 1:	292	/	226	->	292	/ 226
	191	/	226			
PHASE 2:	100	/	100	->	100	/ 154
	0	/	154			

OPERATING LEVEL:

ILV/HR. = **392** in AM ==> ILV: <1,200M

and **379** in PM ==> ILV <1,200

TOTAL = 392 / 379 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)

& UNDER CAPACITY (in PM)

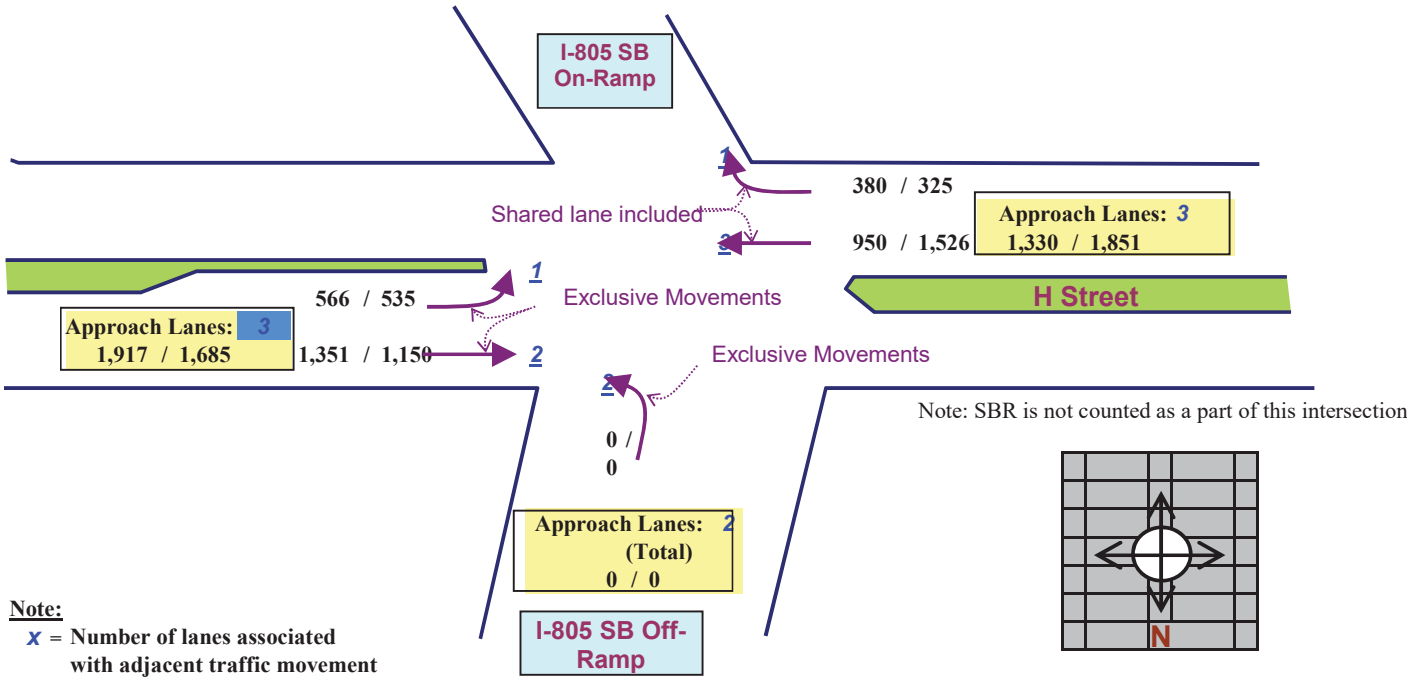
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: I-805 SB / H Street

Scenario: 2030 + Project - No State (AM/PM Peak)



Note: SBR is not counted as a part of this intersection

(Indicate "**N**" on North Arrow)

Note:
x = **Number of lanes associated with adjacent traffic movement**

ILV per Lane:

Shared with Thru => **443** / **617**

443 / **617** ← 1,330 / 1,851

676 / 575 → **443** / **575** (Remainder in Phase III)

0 / **0** → 0 / 0

566 / **535** ← 566 / 535

950 / 1,526 → **232** / **0**

PHASE 1:	443	/	617	->	443	/ 617
	443	/	575			
PHASE 2:	0	/	0	->	0	/ 0
	0	/	0			
PHASE 3:	566	/	535	->	566	/ 535
	232	/	0			

OPERATING LEVEL:
ILV/HR. = **1,009** in AM ==> ILV: <1,200M
and **1,152** in PM ==> ILV <1,200

TOTAL = 1,009 / 1,152 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

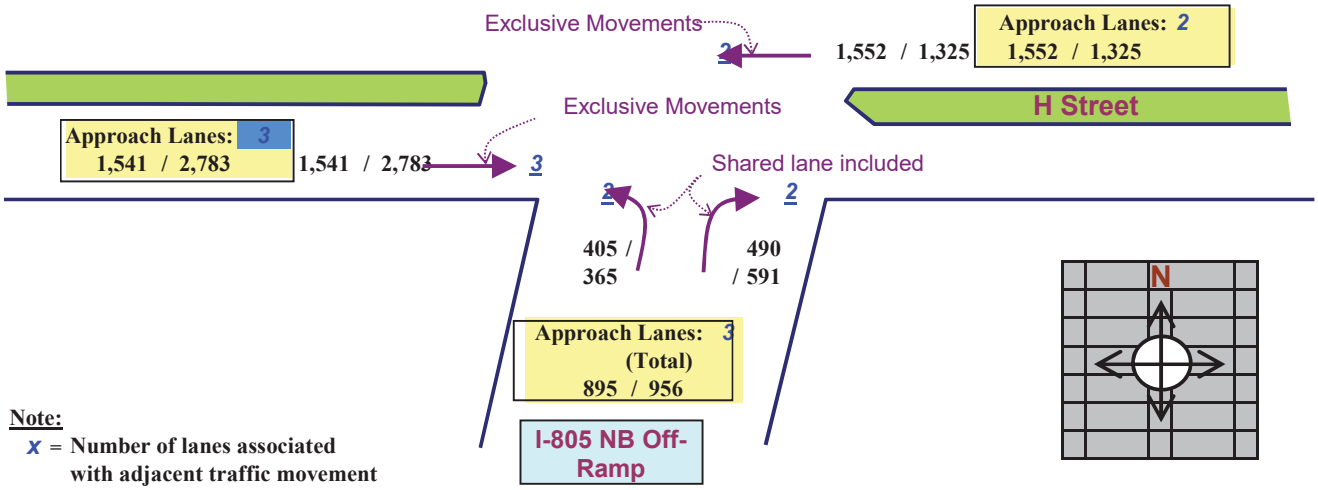
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: I-805 NB / H Street

Scenario: 2030 + Project - No State (AM/PM Peak)

Note: NBR turn before this intersection



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

298 / 319 ← 405 / 490 → 298 / 319

776 / 663 ← 1,552 / 1,325 (405 / 490; 365 / 591)

514 / 928 → 514 / 663 (Remainder in Phase III)

PHASE 1:	776	/	663	->	776	/ 663
	514	/	663			
PHASE 2:	298	/	319	->	298	/ 319
	298	/	319			

OPERATING LEVEL:
ILV/HR. = **1,074** in AM ==> ILV: <1,200M
and **981** in PM ==> ILV <1,200

TOTAL = 1,074 / 981 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

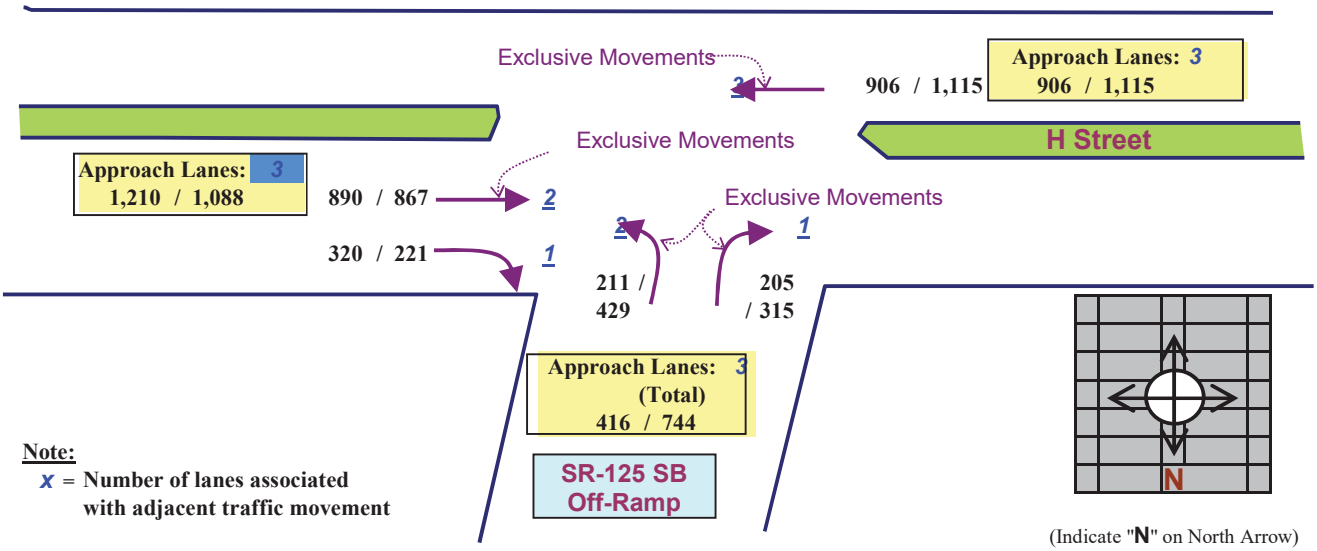
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 SB / H STREET

Scenario: 2030 + Project - No State (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

106 / 215 ← 211 / 205, 429 / 315 → 205 / 315

302 / 372 ← 906 / 1,115

445 / 434 → **445 / 434**

320 / 221

PHASE 1:	302 / 445	372 / 434	->	445 /	434
PHASE 2:	106 / 205	215 / 315	->	205 /	315

OPERATING LEVEL:

ILV/HR. = **650** in AM ==> ILV: <1,200M

and **749** in PM ==> ILV <1,200

TOTAL = 650 / 749 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

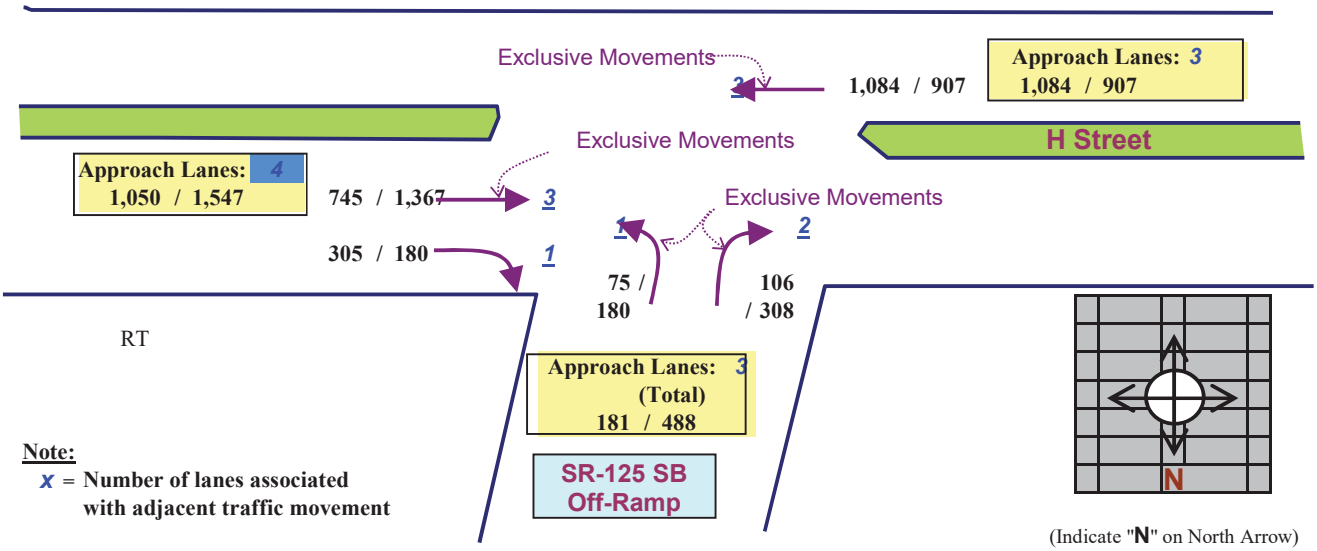
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 NB / H STREET

Scenario: 2030 + Project - No State (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

75 / 180 **53 / 154**

75 / 106
180 / 308

361 / 302 1,084 / 907

248 / 456 **248 / 302**
305 / 180

PHASE 1:	361 / 302		361	/	302
	248 / 302				
PHASE 2:	75 / 180		75	/	180
	53 / 154				

OPERATING LEVEL:
ILV/HR. = **436** in AM ==> ILV: <1,200M
and **482** in PM ==> ILV <1,200

TOTAL = 436 / 482 **ILV/HR. in the AM / PM peak hours**

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

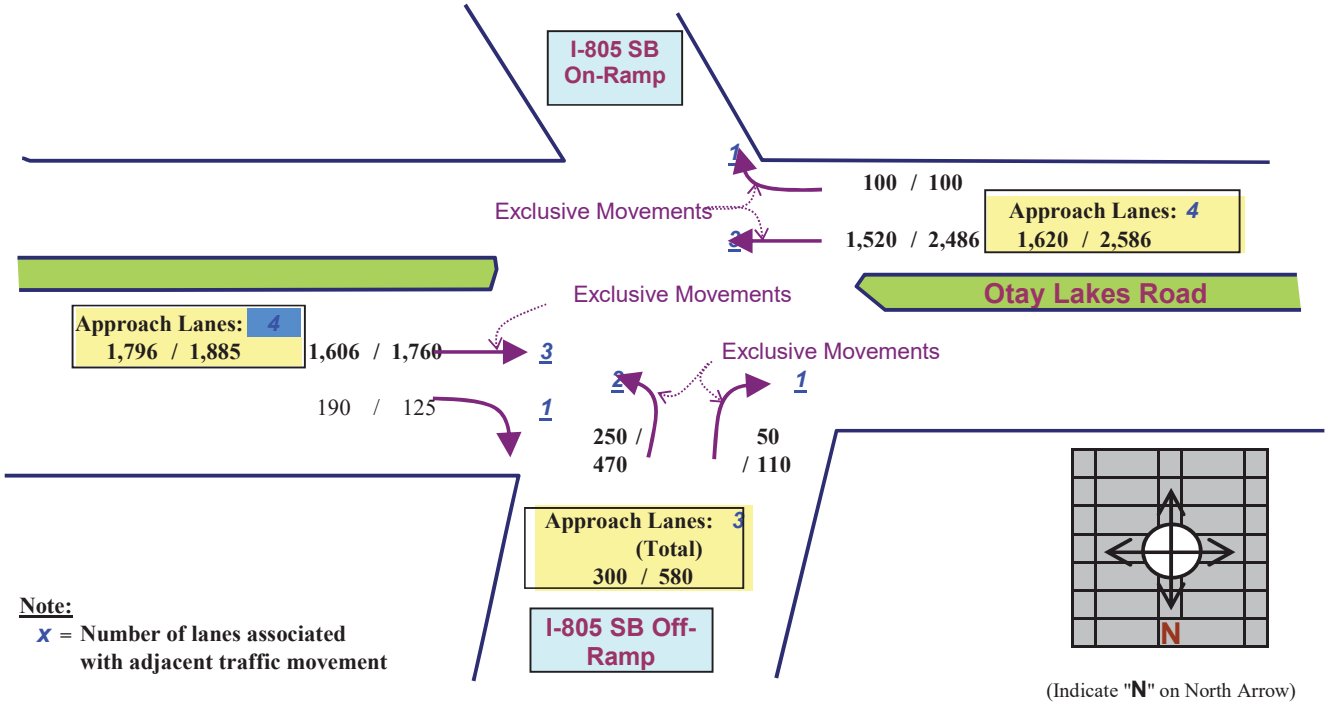
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 SB / Otay Lakes Road

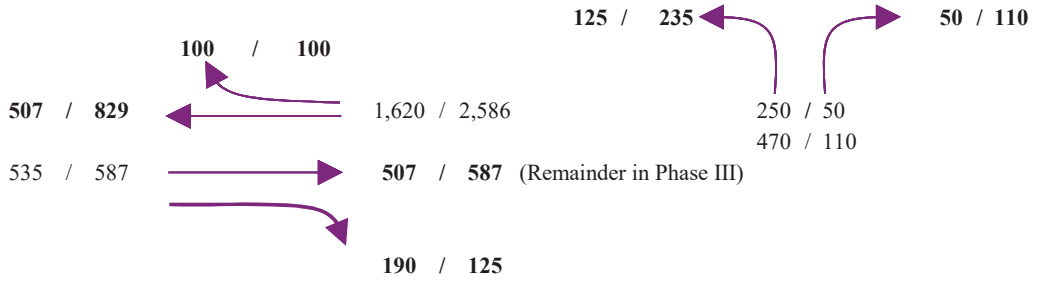
Scenario: 2030 + Project - No State (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:



PHASE 1:	507 / 507	/	829 / 587	->	507 /	829
PHASE 2:	125 / 50	/	235 / 110	->	125 /	235

OPERATING LEVEL:
ILV/HR. = **632** in AM ==> ILV: <1,200M
and **1,064** in PM ==> ILV <1,200

TOTAL = 632 / 1,064 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

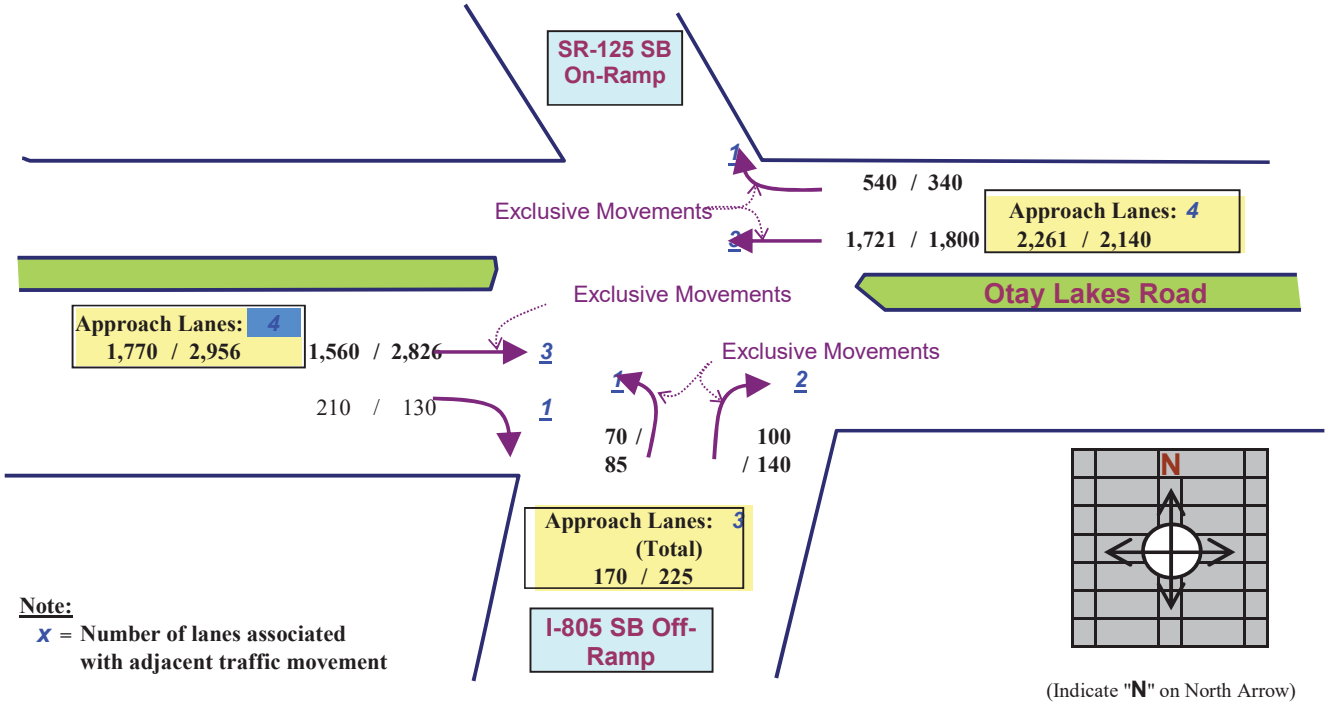
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 NB / OTAY LAKES ROAD

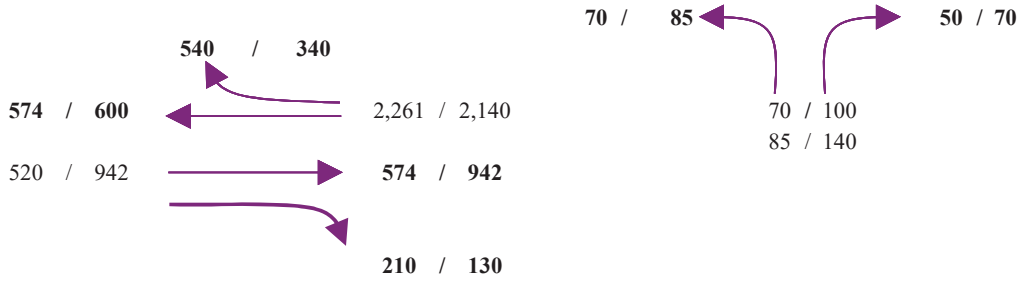
Scenario: 2030 + Project - No State (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:



PHASE 1:	574 / 574	/	600 / 942	->	574 /	942
PHASE 2:	70 / 50	/	85 / 70	->	70 /	85

OPERATING LEVEL:
ILV/HR. = **644** in AM ==> ILV: <1,200M
and **1,027** in PM ==> ILV <1,200

TOTAL = 644 / 1,027 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

Appendix M

Analysis Worksheets – Year 2030 Conditions – Mitigation

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	5	35	33	15	335	45	1037	42	155	723	50
Future Volume (veh/h)	15	5	35	33	15	335	45	1037	42	155	723	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	16	5	26	35	16	246	47	1092	33	163	761	42
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	47	133	222	91	258	60	1077	33	183	1169	65
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.60	0.60	0.10	0.67	0.67
Sat Flow, veh/h	368	289	814	988	556	1583	1774	1799	54	1774	1749	97
Grp Volume(v), veh/h	47	0	0	51	0	246	47	0	1125	163	0	803
Grp Sat Flow(s),veh/h/ln	1471	0	0	1544	0	1583	1774	0	1853	1774	0	1846
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	15.4	2.6	0.0	59.9	9.1	0.0	25.6
Cycle Q Clear(g_c), s	2.4	0.0	0.0	2.4	0.0	15.4	2.6	0.0	59.9	9.1	0.0	25.6
Prop In Lane	0.34		0.55	0.69		1.00	1.00		0.03	1.00		0.05
Lane Grp Cap(c), veh/h	288	0	0	312	0	258	60	0	1110	183	0	1233
V/C Ratio(X)	0.16	0.00	0.00	0.16	0.00	0.95	0.78	0.00	1.01	0.89	0.00	0.65
Avail Cap(c_a), veh/h	288	0	0	312	0	258	122	0	1110	183	0	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	0.0	36.0	0.0	41.5	47.9	0.0	20.1	44.3	0.0	9.7
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	43.2	19.5	0.0	30.4	38.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.2	0.0	9.8	1.6	0.0	39.6	6.4	0.0	13.1
LnGrp Delay(d),s/veh	36.3	0.0	0.0	36.3	0.0	84.6	67.4	0.0	50.4	82.3	0.0	11.0
LnGrp LOS	D			D		F	E		F	F		B
Approach Vol, veh/h		47			297			1172			966	
Approach Delay, s/veh		36.3			76.3			51.1			23.0	
Approach LOS		D			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.8	64.4		20.8	7.9	71.3		20.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	10.3	59.9		16.3	6.9	63.3		16.3
Max Q Clear Time (g_c+I1), s	11.1	61.9		4.4	4.6	27.6		17.4
Green Ext Time (p_c), s	0.0	0.0		1.0	0.0	20.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	378	75	568	460	50	65	50	51	10	50	110
Future Volume (veh/h)	310	378	75	568	460	50	65	50	51	10	50	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	326	398	79	598	484	53	68	53	54	11	53	116
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	630	282	658	1071	117	87	151	154	20	73	160
Arrive On Green	0.22	0.18	0.18	0.37	0.33	0.33	0.05	0.18	0.18	0.01	0.14	0.14
Sat Flow, veh/h	1774	3539	1583	1774	3219	351	1774	847	863	1774	521	1140
Grp Volume(v), veh/h	326	398	79	598	265	272	68	0	107	11	0	169
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1801	1774	0	1710	1774	0	1661
Q Serve(g_s), s	12.1	7.2	3.0	22.0	8.1	8.2	2.6	0.0	3.8	0.4	0.0	6.7
Cycle Q Clear(g_c), s	12.1	7.2	3.0	22.0	8.1	8.2	2.6	0.0	3.8	0.4	0.0	6.7
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.50	1.00		0.69
Lane Grp Cap(c), veh/h	383	630	282	658	589	599	87	0	305	20	0	234
V/C Ratio(X)	0.85	0.63	0.28	0.91	0.45	0.45	0.79	0.00	0.35	0.56	0.00	0.72
Avail Cap(c_a), veh/h	688	823	368	864	589	599	142	0	460	103	0	410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	26.2	24.5	20.5	18.0	18.0	32.4	0.0	24.8	33.9	0.0	28.3
Incr Delay (d2), s/veh	5.3	1.1	0.5	11.1	0.5	0.5	14.3	0.0	0.7	22.9	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	3.6	1.3	12.7	4.0	4.1	1.6	0.0	1.8	0.3	0.0	3.3
LnGrp Delay(d),s/veh	31.2	27.3	25.0	31.6	18.6	18.6	46.7	0.0	25.5	56.8	0.0	32.5
LnGrp LOS	C	C	C	C	B	B	D		C	E		C
Approach Vol, veh/h		803			1135			175			180	
Approach Delay, s/veh		28.7			25.4			33.7			34.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	16.8	30.0	16.7	7.9	14.2	19.4	27.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	18.5	33.5	16.0	5.5	17.0	26.7	22.8
Max Q Clear Time (g_c+I1), s	2.4	5.8	24.0	9.2	4.6	8.7	14.1	10.2
Green Ext Time (p_c), s	0.0	1.3	1.5	3.1	0.0	1.0	0.8	4.7

Intersection Summary	
HCM 2010 Ctrl Delay	27.9
HCM 2010 LOS	C

HCM 2010 Signalized Intersection Summary
1: SR-94 & Lyons Valley Road

03/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	5	20	64	10	205	25	859	59	390	1209	20
Future Volume (veh/h)	10	5	20	64	10	205	25	859	59	390	1209	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	11	5	21	67	11	203	26	904	62	411	1273	21
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	43	100	209	30	212	34	889	61	421	1341	22
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.02	0.52	0.52	0.24	0.73	0.73
Sat Flow, veh/h	252	317	747	1142	225	1583	1774	1724	118	1774	1827	30
Grp Volume(v), veh/h	37	0	0	78	0	203	26	0	966	411	0	1294
Grp Sat Flow(s),veh/h/ln	1316	0	0	1367	0	1583	1774	0	1842	1774	0	1857
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	15.3	1.8	0.0	61.9	27.6	0.0	73.3
Cycle Q Clear(g_c), s	6.8	0.0	0.0	6.8	0.0	15.3	1.8	0.0	61.9	27.6	0.0	73.3
Prop In Lane	0.30		0.57	0.86		1.00	1.00		0.06	1.00		0.02
Lane Grp Cap(c), veh/h	215	0	0	239	0	212	34	0	950	421	0	1363
V/C Ratio(X)	0.17	0.00	0.00	0.33	0.00	0.96	0.76	0.00	1.02	0.98	0.00	0.95
Avail Cap(c_a), veh/h	215	0	0	239	0	212	61	0	950	421	0	1363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.0	0.0	0.0	47.8	0.0	51.6	58.6	0.0	29.1	45.4	0.0	14.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	49.1	28.3	0.0	33.4	37.3	0.0	14.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	2.4	0.0	9.6	1.1	0.0	40.0	17.8	0.0	42.3
LnGrp Delay(d),s/veh	46.4	0.0	0.0	48.6	0.0	100.7	86.8	0.0	62.5	82.7	0.0	28.0
LnGrp LOS	D			D		F	F		F	F		C
Approach Vol, veh/h		37			281			992			1705	
Approach Delay, s/veh		46.4			86.2			63.1			41.2	
Approach LOS		D			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	33.0	66.4		20.6	6.8	92.6		20.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	28.5	61.9		16.1	4.1	86.3		16.1
Max Q Clear Time (g_c+I1), s	29.6	63.9		8.8	3.8	75.3		17.3
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	9.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	52.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1056	40	50	756	65	45	45	127	45	30	70
Future Volume (veh/h)	110	1056	40	50	756	65	45	45	127	45	30	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	116	1112	31	53	796	47	47	47	71	47	32	63
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	1908	853	67	1671	99	62	74	112	62	62	122
Arrive On Green	0.08	0.54	0.54	0.04	0.49	0.49	0.04	0.11	0.11	0.04	0.11	0.11
Sat Flow, veh/h	1774	3539	1583	1774	3396	201	1774	671	1013	1774	562	1106
Grp Volume(v), veh/h	116	1112	31	53	415	428	47	0	118	47	0	95
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1827	1774	0	1684	1774	0	1668
Q Serve(g_s), s	4.2	13.7	0.6	1.9	10.1	10.1	1.7	0.0	4.3	1.7	0.0	3.5
Cycle Q Clear(g_c), s	4.2	13.7	0.6	1.9	10.1	10.1	1.7	0.0	4.3	1.7	0.0	3.5
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.60	1.00		0.66
Lane Grp Cap(c), veh/h	151	1908	853	67	871	899	62	0	186	62	0	184
V/C Ratio(X)	0.77	0.58	0.04	0.79	0.48	0.48	0.75	0.00	0.64	0.75	0.00	0.52
Avail Cap(c_a), veh/h	358	3149	1409	109	1326	1369	109	0	423	109	0	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.1	10.0	7.0	30.9	10.9	10.9	31.0	0.0	27.6	31.0	0.0	27.2
Incr Delay (d2), s/veh	8.0	0.3	0.0	18.0	0.4	0.4	16.4	0.0	3.6	16.4	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	6.7	0.3	1.3	4.9	5.1	1.1	0.0	2.2	1.1	0.0	1.7
LnGrp Delay(d),s/veh	37.1	10.3	7.0	49.0	11.3	11.3	47.5	0.0	31.2	47.5	0.0	29.5
LnGrp LOS	D	B	A	D	B	B	D		C	D		C
Approach Vol, veh/h		1259			896			165			142	
Approach Delay, s/veh		12.7			13.6			35.8			35.4	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	11.7	7.0	39.5	6.8	11.7	10.0	36.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	16.3	4.0	57.7	4.0	16.3	13.1	48.6
Max Q Clear Time (g_c+I1), s	3.7	6.3	3.9	15.7	3.7	5.5	6.2	12.1
Green Ext Time (p_c), s	0.0	0.8	0.0	19.3	0.0	0.8	0.1	18.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.9
HCM 2010 LOS	B

Appendix N

Analysis Worksheets – Year 2030 With Cumulative Units Conditions

Intersection	
Int Delay, s/veh	67.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	5	35	38	15	335	45	1042	47	155	728	50
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	325	-	-	165	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	5	37	40	16	353	47	1097	49	163	766	53

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2343	2360	793	2356	2361	1122	819	0	0	1146	0	0
Stage 1	1119	1119	-	1216	1216	-	-	-	-	-	-	-
Stage 2	1224	1241	-	1140	1145	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	25	35	389	~ 25	35	~ 251	810	-	-	610	-	-
Stage 1	251	282	-	221	254	-	-	-	-	-	-	-
Stage 2	219	247	-	244	274	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	24	389	~ 14	24	~ 251	810	-	-	610	-	-
Mov Cap-2 Maneuver	-	24	-	~ 14	24	-	-	-	-	-	-	-
Stage 1	236	207	-	208	239	-	-	-	-	-	-	-
Stage 2	-	233	-	158	201	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 428.5	0.4	2.2
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	-	16	251	610	-	-
HCM Lane V/C Ratio	0.058	-	-	-	3.487	1.405	0.267	-	-
HCM Control Delay (s)	9.7	-	-	$ 1605.7	242.2	13	-	-	
HCM Lane LOS	A	-	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	7.7	19.5	1.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	620	146	55	720	110	178	85	40	90	250	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	32	653	143	58	758	95	187	89	41	95	263	47
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	689	151	74	783	98	258	113	45	157	385	65
Arrive On Green	0.02	0.47	0.47	0.04	0.48	0.48	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1774	1481	324	1774	1623	203	568	334	134	315	1139	191
Grp Volume(v), veh/h	32	0	796	58	0	853	317	0	0	405	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1806	1774	0	1827	1036	0	0	1645	0	0
Q Serve(g_s), s	1.6	0.0	36.7	2.8	0.0	39.5	7.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	36.7	2.8	0.0	39.5	26.4	0.0	0.0	18.6	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.11	0.59		0.13	0.23		0.12
Lane Grp Cap(c), veh/h	44	0	840	74	0	881	416	0	0	607	0	0
V/C Ratio(X)	0.73	0.00	0.95	0.78	0.00	0.97	0.76	0.00	0.00	0.67	0.00	0.00
Avail Cap(c_a), veh/h	88	0	861	88	0	881	435	0	0	631	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.1	0.0	22.3	41.3	0.0	21.9	28.4	0.0	0.0	25.0	0.0	0.0
Incr Delay (d2), s/veh	20.4	0.0	19.0	31.2	0.0	22.9	7.5	0.0	0.0	2.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	22.6	2.0	0.0	25.3	8.2	0.0	0.0	8.9	0.0	0.0
LnGrp Delay(d),s/veh	62.5	0.0	41.3	72.5	0.0	44.8	35.9	0.0	0.0	27.6	0.0	0.0
LnGrp LOS	E		D	E		D	D			C		
Approach Vol, veh/h		828			911			317			405	
Approach Delay, s/veh		42.1			46.5			35.9			27.6	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		33.9	8.1	45.0		33.9	6.7	46.5
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		30.7	4.3	41.5		30.7	4.3	41.5
Max Q Clear Time (g_c+I1), s		28.4	4.8	38.7		20.6	3.6	41.5
Green Ext Time (p_c), s		1.0	0.0	1.8		3.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	40.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	5.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	436	5	25	338	30	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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	459	5	26	356	32	16

Major/Minor	Major2		Major1		Minor2	
Conflicting Flow All	382	-	0	0	204	1303
Stage 1	-	-	-	-	0	921
Stage 2	-	-	-	-	204	382
Critical Hdwy	4.12	-	-	-	6.42	6.52
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.42	5.52
Follow-up Hdwy	2.218	-	-	-	3.518	4.018
Pot Cap-1 Maneuver	1176	-	-	-	784	161
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	830	613
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1176	-	-	-	478	0
Mov Cap-2 Maneuver	-	-	-	-	478	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	-	830	0

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	WBL	WBR	SBLn1
Capacity (veh/h)	-	-	1176	-	478
HCM Lane V/C Ratio	-	-	0.39	-	0.099
HCM Control Delay (s)	-	-	10	-	13.4
HCM Lane LOS	-	-	B	-	B
HCM 95th %tile Q(veh)	-	-	1.9	-	0.3

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	365	81	52	20	35	444
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	384	85	55	21	37	467

Major/Minor	Major1		Minor1		Major2	
Conflicting Flow All	467	0	1395	85	85	-
Stage 1	-	-	854	-	-	-
Stage 2	-	-	541	-	-	-
Critical Hdwy	-	-	6.52	6.22	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	-	-	141	974	1512	-
Stage 1	-	-	375	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-				-
Mov Cap-1 Maneuver	-	-	0	974	1512	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s		9	0.5
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBLn1	SBL	SBR
Capacity (veh/h)	-	-	974	1512	-
HCM Lane V/C Ratio	-	-	0.078	0.024	-
HCM Control Delay (s)	-	-	9	7.4	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	35	98	40	35	80	66	640	40	50	450	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	63	37	103	42	37	84	69	674	42	53	474	53
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	76	150	147	94	156	89	860	54	75	802	90
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.05	0.50	0.50	0.04	0.49	0.49
Sat Flow, veh/h	382	421	827	291	521	863	1774	1736	108	1774	1646	184
Grp Volume(v), veh/h	203	0	0	163	0	0	69	0	716	53	0	527
Grp Sat Flow(s),veh/h/ln	1630	0	0	1675	0	0	1774	0	1844	1774	0	1830
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	0.0	1.8	0.0	15.4	1.4	0.0	10.0
Cycle Q Clear(g_c), s	5.3	0.0	0.0	4.0	0.0	0.0	1.8	0.0	15.4	1.4	0.0	10.0
Prop In Lane	0.31		0.51	0.26		0.52	1.00		0.06	1.00		0.10
Lane Grp Cap(c), veh/h	394	0	0	398	0	0	89	0	913	75	0	892
V/C Ratio(X)	0.52	0.00	0.00	0.41	0.00	0.00	0.78	0.00	0.78	0.71	0.00	0.59
Avail Cap(c_a), veh/h	626	0	0	633	0	0	244	0	1187	166	0	1098
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	0.0	0.0	17.8	0.0	0.0	22.5	0.0	10.0	22.7	0.0	8.9
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.7	0.0	0.0	13.4	0.0	2.6	11.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	2.0	0.0	0.0	1.2	0.0	8.4	0.9	0.0	5.1
LnGrp Delay(d),s/veh	19.3	0.0	0.0	18.4	0.0	0.0	35.9	0.0	12.6	34.2	0.0	9.5
LnGrp LOS	B			B			D		B	C		A
Approach Vol, veh/h		203			163			785			580	
Approach Delay, s/veh		19.3			18.4			14.7			11.7	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	28.3		13.2	6.9	27.9		13.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	4.5	30.9		16.1	6.6	28.8		16.1
Max Q Clear Time (g_c+I1), s	3.4	17.4		7.3	3.8	12.0		6.0
Green Ext Time (p_c), s	0.0	6.4		1.5	0.0	7.2		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	414	363	0	65	20
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	0	436	382	0	68	9
Adj No. of Lanes	0	2	2	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	733	733	0	1161	1036
Arrive On Green	0.00	0.21	0.21	0.00	0.65	0.65
Sat Flow, veh/h	0	3725	3725	0	1774	1583
Grp Volume(v), veh/h	0	436	382	0	68	9
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1774	1583
Q Serve(g_s), s	0.0	7.2	6.2	0.0	0.9	0.1
Cycle Q Clear(g_c), s	0.0	7.2	6.2	0.0	0.9	0.1
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	733	733	0	1161	1036
V/C Ratio(X)	0.00	0.59	0.52	0.00	0.06	0.01
Avail Cap(c_a), veh/h	0	1280	1280	0	1161	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.98	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	23.3	22.9	0.0	4.0	3.9
Incr Delay (d2), s/veh	0.0	0.8	0.6	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	3.1	0.0	0.5	0.1
LnGrp Delay(d),s/veh	0.0	24.1	23.5	0.0	4.1	3.9
LnGrp LOS		C	C		A	A
Approach Vol, veh/h		436	382		77	
Approach Delay, s/veh		24.1	23.5		4.1	
Approach LOS		C	C		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				18.0		47.0		18.0
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				23.5		32.5		23.5
Max Q Clear Time (g_c+I1), s				9.2		2.9		8.2
Green Ext Time (p_c), s				4.2		0.2		4.4

Intersection Summary	
HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	100	404	363	270	0	0
Number	7	4	8	18		
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900		
Adj Flow Rate, veh/h	105	425	382	284		
Adj No. of Lanes	1	2	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	138	1517	549	403		
Arrive On Green	0.16	0.86	0.28	0.28		
Sat Flow, veh/h	1774	3632	2042	1431		
Grp Volume(v), veh/h	105	425	346	320		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1610		
Q Serve(g_s), s	3.7	1.5	11.4	11.6		
Cycle Q Clear(g_c), s	3.7	1.5	11.4	11.6		
Prop In Lane	1.00			0.89		
Lane Grp Cap(c), veh/h	138	1517	499	454		
V/C Ratio(X)	0.76	0.28	0.69	0.70		
Avail Cap(c_a), veh/h	860	3294	667	607		
HCM Platoon Ratio	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.84	0.84	1.00	1.00		
Uniform Delay (d), s/veh	26.9	2.8	20.8	20.9		
Incr Delay (d2), s/veh	7.2	0.1	2.0	2.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.1	0.7	5.8	5.4		
LnGrp Delay(d),s/veh	34.1	2.8	22.8	23.3		
LnGrp LOS	C	A	C	C		
Approach Vol, veh/h		530	666			
Approach Delay, s/veh		9.0	23.0			
Approach LOS		A	C			

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4			7	8
Phs Duration (G+Y+Rc), s				32.4			9.5	22.8
Change Period (Y+Rc), s				4.5			4.5	4.5
Max Green Setting (Gmax), s				60.5			31.5	24.5
Max Q Clear Time (g_c+I1), s				3.5			5.7	13.6
Green Ext Time (p_c), s				7.9			0.2	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	956	380	585	1363	0	1230
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	0	1863
Adj Flow Rate, veh/h	1006	295	616	1435	0	979
Adj No. of Lanes	3	0	1	2	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	1676	491	597	3124	0	0
Arrive On Green	0.43	0.43	0.34	0.88	0.00	0.00
Sat Flow, veh/h	4074	1144	1774	3632	0	
Grp Volume(v), veh/h	873	428	616	1435	0.0	
Grp Sat Flow(s),veh/h/ln	1695	1661	1774	1770		
Q Serve(g_s), s	7.6	7.6	12.9	3.1		
Cycle Q Clear(g_c), s	7.6	7.6	12.9	3.1		
Prop In Lane		0.69	1.00			
Lane Grp Cap(c), veh/h	1454	712	597	3124		
V/C Ratio(X)	0.60	0.60	1.03	0.46		
Avail Cap(c_a), veh/h	1512	741	597	3184		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	8.4	8.4	12.7	0.4		
Incr Delay (d2), s/veh	0.6	1.3	45.4	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.6	3.7	13.7	1.2		
LnGrp Delay(d),s/veh	9.0	9.7	58.1	0.5		
LnGrp LOS	A	A	F	A		
Approach Vol, veh/h	1301			2051		
Approach Delay, s/veh	9.3			17.8		
Approach LOS	A			B		

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4				8
Phs Duration (G+Y+Rc), s			17.4	20.9				38.3
Change Period (Y+Rc), s			4.5	4.5				4.5
Max Green Setting (Gmax), s			12.9	17.1				34.5
Max Q Clear Time (g_c+I1), s			14.9	9.6				5.1
Green Ext Time (p_c), s			0.0	6.8				22.7

Intersection Summary	
HCM 2010 Ctrl Delay	14.5
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1567	600	30	1583	405	499
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	1649	0	32	1666	542	275
Adj No. of Lanes	3	1	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3100	965	81	2016	828	370
Arrive On Green	0.61	0.00	0.61	0.61	0.23	0.23
Sat Flow, veh/h	5253	1583	27	3393	3548	1583
Grp Volume(v), veh/h	1649	0	896	802	542	275
Grp Sat Flow(s),veh/h/ln	1695	1583	1724	1610	1774	1583
Q Serve(g_s), s	10.7	0.0	3.5	22.2	7.9	9.2
Cycle Q Clear(g_c), s	10.7	0.0	21.8	22.2	7.9	9.2
Prop In Lane		1.00	0.04		1.00	1.00
Lane Grp Cap(c), veh/h	3100	965	1116	982	828	370
V/C Ratio(X)	0.53	0.00	0.80	0.82	0.65	0.74
Avail Cap(c_a), veh/h	3149	980	1131	997	1269	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	8.4	8.7	19.9	20.4
Incr Delay (d2), s/veh	0.2	0.0	4.2	5.3	0.9	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	11.8	11.0	3.9	4.4
LnGrp Delay(d),s/veh	6.6	0.0	12.7	14.0	20.8	23.4
LnGrp LOS	A		B	B	C	C
Approach Vol, veh/h	1649			1698	817	
Approach Delay, s/veh	6.6			13.3	21.6	
Approach LOS	A			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		17.9		39.4				39.4
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		35.5				35.5
Max Q Clear Time (g_c+I1), s		11.2		12.7				24.2
Green Ext Time (p_c), s		2.1		20.8				10.7

Intersection Summary	
HCM 2010 Ctrl Delay	12.3
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	2116	25	90	2289	60	80	10	25	40	5	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	126	2227	23	95	2409	52	84	11	23	42	5	168
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	2762	29	122	2611	56	269	85	179	299	29	251
Arrive On Green	0.09	0.53	0.53	0.07	0.51	0.51	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1774	5190	54	1774	5123	110	1207	538	1126	1119	183	1583
Grp Volume(v), veh/h	126	1454	796	95	1591	870	84	0	34	47	0	168
Grp Sat Flow(s),veh/h/ln	1774	1695	1853	1774	1695	1843	1207	0	1664	1302	0	1583
Q Serve(g_s), s	3.9	19.8	19.8	3.0	24.4	24.6	3.7	0.0	1.0	1.3	0.0	5.6
Cycle Q Clear(g_c), s	3.9	19.8	19.8	3.0	24.4	24.6	6.1	0.0	1.0	2.3	0.0	5.6
Prop In Lane	1.00		0.03	1.00		0.06	1.00		0.68	0.89		1.00
Lane Grp Cap(c), veh/h	163	1804	986	122	1728	939	269	0	264	328	0	251
V/C Ratio(X)	0.77	0.81	0.81	0.78	0.92	0.93	0.31	0.00	0.13	0.14	0.00	0.67
Avail Cap(c_a), veh/h	300	1804	986	268	1736	944	468	0	538	560	0	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	10.8	10.8	25.8	12.7	12.8	23.6	0.0	20.3	21.1	0.0	22.3
Incr Delay (d2), s/veh	7.7	2.8	5.0	10.0	8.5	14.6	0.7	0.0	0.2	0.2	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	9.8	11.3	1.8	13.3	16.1	1.3	0.0	0.5	0.7	0.0	2.7
LnGrp Delay(d),s/veh	32.6	13.6	15.8	35.8	21.3	27.4	24.2	0.0	20.5	21.3	0.0	25.3
LnGrp LOS	C	B	B	D	C	C	C		C	C		C
Approach Vol, veh/h		2376			2556			118			215	
Approach Delay, s/veh		15.3			23.9			23.2			24.4	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		13.4	8.4	34.4		13.4	9.7	33.2
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.2	8.5	29.8		18.2	9.5	28.8
Max Q Clear Time (g_c+I1), s		8.1	5.0	21.8		7.6	5.9	26.6
Green Ext Time (p_c), s		0.9	0.1	7.9		0.9	0.1	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.0
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	235	1901	2044	45	30	290
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	247	2001	2152	36	32	221
Adj No. of Lanes	2	3	3	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	269	3393	2631	44	313	279
Arrive On Green	0.08	0.67	0.51	0.51	0.18	0.18
Sat Flow, veh/h	3442	5253	5319	86	1774	1583
Grp Volume(v), veh/h	247	2001	1415	773	32	221
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1848	1774	1583
Q Serve(g_s), s	4.1	12.4	20.2	20.2	0.9	7.7
Cycle Q Clear(g_c), s	4.1	12.4	20.2	20.2	0.9	7.7
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	269	3393	1732	944	313	279
V/C Ratio(X)	0.92	0.59	0.82	0.82	0.10	0.79
Avail Cap(c_a), veh/h	269	3402	1738	947	539	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	5.3	11.8	11.8	19.9	22.7
Incr Delay (d2), s/veh	34.0	0.3	3.2	5.7	0.1	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	5.8	10.0	11.6	0.4	6.8
LnGrp Delay(d),s/veh	60.3	5.5	15.0	17.6	20.0	27.7
LnGrp LOS	E	A	B	B	C	C
Approach Vol, veh/h		2248	2188		253	
Approach Delay, s/veh		11.5	15.9		26.7	
Approach LOS		B	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				42.9		14.7	9.0	33.9
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				38.5		17.5	4.5	29.5
Max Q Clear Time (g_c+I1), s				14.4		9.7	6.1	22.2
Green Ext Time (p_c), s				23.2		0.5	0.0	7.2

Intersection Summary	
HCM 2010 Ctrl Delay	14.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	150	1466	180	323	1814	65	265	65	246	40	30	130
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	158	1543	189	340	1909	68	279	68	259	42	32	105
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	1949	607	440	2242	698	367	711	318	110	446	199
Arrive On Green	0.07	0.38	0.38	0.13	0.44	0.44	0.11	0.20	0.20	0.03	0.13	0.13
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	158	1543	189	340	1909	68	279	68	259	42	32	105
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	3.1	18.9	5.9	6.7	23.6	1.8	5.5	1.1	11.0	0.8	0.6	4.4
Cycle Q Clear(g_c), s	3.1	18.9	5.9	6.7	23.6	1.8	5.5	1.1	11.0	0.8	0.6	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	1949	607	440	2242	698	367	711	318	110	446	199
V/C Ratio(X)	0.65	0.79	0.31	0.77	0.85	0.10	0.76	0.10	0.81	0.38	0.07	0.53
Avail Cap(c_a), veh/h	294	1949	607	539	2280	710	367	1032	462	196	856	383
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	19.2	15.2	29.7	17.6	11.5	30.5	22.9	26.8	33.3	27.1	28.8
Incr Delay (d2), s/veh	3.8	2.3	0.3	5.6	3.3	0.1	8.9	0.1	7.1	2.2	0.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	9.1	2.6	3.5	11.6	0.8	3.1	0.5	5.4	0.4	0.3	2.0
LnGrp Delay(d),s/veh	35.6	21.5	15.5	35.2	20.9	11.5	39.4	22.9	34.0	35.5	27.2	30.9
LnGrp LOS	D	C	B	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1890			2317			606			179	
Approach Delay, s/veh		22.1			22.7			35.2			31.3	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	18.6	13.5	31.4	12.0	13.3	9.4	35.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	20.5	11.0	26.5	7.5	17.0	6.0	31.5
Max Q Clear Time (g_c+I1), s	2.8	13.0	8.7	20.9	7.5	6.4	5.1	25.6
Green Ext Time (p_c), s	0.0	1.1	0.3	5.5	0.0	1.4	0.0	5.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	250	1448	210	331	1328	140	490	450	482	160	195	240
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	263	1524	158	348	1398	79	516	474	423	168	205	185
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	1588	165	284	1609	91	521	567	505	198	249	213
Arrive On Green	0.10	0.34	0.34	0.08	0.33	0.33	0.29	0.32	0.32	0.11	0.14	0.14
Sat Flow, veh/h	3442	4682	485	3442	4925	278	1774	1773	1581	1774	1810	1549
Grp Volume(v), veh/h	263	1103	579	348	962	515	516	473	424	168	200	190
Grp Sat Flow(s),veh/h/ln	1721	1695	1777	1721	1695	1814	1774	1770	1584	1774	1770	1589
Q Serve(g_s), s	8.2	34.7	34.8	9.0	29.1	29.1	31.6	27.0	27.1	10.1	12.0	12.7
Cycle Q Clear(g_c), s	8.2	34.7	34.8	9.0	29.1	29.1	31.6	27.0	27.1	10.1	12.0	12.7
Prop In Lane	1.00		0.27	1.00		0.15	1.00		1.00	1.00		0.97
Lane Grp Cap(c), veh/h	327	1150	603	284	1107	592	521	566	506	198	244	219
V/C Ratio(X)	0.80	0.96	0.96	1.22	0.87	0.87	0.99	0.84	0.84	0.85	0.82	0.87
Avail Cap(c_a), veh/h	327	1151	604	284	1182	633	521	566	506	244	260	233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	35.3	35.3	50.0	34.5	34.5	38.3	34.4	34.4	47.5	45.7	46.0
Incr Delay (d2), s/veh	13.5	17.6	27.0	128.1	6.8	11.9	36.8	10.6	11.7	20.1	17.8	26.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	19.1	21.6	9.3	14.7	16.5	20.8	14.8	13.4	6.1	7.0	7.2
LnGrp Delay(d),s/veh	61.8	52.9	62.3	178.0	41.3	46.4	75.1	45.0	46.1	67.5	63.5	72.4
LnGrp LOS	E	D	E	F	D	D	E	D	D	E	E	E
Approach Vol, veh/h		1945			1825			1413			558	
Approach Delay, s/veh		56.9			68.8			56.3			67.7	
Approach LOS		E			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	41.0	36.0	19.0	14.4	39.6	16.2	38.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	37.0	32.0	16.0	8.0	38.0	15.0	33.0
Max Q Clear Time (g_c+I1), s	11.0	36.8	33.6	14.7	10.2	31.1	12.1	29.1
Green Ext Time (p_c), s	0.0	0.2	0.0	0.3	0.0	4.5	0.1	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	61.6
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	320	825	440	300	974	265	350	700	139	306	610	260
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	337	868	421	316	1025	237	368	737	0	322	642	0
Adj No. of Lanes	1	2	1	1	2	1	2	3	1	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	1242	555	254	1104	494	447	1121	349	268	857	267
Arrive On Green	0.18	0.35	0.35	0.14	0.31	0.31	0.13	0.22	0.00	0.08	0.17	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	337	868	421	316	1025	237	368	737	0	322	642	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	14.0	16.2	18.1	11.0	21.6	9.3	8.0	10.2	0.0	6.0	9.2	0.0
Cycle Q Clear(g_c), s	14.0	16.2	18.1	11.0	21.6	9.3	8.0	10.2	0.0	6.0	9.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	1242	555	254	1104	494	447	1121	349	268	857	267
V/C Ratio(X)	1.04	0.70	0.76	1.25	0.93	0.48	0.82	0.66	0.00	1.20	0.75	0.00
Avail Cap(c_a), veh/h	323	1242	555	254	1104	494	447	1321	411	268	1057	329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.5	21.5	22.1	33.0	25.7	21.4	32.6	27.4	0.0	35.5	30.5	0.0
Incr Delay (d2), s/veh	62.1	3.3	9.3	139.4	14.6	3.3	11.8	0.9	0.0	120.2	2.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	8.4	9.3	15.2	12.8	4.5	4.5	4.8	0.0	7.3	4.5	0.0
LnGrp Delay(d),s/veh	93.6	24.8	31.4	172.4	40.3	24.8	44.4	28.3	0.0	155.7	32.8	0.0
LnGrp LOS	F	C	C	F	D	C	D	C		F	C	
Approach Vol, veh/h		1626			1578			1105			964	
Approach Delay, s/veh		40.8			64.4			33.7			73.9	
Approach LOS		D			E			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	31.0	14.0	17.0	18.0	28.0	10.0	21.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	27.0	10.0	16.0	14.0	24.0	6.0	20.0
Max Q Clear Time (g_c+I1), s	13.0	20.1	10.0	11.2	16.0	23.6	8.0	12.2
Green Ext Time (p_c), s	0.0	3.7	0.0	1.7	0.0	0.3	0.0	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	52.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	906	155	155	1046	376	0	0	30	240	0	205
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	74	954	0	163	1101	301				253	0	205
Adj No. of Lanes	0	3	1	0	2	1				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2				2	0	2
Cap, veh/h	210	2349	1053	258	1676	1327				597	0	275
Arrive On Green	0.66	0.66	0.00	0.66	0.66	0.66				0.17	0.00	0.17
Sat Flow, veh/h	181	3533	1583	264	2520	1583				3442	0	1583
Grp Volume(v), veh/h	192	836	0	579	685	301				253	0	205
Grp Sat Flow(s),veh/h/ln	629	1543	1583	1174	1610	1583				1721	0	1583
Q Serve(g_s), s	3.7	6.9	0.0	10.6	13.8	2.1				3.7	0.0	6.8
Cycle Q Clear(g_c), s	17.5	6.9	0.0	17.5	13.8	2.1				3.7	0.0	6.8
Prop In Lane	0.39		1.00	0.28		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	508	2052	1053	864	1071	1327				597	0	275
V/C Ratio(X)	0.38	0.41	0.00	0.67	0.64	0.23				0.42	0.00	0.75
Avail Cap(c_a), veh/h	568	2299	1180	956	1200	1455				896	0	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	4.8	4.3	0.0	5.6	5.4	0.9				20.5	0.0	21.9
Incr Delay (d2), s/veh	0.5	0.1	0.0	1.6	1.0	0.1				0.5	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.9	0.0	6.0	6.2	1.9				1.8	0.0	3.3
LnGrp Delay(d),s/veh	5.3	4.4	0.0	7.2	6.4	1.0				21.0	0.0	25.9
LnGrp LOS	A	A		A	A	A				C		C
Approach Vol, veh/h		1028			1565						458	
Approach Delay, s/veh		4.6			5.7						23.2	
Approach LOS		A			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				41.5		14.2		41.5
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				41.5		14.5		41.5
Max Q Clear Time (g_c+I1), s				19.5		8.8		19.5
Green Ext Time (p_c), s				17.5		0.8		17.5

Intersection Summary	
HCM 2010 Ctrl Delay	7.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	100	846	305	210	1295	788	75	25	132	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1900	1863			
Adj Flow Rate, veh/h	105	891	258	221	1363	0	79	26	128			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	310	2307	1287	446	2210	1134	172	0	270			
Arrive On Green	0.72	0.72	0.72	0.72	0.72	0.00	0.10	0.10	0.10			
Sat Flow, veh/h	252	3222	1583	414	3085	1583	1774	0	2787			
Grp Volume(v), veh/h	145	851	258	221	1363	0	79	0	128			
Grp Sat Flow(s),veh/h/ln	389	1543	1583	414	1543	1583	1774	0	1393			
Q Serve(g_s), s	5.9	5.2	1.8	15.7	10.8	0.0	2.0	0.0	2.1			
Cycle Q Clear(g_c), s	16.7	5.2	1.8	20.9	10.8	0.0	2.0	0.0	2.1			
Prop In Lane	0.73		1.00	1.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	408	2210	1287	446	2210	1134	172	0	270			
V/C Ratio(X)	0.36	0.39	0.20	0.50	0.62	0.00	0.46	0.00	0.47			
Avail Cap(c_a), veh/h	419	2276	1321	456	2276	1168	756	0	1187			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	5.0	2.7	1.0	6.8	3.5	0.0	20.5	0.0	20.6			
Incr Delay (d2), s/veh	0.5	0.1	0.1	0.9	0.5	0.0	1.9	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	2.2	1.2	2.1	4.5	0.0	1.1	0.0	0.8			
LnGrp Delay(d),s/veh	5.5	2.8	1.1	7.6	4.0	0.0	22.5	0.0	21.9			
LnGrp LOS	A	A	A	A	A		C		C			
Approach Vol, veh/h		1254			1584			207				
Approach Delay, s/veh		2.8			4.5			22.1				
Approach LOS		A			A			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.2		39.0				39.0
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		35.5				35.5
Max Q Clear Time (g_c+I1), s		4.1		18.7				22.9
Green Ext Time (p_c), s		0.6		15.1				11.6

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	325	629	170	661	1381	563	280	190	202	349	160	350
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	342	662	147	696	1454	488	295	200	202	367	168	252
Adj No. of Lanes	2	3	1	2	3	0	1	2	0	1	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	1126	644	667	1322	439	329	294	263	377	683	720
Arrive On Green	0.07	0.22	0.22	0.19	0.35	0.35	0.19	0.17	0.17	0.21	0.19	0.19
Sat Flow, veh/h	3442	5085	1583	3442	3778	1253	1774	1770	1583	1774	3539	2787
Grp Volume(v), veh/h	342	662	147	696	1303	639	295	200	202	367	168	252
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1642	1774	1770	1583	1774	1770	1393
Q Serve(g_s), s	5.7	10.2	5.3	16.9	30.5	30.5	14.2	9.3	10.6	17.9	3.5	6.4
Cycle Q Clear(g_c), s	5.7	10.2	5.3	16.9	30.5	30.5	14.2	9.3	10.6	17.9	3.5	6.4
Prop In Lane	1.00		1.00	1.00		0.76	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	1126	644	667	1186	574	329	294	263	377	683	720
V/C Ratio(X)	1.52	0.59	0.23	1.04	1.10	1.11	0.90	0.68	0.77	0.97	0.25	0.35
Avail Cap(c_a), veh/h	225	1126	644	667	1186	574	330	351	314	377	796	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	30.4	16.9	35.1	28.3	28.3	34.7	34.2	34.8	34.1	29.8	26.4
Incr Delay (d2), s/veh	255.2	0.8	0.2	46.6	57.3	72.4	25.7	4.1	9.2	39.5	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	4.8	2.3	12.3	23.6	25.3	9.3	4.8	5.3	12.9	1.7	2.5
LnGrp Delay(d),s/veh	296.0	31.2	17.1	81.7	85.6	100.7	60.4	38.3	44.0	73.6	30.0	26.7
LnGrp LOS	F	C	B	F	F	F	E	D	D	E	C	C
Approach Vol, veh/h		1151			2638			697			787	
Approach Delay, s/veh		108.1			88.2			49.3			49.3	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	19.0	21.4	23.8	20.7	21.3	10.2	35.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	17.3	16.9	19.3	16.2	19.6	5.7	30.5
Max Q Clear Time (g_c+I1), s	19.9	12.6	18.9	12.2	16.2	8.4	7.7	32.5
Green Ext Time (p_c), s	0.0	1.8	0.0	6.5	0.0	3.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	81.6
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	220	965	445	606	1436	58	185	80	195	83	80	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	232	1016	426	638	1512	50	195	84	194	87	84	131
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	828	347	422	1966	65	272	285	242	274	102	158
Arrive On Green	0.08	0.24	0.24	0.24	0.39	0.39	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1774	3518	1475	1774	5056	167	1774	1863	1583	1774	657	1025
Grp Volume(v), veh/h	232	979	463	638	1014	548	195	84	194	87	0	215
Grp Sat Flow(s),veh/h/ln	1774	1695	1602	1774	1695	1833	1774	1863	1583	1774	0	1682
Q Serve(g_s), s	6.9	19.3	19.3	19.5	21.4	21.4	8.6	3.3	9.7	3.6	0.0	10.2
Cycle Q Clear(g_c), s	6.9	19.3	19.3	19.5	21.4	21.4	8.6	3.3	9.7	3.6	0.0	10.2
Prop In Lane	1.00		0.92	1.00		0.09	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	149	798	377	422	1318	713	272	285	242	274	0	260
V/C Ratio(X)	1.55	1.23	1.23	1.51	0.77	0.77	0.72	0.29	0.80	0.32	0.00	0.83
Avail Cap(c_a), veh/h	149	798	377	422	1318	713	372	391	332	346	0	328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.6	31.4	31.4	31.3	21.9	21.9	33.1	30.8	33.5	30.8	0.0	33.6
Incr Delay (d2), s/veh	279.8	113.5	123.8	242.8	2.8	5.1	4.2	0.6	9.4	0.7	0.0	13.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	21.5	21.4	37.9	10.5	11.8	4.5	1.7	4.9	1.8	0.0	5.7
LnGrp Delay(d),s/veh	317.4	144.8	155.2	274.1	24.7	27.0	37.2	31.4	42.9	31.5	0.0	46.6
LnGrp LOS	F	F	F	F	C	C	D	C	D	C		D
Approach Vol, veh/h		1674			2200			473			302	
Approach Delay, s/veh		171.6			97.6			38.5			42.3	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		17.1	24.0	23.8		17.2	11.4	36.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		17.2	19.5	19.3		16.0	6.9	31.9
Max Q Clear Time (g_c+I1), s		11.7	21.5	21.3		12.2	8.9	23.4
Green Ext Time (p_c), s		0.9	0.0	0.0		0.5	0.0	7.9

Intersection Summary	
HCM 2010 Ctrl Delay	114.6
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	260	853	430	708	1193	50	435	90	177	45	160	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	274	898	442	745	1256	53	458	95	175	47	168	105
Adj No. of Lanes	1	3	1	2	3	0	2	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	1139	355	823	1435	61	479	532	452	59	193	121
Arrive On Green	0.18	0.22	0.22	0.24	0.29	0.29	0.14	0.29	0.29	0.03	0.18	0.18
Sat Flow, veh/h	1774	5085	1583	3442	5005	211	3442	1863	1583	1774	1073	671
Grp Volume(v), veh/h	274	898	442	745	851	458	458	95	175	47	0	273
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1825	1721	1863	1583	1774	0	1744
Q Serve(g_s), s	12.4	13.8	18.5	17.4	19.7	19.7	10.9	3.2	7.3	2.2	0.0	12.6
Cycle Q Clear(g_c), s	12.4	13.8	18.5	17.4	19.7	19.7	10.9	3.2	7.3	2.2	0.0	12.6
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	313	1139	355	823	972	523	479	532	452	59	0	314
V/C Ratio(X)	0.88	0.79	1.25	0.90	0.88	0.88	0.96	0.18	0.39	0.79	0.00	0.87
Avail Cap(c_a), veh/h	354	1139	355	854	972	523	479	532	452	140	0	348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.1	30.2	32.1	30.5	28.1	28.1	35.3	22.2	23.7	39.6	0.0	32.9
Incr Delay (d2), s/veh	19.4	3.8	132.5	12.8	9.0	15.3	30.2	0.2	0.5	20.5	0.0	19.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	6.8	21.1	9.7	10.4	12.1	7.2	1.7	3.3	1.4	0.0	7.7
LnGrp Delay(d),s/veh	52.5	34.0	164.6	43.3	37.1	43.3	65.5	22.4	24.2	60.2	0.0	52.1
LnGrp LOS	D	C	F	D	D	D	E	C	C	E		D
Approach Vol, veh/h		1614			2054			728			320	
Approach Delay, s/veh		72.9			40.7			49.9			53.3	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	28.1	24.3	23.0	16.0	19.4	19.1	28.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	21.5	20.5	18.5	11.5	16.5	16.5	22.5
Max Q Clear Time (g_c+I1), s	14.2	9.3	19.4	20.5	12.9	14.6	14.4	21.7
Green Ext Time (p_c), s	0.0	2.1	0.4	0.0	0.0	0.3	0.2	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	54.0
HCM 2010 LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	63.9
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	310	629	75	0	605	1001	50	0	65	50	68	0	10	50	110
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	326	662	79	0	637	1054	53	0	68	53	72	0	11	53	116
Number of Lanes	0	1	1	1	0	0	2	0	0	1	1	0	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	3
HCM Control Delay	61.1	75.4	18.1	17.2
HCM LOS	F	F	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	55%	0%	17%	0%
Vol Thru, %	0%	42%	0%	100%	0%	45%	91%	83%	0%
Vol Right, %	0%	58%	0%	0%	100%	0%	9%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	118	310	629	75	1106	551	60	110
LT Vol	65	0	310	0	0	605	0	10	0
Through Vol	0	50	0	629	0	501	501	50	0
RT Vol	0	68	0	0	75	0	50	0	110
Lane Flow Rate	68	124	326	662	79	1164	579	63	116
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.213	0.355	0.84	1	0.177	1	1	0.191	0.324
Departure Headway (Hd)	11.198	10.296	9.27	8.77	8.069	9.034	8.696	10.869	10.087
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	320	349	392	417	444	407	417	330	355
Service Time	8.973	8.072	7.031	6.531	5.831	6.829	6.491	8.645	7.864
HCM Lane V/C Ratio	0.212	0.355	0.832	1.588	0.178	2.86	1.388	0.191	0.327
HCM Control Delay	17	18.7	45.5	74.6	12.6	75.9	74.4	16.2	17.7
HCM Lane LOS	C	C	E	F	B	F	F	C	C
HCM 95th-tile Q	0.8	1.6	7.8	12.4	0.6	12.2	12.4	0.7	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	95	140	85	312	128	110	95	435	258	90	280	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	100	147	78	328	135	105	100	458	261	95	295	68
Adj No. of Lanes	0	1	1	2	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	192	280	653	184	143	189	561	318	121	776	176
Arrive On Green	0.18	0.18	0.18	0.19	0.19	0.19	0.05	0.26	0.26	0.07	0.27	0.27
Sat Flow, veh/h	739	1087	1583	3442	973	757	3442	2180	1234	1774	2867	651
Grp Volume(v), veh/h	247	0	78	328	0	240	100	371	348	95	180	183
Grp Sat Flow(s),veh/h/ln	1826	0	1583	1721	0	1729	1721	1770	1645	1774	1770	1748
Q Serve(g_s), s	7.5	0.0	2.5	5.0	0.0	7.6	1.7	11.5	11.6	3.1	4.8	5.0
Cycle Q Clear(g_c), s	7.5	0.0	2.5	5.0	0.0	7.6	1.7	11.5	11.6	3.1	4.8	5.0
Prop In Lane	0.40		1.00	1.00		0.44	1.00		0.75	1.00		0.37
Lane Grp Cap(c), veh/h	323	0	280	653	0	328	189	456	423	121	479	473
V/C Ratio(X)	0.77	0.00	0.28	0.50	0.00	0.73	0.53	0.81	0.82	0.78	0.38	0.39
Avail Cap(c_a), veh/h	500	0	433	942	0	473	235	484	450	121	484	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	20.8	21.2	0.0	22.3	26.9	20.4	20.4	26.8	17.3	17.4
Incr Delay (d2), s/veh	3.8	0.0	0.5	0.6	0.0	3.3	2.3	9.9	11.1	27.6	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	1.1	2.4	0.0	3.9	0.8	6.8	6.5	2.4	2.4	2.5
LnGrp Delay(d),s/veh	26.7	0.0	21.4	21.8	0.0	25.6	29.2	30.2	31.5	54.4	17.8	17.9
LnGrp LOS	C		C	C		C	C	C	C	D	B	B
Approach Vol, veh/h		325			568			819			458	
Approach Delay, s/veh		25.4			23.4			30.6			25.4	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.5	19.6		14.8	7.7	20.3		15.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	4.0	16.0		16.0	4.0	16.0		16.0
Max Q Clear Time (g_c+I1), s	5.1	13.6		9.5	3.7	7.0		9.6
Green Ext Time (p_c), s	0.0	1.4		0.9	0.0	4.2		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	26.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	123	175	145	230	290	258	85	278	330	280	277	210
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	129	184	142	242	305	261	89	293	284	295	292	189
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	371	316	214	424	361	116	405	363	348	750	473
Arrive On Green	0.09	0.20	0.20	0.12	0.23	0.23	0.07	0.23	0.23	0.20	0.36	0.36
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1770	1583	1774	2086	1314
Grp Volume(v), veh/h	129	184	142	242	305	261	89	293	284	295	246	235
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1631
Q Serve(g_s), s	5.0	6.2	5.6	8.5	10.7	10.7	3.5	10.8	11.9	11.3	7.3	7.6
Cycle Q Clear(g_c), s	5.0	6.2	5.6	8.5	10.7	10.7	3.5	10.8	11.9	11.3	7.3	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.81
Lane Grp Cap(c), veh/h	163	371	316	214	424	361	116	405	363	348	636	586
V/C Ratio(X)	0.79	0.50	0.45	1.13	0.72	0.72	0.77	0.72	0.78	0.85	0.39	0.40
Avail Cap(c_a), veh/h	214	634	539	214	634	539	319	452	404	541	672	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	25.1	24.8	31.0	25.1	25.2	32.4	25.1	25.5	27.4	16.8	16.9
Incr Delay (d2), s/veh	13.6	1.0	1.0	101.6	2.3	2.8	10.2	5.0	8.8	7.5	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.3	2.5	10.1	5.7	5.0	2.0	5.8	6.1	6.2	3.6	3.5
LnGrp Delay(d),s/veh	45.0	26.1	25.8	132.6	27.4	27.9	42.7	30.1	34.3	34.9	17.2	17.3
LnGrp LOS	D	C	C	F	C	C	D	C	C	C	B	B
Approach Vol, veh/h		455			808			666			776	
Approach Delay, s/veh		31.4			59.1			33.6			24.0	
Approach LOS		C			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.3	20.6	13.0	18.6	9.1	29.9	11.0	20.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.5	18.0	8.5	24.0	12.7	26.8	8.5	24.0
Max Q Clear Time (g_c+I1), s	13.3	13.9	10.5	8.2	5.5	9.6	7.0	12.7
Green Ext Time (p_c), s	0.5	2.3	0.0	3.9	0.1	5.9	0.0	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	38.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	317	1300	490	263	1230	260	470	1095	356	230	715	281
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	334	1368	358	277	1295	116	495	1153	375	242	753	170
Adj No. of Lanes	2	3	1	2	3	0	2	2	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	1739	541	326	1547	139	531	1274	570	295	836	189
Arrive On Green	0.11	0.34	0.34	0.09	0.33	0.33	0.15	0.36	0.36	0.09	0.29	0.29
Sat Flow, veh/h	3442	5085	1583	3442	4752	426	3442	3539	1583	3442	2870	648
Grp Volume(v), veh/h	334	1368	358	277	924	487	495	1153	375	242	464	459
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1788	1721	1770	1583	1721	1770	1748
Q Serve(g_s), s	13.0	33.0	26.2	10.8	34.4	34.4	19.3	42.1	27.0	9.4	34.3	34.3
Cycle Q Clear(g_c), s	13.0	33.0	26.2	10.8	34.4	34.4	19.3	42.1	27.0	9.4	34.3	34.3
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	383	1739	541	326	1104	582	531	1274	570	295	516	510
V/C Ratio(X)	0.87	0.79	0.66	0.85	0.84	0.84	0.93	0.91	0.66	0.82	0.90	0.90
Avail Cap(c_a), veh/h	405	1756	547	354	1121	591	531	1274	570	379	546	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.5	40.3	38.1	60.6	42.5	42.5	56.8	41.3	36.5	61.2	46.3	46.3
Incr Delay (d2), s/veh	17.9	2.4	2.9	16.4	5.6	10.1	23.5	9.4	2.8	10.6	17.4	17.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	15.8	11.8	5.9	16.9	18.6	10.9	22.2	12.2	4.9	19.3	19.1
LnGrp Delay(d),s/veh	77.4	42.7	41.0	77.1	48.2	52.7	80.3	50.7	39.3	71.8	63.7	63.9
LnGrp LOS	E	D	D	E	D	D	F	D	D	E	E	E
Approach Vol, veh/h		2060			1688			2023			1165	
Approach Delay, s/veh		48.1			54.2			55.9			65.4	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	50.5	25.0	43.7	19.1	48.3	15.7	53.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	47.0	21.0	42.0	16.0	45.0	15.0	48.0
Max Q Clear Time (g_c+I1), s	12.8	35.0	21.3	36.3	15.0	36.4	11.4	44.1
Green Ext Time (p_c), s	0.1	10.8	0.0	3.4	0.1	7.9	0.3	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	54.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	526	1000	410	250	1060	380	495	1073	510	205	667	258
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	554	1053	390	263	1116	358	521	1129	495	216	702	240
Adj No. of Lanes	2	3	1	2	3	1	2	2	2	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	577	1080	336	692	1250	389	739	1147	1464	288	982	306
Arrive On Green	0.17	0.21	0.21	0.20	0.25	0.25	0.21	0.32	0.32	0.08	0.19	0.19
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	2787	3442	5085	1583
Grp Volume(v), veh/h	554	1053	390	263	1116	358	521	1129	495	216	702	240
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1393	1721	1695	1583
Q Serve(g_s), s	14.3	18.4	19.0	5.9	19.0	15.2	12.5	28.3	2.5	5.5	11.6	12.9
Cycle Q Clear(g_c), s	14.3	18.4	19.0	5.9	19.0	15.2	12.5	28.3	2.5	5.5	11.6	12.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	577	1080	336	692	1250	389	739	1147	1464	288	982	306
V/C Ratio(X)	0.96	0.98	1.16	0.38	0.89	0.92	0.71	0.98	0.34	0.75	0.71	0.79
Avail Cap(c_a), veh/h	577	1080	336	692	1250	389	739	1147	1464	308	1136	354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	35.0	35.2	30.9	32.6	19.5	32.5	30.0	4.5	40.1	33.8	34.3
Incr Delay (d2), s/veh	27.7	22.1	100.0	0.3	9.9	29.3	3.1	22.8	0.1	9.2	1.8	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	10.8	17.6	2.8	10.0	9.8	6.2	17.4	1.9	3.0	5.6	6.4
LnGrp Delay(d),s/veh	64.7	57.1	135.3	31.3	42.5	48.8	35.6	52.8	4.6	49.3	35.6	44.0
LnGrp LOS	E	E	F	C	D	D	D	D	A	D	D	D
Approach Vol, veh/h		1997			1737			2145			1158	
Approach Delay, s/veh		74.5			42.1			37.5			39.9	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	23.0	23.2	21.3	19.0	26.0	11.5	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	19.0	17.0	20.0	15.0	22.0	8.0	29.0
Max Q Clear Time (g_c+I1), s	17.9	21.0	14.5	14.9	16.3	21.0	7.5	30.3
Green Ext Time (p_c), s	2.2	0.0	2.1	2.4	0.0	0.8	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	49.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1526	100	10	1618	190	0	0	0	250	0	50
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	5	1606	94	11	1703	168				263	0	42
Adj No. of Lanes	0	3	1	0	3	1				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2				2	0	2
Cap, veh/h	58	2465	793	62	2448	1386				1289	0	593
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50				0.37	0.00	0.37
Sat Flow, veh/h	3	4925	1583	9	4890	1583				3442	0	1583
Grp Volume(v), veh/h	603	1008	94	636	1078	168				263	0	42
Grp Sat Flow(s),veh/h/ln	1843	1543	1583	1814	1543	1583				1721	0	1583
Q Serve(g_s), s	0.0	15.5	2.0	0.0	17.2	0.9				3.3	0.0	1.1
Cycle Q Clear(g_c), s	15.3	15.5	2.0	16.6	17.2	0.9				3.3	0.0	1.1
Prop In Lane	0.01		1.00	0.02		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	979	1544	793	965	1544	1386				1289	0	593
V/C Ratio(X)	0.62	0.65	0.12	0.66	0.70	0.12				0.20	0.00	0.07
Avail Cap(c_a), veh/h	1005	1589	815	990	1589	1409				1289	0	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	11.9	8.5	12.1	12.3	0.6				13.6	0.0	12.9
Incr Delay (d2), s/veh	1.1	0.9	0.1	1.6	1.3	0.0				0.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	6.8	0.9	8.9	7.5	1.6				1.6	0.0	0.5
LnGrp Delay(d),s/veh	12.9	12.8	8.6	13.7	13.6	0.6				13.9	0.0	13.1
LnGrp LOS	B	B	A	B	B	A				B		B
Approach Vol, veh/h		1705			1882						305	
Approach Delay, s/veh		12.6			12.5						13.8	
Approach LOS		B			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				36.1		28.0		36.1
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				33.0		24.0		33.0
Max Q Clear Time (g_c+I1), s				17.5		5.3		19.2
Green Ext Time (p_c), s				14.3		0.9		12.9

Intersection Summary	
HCM 2010 Ctrl Delay	12.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1566	210	10	1733	540	70	0	100	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	5	1648	158	11	1824	442	74	0	84			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2			
Cap, veh/h	58	2767	1386	62	2752	891	554	0	870			
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.31	0.00	0.31			
Sat Flow, veh/h	3	4916	1583	8	4890	1583	1774	0	2787			
Grp Volume(v), veh/h	617	1036	158	683	1152	442	74	0	84			
Grp Sat Flow(s),veh/h/ln	1834	1543	1583	1813	1543	1583	1774	0	1393			
Q Serve(g_s), s	0.0	14.2	0.9	0.0	16.7	10.8	1.9	0.0	1.4			
Cycle Q Clear(g_c), s	13.9	14.2	0.9	16.2	16.7	10.8	1.9	0.0	1.4			
Prop In Lane	0.01		1.00	0.02		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	1089	1736	1386	1077	1736	891	554	0	870			
V/C Ratio(X)	0.57	0.60	0.11	0.63	0.66	0.50	0.13	0.00	0.10			
Avail Cap(c_a), veh/h	1115	1783	1409	1103	1783	915	554	0	870			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	9.2	9.2	0.6	9.7	9.8	8.5	15.8	0.0	15.6			
Incr Delay (d2), s/veh	0.6	0.5	0.0	1.2	0.9	0.4	0.5	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.2	6.0	1.3	8.5	7.3	4.8	1.0	0.0	0.6			
LnGrp Delay(d),s/veh	9.8	9.7	0.6	10.8	10.7	8.9	16.3	0.0	15.8			
LnGrp LOS	A	A	A	B	B	A	B		B			
Approach Vol, veh/h		1811			2277			158				
Approach Delay, s/veh		9.0			10.4			16.1				
Approach LOS		A			B			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		24.0		40.0				40.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		20.0		37.0				37.0
Max Q Clear Time (g_c+I1), s		3.9		16.2				18.7
Green Ext Time (p_c), s		0.4		19.6				17.4

Intersection Summary	
HCM 2010 Ctrl Delay	10.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	378	983	335	236	1592	140	565	360	227	60	265	222
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	398	1035	353	248	1676	136	595	379	239	63	279	234
Adj No. of Lanes	2	3	2	2	3	0	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	424	1823	999	329	1587	129	616	1119	652	123	612	469
Arrive On Green	0.12	0.36	0.36	0.10	0.33	0.33	0.18	0.32	0.32	0.04	0.17	0.17
Sat Flow, veh/h	3442	5085	2787	3442	4796	389	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	398	1035	353	248	1184	628	595	379	239	63	279	234
Grp Sat Flow(s),veh/h/ln	1721	1695	1393	1721	1695	1794	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	10.0	14.4	8.2	6.2	29.0	29.0	15.0	7.2	9.2	1.6	6.2	10.7
Cycle Q Clear(g_c), s	10.0	14.4	8.2	6.2	29.0	29.0	15.0	7.2	9.2	1.6	6.2	10.7
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	424	1823	999	329	1122	594	616	1119	652	123	612	469
V/C Ratio(X)	0.94	0.57	0.35	0.75	1.06	1.06	0.97	0.34	0.37	0.51	0.46	0.50
Avail Cap(c_a), veh/h	424	1823	999	452	1122	594	616	1139	661	196	707	511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	22.6	20.7	38.6	29.3	29.3	35.7	23.0	17.9	41.5	32.6	25.5
Incr Delay (d2), s/veh	28.7	0.4	0.2	4.7	42.8	53.2	27.7	0.2	0.3	3.3	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	6.8	3.2	3.1	20.1	22.9	9.5	3.6	4.0	0.8	3.1	4.8
LnGrp Delay(d),s/veh	66.8	23.1	20.9	43.3	72.1	82.5	63.4	23.1	18.2	44.8	33.1	26.3
LnGrp LOS	E	C	C	D	F	F	E	C	B	D	C	C
Approach Vol, veh/h		1786			2060			1213			576	
Approach Delay, s/veh		32.4			71.8			41.9			31.6	
Approach LOS		C			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	31.7	12.9	35.4	20.2	19.1	15.3	33.0
Change Period (Y+Rc), s	4.5	4.0	4.5	4.0	4.5	4.0	4.5	4.0
Max Green Setting (Gmax), s	5.0	28.2	11.5	28.3	15.7	17.5	10.8	29.0
Max Q Clear Time (g_c+I1), s	3.6	11.2	8.2	16.4	17.0	12.7	12.0	31.0
Green Ext Time (p_c), s	0.0	5.4	0.3	10.8	0.0	2.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.8
HCM 2010 LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	523	757	1666	140	160	302
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	551	797	1754	147	162	324
Adj No. of Lanes	2	3	3	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	667	3412	1870	156	279	498
Arrive On Green	0.19	0.67	0.39	0.39	0.16	0.16
Sat Flow, veh/h	3442	5253	4950	400	1774	3167
Grp Volume(v), veh/h	551	797	1242	659	162	324
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1792	1774	1583
Q Serve(g_s), s	8.1	3.2	18.5	18.6	4.4	5.0
Cycle Q Clear(g_c), s	8.1	3.2	18.5	18.6	4.4	5.0
Prop In Lane	1.00			0.22	1.00	1.00
Lane Grp Cap(c), veh/h	667	3412	1326	701	279	498
V/C Ratio(X)	0.83	0.23	0.94	0.94	0.58	0.65
Avail Cap(c_a), veh/h	689	3929	1326	701	542	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	3.4	15.3	15.4	20.5	20.7
Incr Delay (d2), s/veh	7.9	0.0	12.6	20.7	1.9	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	1.5	10.8	13.2	2.3	4.4
LnGrp Delay(d),s/veh	28.2	3.4	27.9	36.0	22.4	22.2
LnGrp LOS	C	A	C	D	C	C
Approach Vol, veh/h		1348	1901		486	
Approach Delay, s/veh		13.5	30.7		22.2	
Approach LOS		B	C		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		39.7		12.8	14.7	25.0		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		40.5		16.0	10.5	20.5		
Max Q Clear Time (g_c+I1), s		5.2		7.0	10.1	20.6		
Green Ext Time (p_c), s		24.8		1.2	0.1	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	300	627	1606	229	279	220
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	316	660	1691	241	294	232
Adj No. of Lanes	1	3	3	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	357	3533	1973	280	346	309
Arrive On Green	0.20	0.69	0.44	0.44	0.20	0.20
Sat Flow, veh/h	1774	5253	4669	639	1774	1583
Grp Volume(v), veh/h	316	660	1271	661	294	232
Grp Sat Flow(s),veh/h/ln	1774	1695	1695	1750	1774	1583
Q Serve(g_s), s	14.1	3.7	27.5	27.8	13.1	11.3
Cycle Q Clear(g_c), s	14.1	3.7	27.5	27.8	13.1	11.3
Prop In Lane	1.00			0.36	1.00	1.00
Lane Grp Cap(c), veh/h	357	3533	1486	767	346	309
V/C Ratio(X)	0.89	0.19	0.86	0.86	0.85	0.75
Avail Cap(c_a), veh/h	424	3768	1515	782	445	397
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	4.4	20.6	20.7	31.7	31.0
Incr Delay (d2), s/veh	17.5	0.0	5.0	9.5	11.7	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	1.7	13.7	15.4	7.5	10.0
LnGrp Delay(d),s/veh	49.2	4.4	25.6	30.2	43.4	36.8
LnGrp LOS	D	A	C	C	D	D
Approach Vol, veh/h		976	1932		526	
Approach Delay, s/veh		18.9	27.2		40.5	
Approach LOS		B	C		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				61.2		20.4	20.9	40.3
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				60.5		20.5	19.5	36.5
Max Q Clear Time (g_c+I1), s				5.7		15.1	16.1	29.8
Green Ext Time (p_c), s				31.4		0.9	0.3	6.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	256	450	200	480	930	156	410	531	225	222	536	501
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	269	474	148	505	979	153	432	559	226	234	564	453
Adj No. of Lanes	2	3	0	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	990	299	495	1479	460	440	996	446	220	770	345
Arrive On Green	0.11	0.26	0.26	0.14	0.29	0.29	0.13	0.28	0.28	0.06	0.22	0.22
Sat Flow, veh/h	3442	3875	1171	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	269	413	209	505	979	153	432	559	226	234	564	453
Grp Sat Flow(s),veh/h/ln	1721	1695	1656	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	4.7	6.5	6.7	9.0	10.6	4.8	7.8	8.4	4.7	4.0	9.3	9.5
Cycle Q Clear(g_c), s	4.7	6.5	6.7	9.0	10.6	4.8	7.8	8.4	4.7	4.0	9.3	9.5
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	373	866	423	495	1479	460	440	996	446	220	770	345
V/C Ratio(X)	0.72	0.48	0.49	1.02	0.66	0.33	0.98	0.56	0.51	1.06	0.73	1.31
Avail Cap(c_a), veh/h	440	866	423	495	1479	460	440	1130	506	220	904	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	19.8	19.9	26.8	19.5	17.4	27.2	19.2	7.3	29.3	22.8	11.9
Incr Delay (d2), s/veh	4.7	1.9	4.1	45.9	2.3	1.9	38.2	0.5	0.9	78.8	2.6	160.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.3	3.6	7.3	5.2	2.3	6.0	4.2	2.9	4.3	4.8	20.0
LnGrp Delay(d),s/veh	31.7	21.6	24.0	72.7	21.9	19.4	65.5	19.7	8.2	108.1	25.4	172.8
LnGrp LOS	C	C	C	F	C	B	E	B	A	F	C	F
Approach Vol, veh/h		891			1637			1217			1251	
Approach Delay, s/veh		25.2			37.3			33.8			94.2	
Approach LOS		C			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	20.0	12.0	17.6	10.8	22.2	8.0	21.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	16.0	8.0	16.0	8.0	17.0	4.0	20.0
Max Q Clear Time (g_c+I1), s	11.0	8.7	9.8	11.5	6.7	12.6	6.0	10.4
Green Ext Time (p_c), s	0.0	2.1	0.0	2.1	0.1	3.0	0.0	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	48.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	225	856	260	250	1233	110	470	620	170	150	280	310
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	237	901	263	263	1298	105	495	653	168	158	295	315
Adj No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	1154	359	961	2092	651	496	988	750	250	624	606
Arrive On Green	0.09	0.23	0.23	0.28	0.41	0.41	0.14	0.19	0.19	0.07	0.12	0.12
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	5085	1583	3442	5085	2787
Grp Volume(v), veh/h	237	901	263	263	1298	105	495	653	168	158	295	315
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1695	1583	1721	1695	1393
Q Serve(g_s), s	4.7	11.7	10.9	4.2	14.2	2.9	10.1	8.4	1.1	3.1	3.8	4.2
Cycle Q Clear(g_c), s	4.7	11.7	10.9	4.2	14.2	2.9	10.1	8.4	1.1	3.1	3.8	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	1154	359	961	2092	651	496	988	750	250	624	606
V/C Ratio(X)	0.73	0.78	0.73	0.27	0.62	0.16	1.00	0.66	0.22	0.63	0.47	0.52
Avail Cap(c_a), veh/h	342	1154	359	976	2092	651	496	1226	824	537	1299	976
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	25.6	25.3	19.8	16.4	13.1	30.2	26.2	3.8	31.8	28.8	10.3
Incr Delay (d2), s/veh	7.2	5.3	12.4	0.2	1.4	0.5	39.7	0.9	0.1	2.6	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.1	5.9	2.0	6.9	1.4	7.5	4.0	1.0	1.6	1.8	1.8
LnGrp Delay(d),s/veh	38.2	30.9	37.7	20.0	17.8	13.6	69.9	27.2	4.0	34.4	29.4	11.0
LnGrp LOS	D	C	D	B	B	B	E	C	A	C	C	B
Approach Vol, veh/h		1401			1666			1316			768	
Approach Delay, s/veh		33.4			17.9			40.3			22.9	
Approach LOS		C			B			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.7	20.0	14.2	12.7	10.7	33.0	9.1	17.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	16.0	10.0	18.0	7.0	29.0	11.0	17.0
Max Q Clear Time (g_c+I1), s	16.2	13.7	12.1	6.2	6.7	16.2	5.1	10.4
Green Ext Time (p_c), s	8.0	1.4	0.0	2.4	0.0	7.6	0.2	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	28.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	406	730	350	370	630	110	335	300	220	240	438	438
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	427	768	363	389	663	105	353	316	221	253	461	335
Adj No. of Lanes	2	3	0	2	2	1	2	3	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	541	1174	548	397	1077	482	277	652	304	284	687	556
Arrive On Green	0.16	0.35	0.35	0.12	0.30	0.30	0.08	0.19	0.19	0.08	0.19	0.19
Sat Flow, veh/h	3442	3390	1583	3442	3539	1583	3442	3390	1583	3442	3539	1583
Grp Volume(v), veh/h	427	768	363	389	663	105	353	316	221	253	461	335
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1770	1583	1721	1695	1583	1721	1770	1583
Q Serve(g_s), s	7.2	11.6	11.8	6.8	9.7	3.0	4.9	5.0	7.9	4.4	7.3	6.0
Cycle Q Clear(g_c), s	7.2	11.6	11.8	6.8	9.7	3.0	4.9	5.0	7.9	4.4	7.3	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	541	1174	548	397	1077	482	277	652	304	284	687	556
V/C Ratio(X)	0.79	0.65	0.66	0.98	0.62	0.22	1.27	0.48	0.73	0.89	0.67	0.60
Avail Cap(c_a), veh/h	624	1174	548	397	1077	482	277	894	418	284	992	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	16.8	16.8	26.8	18.1	15.7	27.9	21.8	23.0	27.6	22.7	6.1
Incr Delay (d2), s/veh	5.9	2.9	6.2	39.6	2.6	1.0	147.8	0.6	4.0	27.7	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	5.9	6.1	5.4	5.1	1.4	8.0	2.4	3.8	3.2	3.7	2.9
LnGrp Delay(d),s/veh	30.5	19.6	23.0	66.4	20.7	16.8	175.7	22.4	27.0	55.3	23.8	7.2
LnGrp LOS	C	B	C	E	C	B	F	C	C	E	C	A
Approach Vol, veh/h		1558			1157			890			1049	
Approach Delay, s/veh		23.4			35.7			84.3			26.1	
Approach LOS		C			D			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	25.0	8.9	15.8	13.5	22.5	9.0	15.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	21.0	4.0	17.0	11.0	17.0	5.0	16.0
Max Q Clear Time (g_c+I1), s	9.8	13.8	6.9	9.3	9.2	11.7	6.4	9.9
Green Ext Time (p_c), s	0.0	3.9	0.0	2.5	0.3	2.7	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	38.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	250	914	200	193	1490	460	320	265	156	350	280	360
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	263	962	148	203	1568	316	337	279	101	368	295	232
Adj No. of Lanes	2	3	0	2	2	2	1	2	0	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	1874	288	271	1522	1198	319	350	124	700	542	253
Arrive On Green	0.07	0.42	0.42	0.08	0.43	0.43	0.18	0.14	0.14	0.20	0.16	0.16
Sat Flow, veh/h	3442	4450	683	3442	3539	2787	1774	2564	908	3442	3390	1583
Grp Volume(v), veh/h	263	732	378	203	1568	316	337	191	189	368	295	232
Grp Sat Flow(s),veh/h/ln	1721	1695	1742	1721	1770	1393	1774	1770	1703	1721	1695	1583
Q Serve(g_s), s	7.0	15.9	16.0	5.8	43.0	7.3	18.0	10.4	10.8	9.5	8.0	14.4
Cycle Q Clear(g_c), s	7.0	15.9	16.0	5.8	43.0	7.3	18.0	10.4	10.8	9.5	8.0	14.4
Prop In Lane	1.00		0.39	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	241	1428	734	271	1522	1198	319	242	233	700	542	253
V/C Ratio(X)	1.09	0.51	0.51	0.75	1.03	0.26	1.06	0.79	0.81	0.53	0.54	0.92
Avail Cap(c_a), veh/h	241	1428	734	344	1522	1198	319	301	289	700	542	253
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	21.4	21.4	45.1	28.5	18.3	41.0	41.8	41.9	35.5	38.6	41.3
Incr Delay (d2), s/veh	84.6	0.3	0.6	6.7	31.2	0.1	65.7	10.6	13.4	0.7	1.1	34.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	7.5	7.8	3.0	27.5	2.8	14.6	5.8	6.0	4.6	3.8	8.8
LnGrp Delay(d),s/veh	131.1	21.7	22.0	51.8	59.7	18.4	106.7	52.4	55.4	36.3	39.8	76.2
LnGrp LOS	F	C	C	D	F	B	F	D	E	D	D	E
Approach Vol, veh/h		1373			2087			717			895	
Approach Delay, s/veh		42.7			52.7			78.7			47.8	
Approach LOS		D			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	46.1	22.0	20.0	11.0	47.0	24.3	17.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	40.0	18.0	16.0	7.0	43.0	17.0	17.0
Max Q Clear Time (g_c+I1), s	7.8	18.0	20.0	16.4	9.0	45.0	11.5	12.8
Green Ext Time (p_c), s	0.1	9.2	0.0	0.0	0.0	0.0	2.1	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	52.8
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	187.0
Intersection LOS	F

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	201	1118	1499
Demand Flow Rate, veh/h	205	1140	1529
Vehicles Circulating, veh/h	1076	6	198
Vehicles Exiting, veh/h	70	1721	1083
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	22.5	50.4	311.0
Approach LOS	C	F	F

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	205	1140	1529
Cap Entry Lane, veh/h	385	1123	927
Entry HV Adj Factor	0.980	0.981	0.980
Flow Entry, veh/h	201	1118	1499
Cap Entry, veh/h	378	1101	909
V/C Ratio	0.532	1.015	1.649
Control Delay, s/veh	22.5	50.4	311.0
LOS	C	F	F
95th %tile Queue, veh	3	22	81

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	7	989	20	0	1424
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	1041	21	0	1499

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2551	1052	0	0	1062	0
Stage 1	1052	-	-	-	-	-
Stage 2	1499	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	29	275	-	-	656	-
Stage 1	336	-	-	-	-	-
Stage 2	204	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	29	275	-	-	656	-
Mov Cap-2 Maneuver	29	-	-	-	-	-
Stage 1	336	-	-	-	-	-
Stage 2	204	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	275	656	-
HCM Lane V/C Ratio	-	-	0.027	-	-
HCM Control Delay (s)	-	-	18.5	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	93.2
Intersection LOS	F

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	13	120	906	1273
Demand Flow Rate, veh/h	13	122	924	1298
Vehicles Circulating, veh/h	1395	879	12	115
Vehicles Exiting, veh/h	18	57	1396	886
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	13.8	11.8	20.9	153.2
Approach LOS	B	B	C	F

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	13	122	924	1298
Cap Entry Lane, veh/h	280	469	1116	1007
Entry HV Adj Factor	0.992	0.982	0.980	0.980
Flow Entry, veh/h	13	120	906	1273
Cap Entry, veh/h	278	461	1095	988
V/C Ratio	0.046	0.260	0.828	1.289
Control Delay, s/veh	13.8	11.8	20.9	153.2
LOS	B	B	C	F
95th %tile Queue, veh	0	1	10	46

Intersection	
Intersection Delay, s/veh	66.9
Intersection LOS	F

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	122	869	1165
Demand Flow Rate, veh/h	124	886	1188
Vehicles Circulating, veh/h	816	5	116
Vehicles Exiting, veh/h	75	1299	824
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.0	18.1	109.2
Approach LOS	B	C	F

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	124	886	1188
Cap Entry Lane, veh/h	500	1124	1006
Entry HV Adj Factor	0.984	0.981	0.980
Flow Entry, veh/h	122	869	1165
Cap Entry, veh/h	492	1103	987
V/C Ratio	0.248	0.788	1.181
Control Delay, s/veh	11.0	18.1	109.2
LOS	B	C	F
95th %tile Queue, veh	1	9	35

Intersection	
Intersection Delay, s/veh	41.1
Intersection LOS	E

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	33	14	809	1137
Demand Flow Rate, veh/h	34	14	825	1160
Vehicles Circulating, veh/h	1164	822	9	22
Vehicles Exiting, veh/h	18	12	1189	814
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.1	7.7	15.5	60.6
Approach LOS	B	A	C	F

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	34	14	825	1160
Cap Entry Lane, veh/h	353	497	1120	1105
Entry HV Adj Factor	0.968	0.993	0.981	0.980
Flow Entry, veh/h	33	14	809	1137
Cap Entry, veh/h	341	493	1098	1084
V/C Ratio	0.096	0.028	0.737	1.049
Control Delay, s/veh	12.1	7.7	15.5	60.6
LOS	B	A	C	F
95th %tile Queue, veh	0	0	7	24

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	25	11	747	1055	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	26	12	786	1111	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1920	1111	1112	0	-	0
Stage 1	1111	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	74	254	628	-	-	-
Stage 1	315	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	71	254	628	-	-	-
Mov Cap-2 Maneuver	71	-	-	-	-	-
Stage 1	315	-	-	-	-	-
Stage 2	423	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.8	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	628	-	254	-	-
HCM Lane V/C Ratio	0.018	-	0.104	-	-
HCM Control Delay (s)	10.8	0	20.8	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	4	5	637	2	5	747
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	5	671	2	5	786

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1469	672	0	0	673	0
Stage 1	672	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	140	456	-	-	918	-
Stage 1	508	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	139	456	-	-	918	-
Mov Cap-2 Maneuver	139	-	-	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	440	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.6	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	226	918	-
HCM Lane V/C Ratio	-	-	0.042	0.006	-
HCM Control Delay (s)	-	-	21.6	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	14	59	654	784
Demand Flow Rate, veh/h	14	60	667	800
Vehicles Circulating, veh/h	849	659	7	63
Vehicles Exiting, veh/h	14	15	856	656
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	5	0
Ped Cap Adj	1.000	1.000	0.999	1.000
Approach Delay, s/veh	7.9	7.5	10.9	17.0
Approach LOS	A	A	B	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	14	60	667	800
Cap Entry Lane, veh/h	483	585	1122	1061
Entry HV Adj Factor	0.993	0.982	0.981	0.981
Flow Entry, veh/h	14	59	654	784
Cap Entry, veh/h	480	574	1100	1040
V/C Ratio	0.029	0.103	0.595	0.754
Control Delay, s/veh	7.9	7.5	10.9	17.0
LOS	A	A	B	C
95th %tile Queue, veh	0	0	4	7

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	20	10	20	730	625	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	180	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	11	21	768	658	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1479	668	679	0	-	0
Stage 1	668	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	138	458	913	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	135	458	913	-	-	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	427	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.9	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	913	-	176	-	-
HCM Lane V/C Ratio	0.023	-	0.179	-	-
HCM Control Delay (s)	9	-	29.9	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	5	20	74	10	205	25	864	64	390	1219	20
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	325	-	-	165	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	5	21	78	11	216	26	909	67	411	1283	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3116	3144	1294	3124	3121	943	1304	0	0	977	0	0
Stage 1	2115	2115	-	996	996	-	-	-	-	-	-	-
Stage 2	1001	1029	-	2128	2125	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 7	11	199	~ 7	11	318	531	-	-	706	-	-
Stage 1	66	91	-	294	322	-	-	-	-	-	-	-
Stage 2	293	311	-	~ 65	90	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 4	199	-	~ 4	318	531	-	-	706	-	-
Mov Cap-2 Maneuver	-	~ 4	-	-	~ 4	-	-	-	-	-	-	-
Stage 1	63	38	-	280	306	-	-	-	-	-	-	-
Stage 2	86	296	-	~ 21	38	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.3	4.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	531	-	-	-	-	318	706	-	-
HCM Lane V/C Ratio	0.05	-	-	-	-	0.679	0.581	-	-
HCM Control Delay (s)	12.1	-	-	-	-	37.2	16.9	-	-
HCM Lane LOS	B	-	-	-	-	E	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	-	4.6	3.8	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	670	167	65	590	95	184	90	60	100	260	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	37	705	81	68	621	68	194	95	42	105	274	78
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	752	86	87	793	87	246	108	44	162	386	105
Arrive On Green	0.03	0.46	0.46	0.05	0.48	0.48	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1774	1641	189	1774	1650	181	522	286	117	328	1021	278
Grp Volume(v), veh/h	37	0	786	68	0	689	331	0	0	457	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1829	1774	0	1831	925	0	0	1627	0	0
Q Serve(g_s), s	2.4	0.0	48.0	4.5	0.0	36.9	13.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	48.0	4.5	0.0	36.9	42.1	0.0	0.0	28.3	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.10	0.59		0.13	0.23		0.17
Lane Grp Cap(c), veh/h	47	0	839	87	0	880	398	0	0	653	0	0
V/C Ratio(X)	0.79	0.00	0.94	0.78	0.00	0.78	0.83	0.00	0.00	0.70	0.00	0.00
Avail Cap(c_a), veh/h	75	0	865	89	0	880	402	0	0	658	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	57.0	0.0	30.3	55.4	0.0	25.4	38.0	0.0	0.0	31.4	0.0	0.0
Incr Delay (d2), s/veh	24.4	0.0	17.1	34.8	0.0	4.6	13.6	0.0	0.0	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	28.2	3.0	0.0	19.7	12.1	0.0	0.0	13.4	0.0	0.0
LnGrp Delay(d),s/veh	81.4	0.0	47.4	90.2	0.0	30.1	51.7	0.0	0.0	34.7	0.0	0.0
LnGrp LOS	F		D	F		C	D			C		
Approach Vol, veh/h		823			757			331			457	
Approach Delay, s/veh		48.9			35.5			51.7			34.7	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		49.0	10.3	58.5		49.0	7.6	61.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		44.9	5.9	55.7		44.9	5.0	56.6
Max Q Clear Time (g_c+I1), s		44.1	6.5	50.0		30.3	4.4	38.9
Green Ext Time (p_c), s		0.4	0.0	3.9		4.4	0.0	9.2

Intersection Summary	
HCM 2010 Ctrl Delay	42.3
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	302	10	25	283	5	30
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	318	11	26	298	5	32

Major/Minor	Major2		Major1		Minor2	
Conflicting Flow All	324	-	0	0	175	965
Stage 1	-	-	-	-	0	641
Stage 2	-	-	-	-	175	324
Critical Hdwy	4.12	-	-	-	6.42	6.52
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.42	5.52
Follow-up Hdwy	2.218	-	-	-	3.518	4.018
Pot Cap-1 Maneuver	1236	-	-	-	815	255
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	855	650
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1236	-	-	-	605	0
Mov Cap-2 Maneuver	-	-	-	-	605	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	-	855	0

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	WBL	WBR	SBLn1
Capacity (veh/h)	-	-	1236	-	605
HCM Lane V/C Ratio	-	-	0.257	-	0.061
HCM Control Delay (s)	-	-	8.9	-	11.3
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	1	-	0.2

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	392	96	164	15	25	466
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	413	101	173	16	26	491

Major/Minor	Major1		Minor1		Major2	
Conflicting Flow All	491	0	1469	101	101	-
Stage 1	-	-	926	-	-	-
Stage 2	-	-	543	-	-	-
Critical Hdwy	-	-	6.52	6.22	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	-	-	~ 127	954	1491	-
Stage 1	-	-	347	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-				-
Mov Cap-1 Maneuver	-	-	0	954	1491	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s		9.7	0.4
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBLn1	SBL	SBR
Capacity (veh/h)	-	-	954	1491	-
HCM Lane V/C Ratio	-	-	0.198	0.018	-
HCM Control Delay (s)	-	-	9.7	7.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	10	108	25	10	50	92	590	60	50	875	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	42	11	114	26	11	53	97	621	63	53	921	63
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	29	148	104	52	135	124	1077	109	67	1061	73
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.07	0.65	0.65	0.04	0.62	0.62
Sat Flow, veh/h	293	212	1087	313	383	997	1774	1664	169	1774	1724	118
Grp Volume(v), veh/h	167	0	0	90	0	0	97	0	684	53	0	984
Grp Sat Flow(s),veh/h/ln	1593	0	0	1693	0	0	1774	0	1833	1774	0	1842
Q Serve(g_s), s	3.8	0.0	0.0	0.0	0.0	0.0	4.1	0.0	15.8	2.2	0.0	33.3
Cycle Q Clear(g_c), s	7.5	0.0	0.0	3.7	0.0	0.0	4.1	0.0	15.8	2.2	0.0	33.3
Prop In Lane	0.25		0.68	0.29		0.59	1.00		0.09	1.00		0.06
Lane Grp Cap(c), veh/h	276	0	0	291	0	0	124	0	1186	67	0	1133
V/C Ratio(X)	0.61	0.00	0.00	0.31	0.00	0.00	0.78	0.00	0.58	0.79	0.00	0.87
Avail Cap(c_a), veh/h	395	0	0	408	0	0	158	0	1299	165	0	1313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	0.0	29.7	0.0	0.0	34.5	0.0	7.5	36.0	0.0	12.0
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.6	0.0	0.0	17.5	0.0	0.5	18.3	0.0	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0	1.7	0.0	0.0	2.6	0.0	8.0	1.4	0.0	18.5
LnGrp Delay(d),s/veh	33.4	0.0	0.0	30.3	0.0	0.0	52.0	0.0	8.0	54.3	0.0	17.8
LnGrp LOS	C			C			D		A	D		B
Approach Vol, veh/h		167			90			781			1037	
Approach Delay, s/veh		33.4			30.3			13.5			19.6	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.3	53.3		14.7	9.8	50.8		14.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	7.0	53.4		16.1	6.7	53.7		16.1
Max Q Clear Time (g_c+I1), s	4.2	17.8		9.5	6.1	35.3		5.7
Green Ext Time (p_c), s	0.0	15.9		0.8	0.0	11.1		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	734	382	0	190	50
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	0	773	402	0	200	53
Adj No. of Lanes	0	2	2	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	993	993	0	1031	920
Arrive On Green	0.00	0.28	0.28	0.00	0.58	0.58
Sat Flow, veh/h	0	3725	3725	0	1774	1583
Grp Volume(v), veh/h	0	773	402	0	200	53
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1774	1583
Q Serve(g_s), s	0.0	13.1	6.0	0.0	3.5	0.9
Cycle Q Clear(g_c), s	0.0	13.1	6.0	0.0	3.5	0.9
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	993	993	0	1031	920
V/C Ratio(X)	0.00	0.78	0.40	0.00	0.19	0.06
Avail Cap(c_a), veh/h	0	1116	1116	0	1031	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.99	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	21.5	19.0	0.0	6.4	5.9
Incr Delay (d2), s/veh	0.0	3.2	0.3	0.0	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.8	2.9	0.0	1.8	0.4
LnGrp Delay(d),s/veh	0.0	24.7	19.2	0.0	6.9	6.0
LnGrp LOS		C	B		A	A
Approach Vol, veh/h		773	402		253	
Approach Delay, s/veh		24.7	19.2		6.7	
Approach LOS		C	B		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				22.7		42.3		22.7
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				20.5		35.5		20.5
Max Q Clear Time (g_c+I1), s				15.1		5.5		8.0
Green Ext Time (p_c), s				3.2		0.7		5.8

Intersection Summary	
HCM 2010 Ctrl Delay	20.0
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	100	824	382	100	0	0
Number	7	4	8	18		
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900		
Adj Flow Rate, veh/h	105	867	402	105		
Adj No. of Lanes	1	2	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	138	1328	636	164		
Arrive On Green	0.16	0.75	0.23	0.23		
Sat Flow, veh/h	1774	3632	2878	720		
Grp Volume(v), veh/h	105	867	254	253		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1736		
Q Serve(g_s), s	3.7	7.8	8.4	8.6		
Cycle Q Clear(g_c), s	3.7	7.8	8.4	8.6		
Prop In Lane	1.00			0.41		
Lane Grp Cap(c), veh/h	138	1328	404	396		
V/C Ratio(X)	0.76	0.65	0.63	0.64		
Avail Cap(c_a), veh/h	1051	3294	476	467		
HCM Platoon Ratio	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.76	0.76	1.00	1.00		
Uniform Delay (d), s/veh	26.9	6.0	22.6	22.7		
Incr Delay (d2), s/veh	6.5	0.4	2.0	2.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.0	3.6	4.3	4.3		
LnGrp Delay(d),s/veh	33.3	6.5	24.6	24.9		
LnGrp LOS	C	A	C	C		
Approach Vol, veh/h		972	507			
Approach Delay, s/veh		9.4	24.7			
Approach LOS		A	C			

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4			7	8
Phs Duration (G+Y+Rc), s				28.9			9.6	19.3
Change Period (Y+Rc), s				4.5			4.5	4.5
Max Green Setting (Gmax), s				60.5			38.5	17.5
Max Q Clear Time (g_c+I1), s				9.8			5.7	10.6
Green Ext Time (p_c), s				11.2			0.3	4.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1542	325	547	1158	0	1835
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	0	1863
Adj Flow Rate, veh/h	1623	268	576	1219	0	1616
Adj No. of Lanes	3	0	1	2	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	2336	384	622	3329	0	0
Arrive On Green	0.53	0.53	0.35	0.94	0.00	0.00
Sat Flow, veh/h	4569	723	1774	3632	0	
Grp Volume(v), veh/h	1248	643	576	1219	0.0	
Grp Sat Flow(s),veh/h/ln	1695	1735	1774	1770		
Q Serve(g_s), s	20.8	21.0	23.7	2.4		
Cycle Q Clear(g_c), s	20.8	21.0	23.7	2.4		
Prop In Lane		0.42	1.00			
Lane Grp Cap(c), veh/h	1799	921	622	3329		
V/C Ratio(X)	0.69	0.70	0.93	0.37		
Avail Cap(c_a), veh/h	1898	971	713	3613		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	13.2	13.3	23.7	0.2		
Incr Delay (d2), s/veh	1.0	2.1	16.8	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	9.8	10.5	14.4	1.0		
LnGrp Delay(d),s/veh	14.3	15.4	40.5	0.3		
LnGrp LOS	B	B	D	A		
Approach Vol, veh/h	1891			1795		
Approach Delay, s/veh	14.6			13.2		
Approach LOS	B			B		

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4				8
Phs Duration (G+Y+Rc), s			31.1	44.8				75.9
Change Period (Y+Rc), s			4.5	4.5				4.5
Max Green Setting (Gmax), s			30.5	42.5				77.5
Max Q Clear Time (g_c+I1), s			25.7	23.0				4.4
Green Ext Time (p_c), s			0.9	17.3				50.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.9
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	2857	580	0	1345	365	616
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	3007	0	0	1416	291	589
Adj No. of Lanes	3	1	0	2	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	3162	984	0	2201	413	737
Arrive On Green	0.62	0.00	0.00	0.62	0.23	0.23
Sat Flow, veh/h	5253	1583	0	3725	1774	3167
Grp Volume(v), veh/h	3007	0	0	1416	291	589
Grp Sat Flow(s),veh/h/ln	1695	1583	0	1770	1774	1583
Q Serve(g_s), s	33.9	0.0	0.0	15.6	9.3	10.9
Cycle Q Clear(g_c), s	33.9	0.0	0.0	15.6	9.3	10.9
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3162	984	0	2201	413	737
V/C Ratio(X)	0.95	0.00	0.00	0.64	0.70	0.80
Avail Cap(c_a), veh/h	3163	985	0	2201	501	895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	0.0	0.0	7.4	21.8	22.4
Incr Delay (d2), s/veh	7.6	0.0	0.0	0.6	3.5	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	0.0	0.0	7.7	4.9	5.2
LnGrp Delay(d),s/veh	18.4	0.0	0.0	8.0	25.3	26.7
LnGrp LOS	B			A	C	C
Approach Vol, veh/h	3007			1416	880	
Approach Delay, s/veh	18.4			8.0	26.2	
Approach LOS	B			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		18.9		43.0				43.0
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		17.5		38.5				38.5
Max Q Clear Time (g_c+I1), s		12.9		35.9				17.6
Green Ext Time (p_c), s		1.6		2.6				20.6

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	145	3038	55	45	1873	50	70	5	35	55	5	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	153	3198	47	47	1972	42	74	5	32	58	5	111
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	3257	48	60	2854	61	216	33	209	262	19	236
Arrive On Green	0.11	0.63	0.63	0.03	0.56	0.56	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1774	5164	76	1774	5125	109	1271	218	1398	1114	126	1583
Grp Volume(v), veh/h	153	2094	1151	47	1304	710	74	0	37	63	0	111
Grp Sat Flow(s),veh/h/ln	1774	1695	1849	1774	1695	1844	1271	0	1616	1240	0	1583
Q Serve(g_s), s	6.1	43.3	44.1	1.9	20.1	20.1	4.1	0.0	1.4	2.7	0.0	4.6
Cycle Q Clear(g_c), s	6.1	43.3	44.1	1.9	20.1	20.1	8.2	0.0	1.4	4.2	0.0	4.6
Prop In Lane	1.00		0.04	1.00		0.06	1.00		0.86	0.92		1.00
Lane Grp Cap(c), veh/h	191	2138	1166	60	1888	1027	216	0	241	280	0	236
V/C Ratio(X)	0.80	0.98	0.99	0.78	0.69	0.69	0.34	0.00	0.15	0.22	0.00	0.47
Avail Cap(c_a), veh/h	237	2138	1166	105	1888	1027	316	0	368	390	0	361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.6	12.9	13.1	34.7	11.6	11.6	31.7	0.0	26.8	28.5	0.0	28.2
Incr Delay (d2), s/veh	14.6	14.9	23.1	19.6	1.1	2.0	0.9	0.0	0.3	0.4	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	24.2	29.5	1.3	9.5	10.6	1.5	0.0	0.7	1.2	0.0	2.1
LnGrp Delay(d),s/veh	46.2	27.8	36.1	54.4	12.6	13.6	32.7	0.0	27.1	28.9	0.0	29.6
LnGrp LOS	D	C	D	D	B	B	C		C	C		C
Approach Vol, veh/h		3398			2061			111			174	
Approach Delay, s/veh		31.5			13.9			30.8			29.4	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		15.3	6.9	50.2		15.3	12.3	44.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		16.5	4.3	45.7		16.5	9.7	40.3
Max Q Clear Time (g_c+I1), s		10.2	3.9	46.1		6.6	8.1	22.1
Green Ext Time (p_c), s		0.6	0.0	0.0		0.7	0.1	18.1

Intersection Summary	
HCM 2010 Ctrl Delay	25.1
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	280	3003	1808	70	40	140
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	295	3161	1903	63	42	126
Adj No. of Lanes	2	3	3	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	358	3606	2629	87	214	191
Arrive On Green	0.10	0.71	0.52	0.52	0.12	0.12
Sat Flow, veh/h	3442	5253	5224	167	1774	1583
Grp Volume(v), veh/h	295	3161	1275	691	42	126
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1833	1774	1583
Q Serve(g_s), s	4.4	25.2	15.3	15.3	1.1	4.0
Cycle Q Clear(g_c), s	4.4	25.2	15.3	15.3	1.1	4.0
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	358	3606	1762	953	214	191
V/C Ratio(X)	0.82	0.88	0.72	0.72	0.20	0.66
Avail Cap(c_a), veh/h	358	3609	1765	954	621	554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	5.9	9.8	9.8	20.9	22.2
Incr Delay (d2), s/veh	14.4	2.7	1.5	2.8	0.4	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	12.3	7.4	8.4	0.6	3.7
LnGrp Delay(d),s/veh	37.5	8.6	11.3	12.5	21.4	26.1
LnGrp LOS	D	A	B	B	C	C
Approach Vol, veh/h		3456	1966		168	
Approach Delay, s/veh		11.1	11.7		24.9	
Approach LOS		B	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				42.0		10.9	10.0	32.0
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				37.5		18.5	5.5	27.5
Max Q Clear Time (g_c+I1), s				27.2		6.0	6.4	17.3
Green Ext Time (p_c), s				10.2		0.4	0.0	10.1

Intersection Summary	
HCM 2010 Ctrl Delay	11.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	235	2353	345	328	1418	135	175	125	292	120	100	210
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	247	2477	300	345	1493	110	184	132	244	126	105	158
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	2201	685	420	2346	730	256	652	292	183	576	258
Arrive On Green	0.09	0.43	0.43	0.12	0.46	0.46	0.07	0.18	0.18	0.05	0.16	0.16
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	247	2477	300	345	1493	110	184	132	244	126	105	158
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	6.1	37.5	11.5	8.5	19.4	3.5	4.5	2.7	12.9	3.1	2.2	8.0
Cycle Q Clear(g_c), s	6.1	37.5	11.5	8.5	19.4	3.5	4.5	2.7	12.9	3.1	2.2	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	322	2201	685	420	2346	730	256	652	292	183	576	258
V/C Ratio(X)	0.77	1.13	0.44	0.82	0.64	0.15	0.72	0.20	0.84	0.69	0.18	0.61
Avail Cap(c_a), veh/h	350	2201	685	445	2346	730	258	764	342	183	686	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	24.6	17.2	37.1	17.8	13.5	39.2	29.9	34.1	40.3	31.3	33.7
Incr Delay (d2), s/veh	9.1	63.0	0.4	11.2	0.6	0.1	9.2	0.2	14.5	10.4	0.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	30.2	5.1	4.7	9.1	1.5	2.5	1.4	6.8	1.8	1.1	3.7
LnGrp Delay(d),s/veh	47.4	87.5	17.6	48.3	18.4	13.6	48.4	30.1	48.6	50.8	31.4	36.3
LnGrp LOS	D	F	B	D	B	B	D	C	D	D	C	D
Approach Vol, veh/h		3024			1948			560			389	
Approach Delay, s/veh		77.3			23.4			44.2			39.7	
Approach LOS		E			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	20.5	15.1	42.0	11.0	18.6	12.6	44.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.6	18.7	11.2	37.5	6.5	16.8	8.8	39.9
Max Q Clear Time (g_c+I1), s	5.1	14.9	10.5	39.5	6.5	10.0	8.1	21.4
Green Ext Time (p_c), s	0.0	1.1	0.1	0.0	0.0	1.6	0.1	18.1

Intersection Summary	
HCM 2010 Ctrl Delay	54.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	360	1875	485	266	1356	120	360	265	329	100	210	210
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	379	1974	332	280	1427	84	379	279	293	105	221	137
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	679	1998	330	290	1677	99	358	449	401	130	267	159
Arrive On Green	0.20	0.45	0.45	0.08	0.34	0.34	0.20	0.25	0.25	0.07	0.13	0.13
Sat Flow, veh/h	3442	4398	727	3442	4913	289	1774	1770	1583	1774	2136	1272
Grp Volume(v), veh/h	379	1513	793	280	985	526	379	279	293	105	181	177
Grp Sat Flow(s),veh/h/ln	1721	1695	1735	1721	1695	1812	1774	1770	1583	1774	1770	1638
Q Serve(g_s), s	11.8	52.3	54.0	9.6	32.1	32.1	24.0	16.6	20.1	6.9	11.9	12.6
Cycle Q Clear(g_c), s	11.8	52.3	54.0	9.6	32.1	32.1	24.0	16.6	20.1	6.9	11.9	12.6
Prop In Lane	1.00		0.42	1.00		0.16	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	679	1540	788	290	1157	618	358	449	401	130	221	205
V/C Ratio(X)	0.56	0.98	1.01	0.97	0.85	0.85	1.06	0.62	0.73	0.81	0.82	0.86
Avail Cap(c_a), veh/h	679	1540	788	290	1284	686	358	449	401	194	238	221
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	32.0	32.4	54.3	36.3	36.3	47.4	39.3	40.6	54.2	50.7	51.0
Incr Delay (d2), s/veh	1.0	18.8	33.5	43.8	5.2	9.3	63.7	2.6	6.6	13.9	18.9	26.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	28.4	32.9	6.3	15.7	17.5	18.0	8.5	9.5	3.9	7.0	7.2
LnGrp Delay(d),s/veh	44.1	50.8	65.9	98.0	41.6	45.6	111.1	42.0	47.3	68.2	69.6	77.4
LnGrp LOS	D	D	F	F	D	D	F	D	D	E	E	E
Approach Vol, veh/h		2685			1791			951			463	
Approach Delay, s/veh		54.3			51.6			71.1			72.2	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	58.0	28.0	18.9	27.4	44.6	12.7	34.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	54.0	24.0	16.0	19.0	45.0	13.0	27.0
Max Q Clear Time (g_c+I1), s	11.6	56.0	26.0	14.6	13.8	34.1	8.9	22.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.3	4.8	6.5	0.1	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	57.6
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	290	1249	570	235	982	238	405	870	291	492	790	190
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	305	1315	442	247	1034	188	426	916	0	518	832	0
Adj No. of Lanes	1	2	1	1	2	1	2	3	1	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	1376	615	220	1165	521	486	923	287	526	982	306
Arrive On Green	0.18	0.39	0.39	0.12	0.33	0.33	0.14	0.18	0.00	0.15	0.19	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	305	1315	442	247	1034	188	426	916	0	518	832	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	17.7	37.8	16.0	13.0	29.0	6.2	12.7	18.8	0.0	15.7	16.5	0.0
Cycle Q Clear(g_c), s	17.7	37.8	16.0	13.0	29.0	6.2	12.7	18.8	0.0	15.7	16.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	1376	615	220	1165	521	486	923	287	526	982	306
V/C Ratio(X)	0.94	0.96	0.72	1.12	0.89	0.36	0.88	0.99	0.00	0.98	0.85	0.00
Avail Cap(c_a), veh/h	326	1386	620	220	1251	560	486	923	287	526	1069	333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.1	31.1	11.3	45.8	33.3	11.6	44.1	42.8	0.0	44.2	40.7	0.0
Incr Delay (d2), s/veh	33.6	14.9	4.0	97.1	7.7	0.4	16.5	27.7	0.0	35.2	6.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	21.3	8.4	12.2	15.3	3.7	7.1	11.1	0.0	10.0	8.3	0.0
LnGrp Delay(d),s/veh	75.7	46.0	15.2	142.9	41.0	12.0	60.6	70.5	0.0	79.5	46.8	0.0
LnGrp LOS	E	D	B	F	D	B	E	E		E	D	
Approach Vol, veh/h		2062			1469			1342			1350	
Approach Delay, s/veh		43.8			54.4			67.3			59.3	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	44.7	18.8	24.2	23.2	38.5	20.0	23.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	41.0	13.0	22.0	17.0	37.0	16.0	19.0
Max Q Clear Time (g_c+I1), s	15.0	39.8	14.7	18.5	19.7	31.0	17.7	20.8
Green Ext Time (p_c), s	0.0	0.9	0.0	1.7	0.0	3.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1320	85	0	965	256	0	0	0	511	0	315
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	1389	0	0	1016	258				538	0	269
Adj No. of Lanes	0	3	1	0	2	1				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	2781	866	0	1936	1271				880	0	405
Arrive On Green	0.00	0.55	0.00	0.00	0.55	0.55				0.26	0.00	0.26
Sat Flow, veh/h	0	5253	1583	0	3632	1583				3442	0	1583
Grp Volume(v), veh/h	0	1389	0	0	1016	258				538	0	269
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1770	1583				1721	0	1583
Q Serve(g_s), s	0.0	7.8	0.0	0.0	8.3	1.8				6.3	0.0	7.0
Cycle Q Clear(g_c), s	0.0	7.8	0.0	0.0	8.3	1.8				6.3	0.0	7.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2781	866	0	1936	1271				880	0	405
V/C Ratio(X)	0.00	0.50	0.00	0.00	0.52	0.20				0.61	0.00	0.66
Avail Cap(c_a), veh/h	0	3176	989	0	2210	1394				2074	0	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.4	0.0	0.0	6.6	1.1				15.0	0.0	15.2
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	0.1				0.7	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	0.0	0.0	4.0	1.7				3.1	0.0	3.2
LnGrp Delay(d),s/veh	0.0	6.6	0.0	0.0	6.8	1.1				15.7	0.0	17.1
LnGrp LOS		A			A	A				B		B
Approach Vol, veh/h		1389			1274						807	
Approach Delay, s/veh		6.6			5.6						16.1	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				29.5		16.2		29.5
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				28.5		27.5		28.5
Max Q Clear Time (g_c+I1), s				9.8		9.0		10.3
Green Ext Time (p_c), s				15.0		2.7		14.6

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1655	180	0	1041	335	180	0	382	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	1742	178	0	1096	0	189	0	370			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3090	1283	0	3090	962	359	0	565			
Arrive On Green	0.00	0.61	0.61	0.00	0.61	0.00	0.20	0.00	0.20			
Sat Flow, veh/h	0	5253	1583	0	5253	1583	1774	0	2787			
Grp Volume(v), veh/h	0	1742	178	0	1096	0	189	0	370			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583	1774	0	1393			
Q Serve(g_s), s	0.0	9.7	1.1	0.0	5.1	0.0	4.5	0.0	5.8			
Cycle Q Clear(g_c), s	0.0	9.7	1.1	0.0	5.1	0.0	4.5	0.0	5.8			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3090	1283	0	3090	962	359	0	565			
V/C Ratio(X)	0.00	0.56	0.14	0.00	0.35	0.00	0.53	0.00	0.66			
Avail Cap(c_a), veh/h	0	3377	1372	0	3377	1052	916	0	1440			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	5.6	1.0	0.0	4.7	0.0	16.9	0.0	17.4			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0	1.2	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	4.4	1.0	0.0	2.4	0.0	2.3	0.0	2.3			
LnGrp Delay(d),s/veh	0.0	5.7	1.0	0.0	4.7	0.0	18.1	0.0	18.7			
LnGrp LOS		A	A		A		B		B			
Approach Vol, veh/h		1920			1096			559				
Approach Delay, s/veh		5.3			4.7			18.5				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		14.1		33.3				33.3
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		24.5		31.5				31.5
Max Q Clear Time (g_c+I1), s		7.8		11.7				7.1
Green Ext Time (p_c), s		1.8		17.1				20.5

Intersection Summary	
HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	220	1568	250	106	1006	487	180	130	159	499	190	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	232	1651	200	112	1059	450	189	137	162	525	200	147
Adj No. of Lanes	2	3	1	2	3	0	1	2	0	1	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	1561	690	178	977	415	229	242	216	516	1057	1054
Arrive On Green	0.08	0.31	0.31	0.05	0.28	0.28	0.13	0.14	0.14	0.29	0.30	0.30
Sat Flow, veh/h	3442	5085	1583	3442	3502	1488	1774	1770	1583	1774	3539	2787
Grp Volume(v), veh/h	232	1651	200	112	1025	484	189	137	162	525	200	147
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1600	1774	1770	1583	1774	1770	1393
Q Serve(g_s), s	5.6	25.9	6.9	2.7	23.5	23.5	8.7	6.1	8.3	24.5	3.5	2.9
Cycle Q Clear(g_c), s	5.6	25.9	6.9	2.7	23.5	23.5	8.7	6.1	8.3	24.5	3.5	2.9
Prop In Lane	1.00		1.00	1.00		0.93	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	274	1561	690	178	946	447	229	242	216	516	1057	1054
V/C Ratio(X)	0.85	1.06	0.29	0.63	1.08	1.08	0.83	0.57	0.75	1.02	0.19	0.14
Avail Cap(c_a), veh/h	274	1561	690	192	946	447	364	364	325	516	1057	1054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	29.2	15.3	39.1	30.4	30.4	35.8	34.0	35.0	29.9	22.0	17.2
Incr Delay (d2), s/veh	21.2	39.7	0.2	5.8	54.6	67.0	8.3	2.1	5.1	44.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	17.7	3.0	1.4	18.1	18.6	4.8	3.1	3.9	18.2	1.7	1.1
LnGrp Delay(d),s/veh	59.5	68.9	15.6	44.9	85.0	97.4	44.0	36.1	40.1	73.9	22.0	17.2
LnGrp LOS	E	F	B	D	F	F	D	D	D	F	C	B
Approach Vol, veh/h		2083			1621			488			872	
Approach Delay, s/veh		62.7			85.9			40.5			52.4	
Approach LOS		E			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	16.0	8.8	30.4	15.4	29.6	11.2	28.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	24.5	17.3	4.7	25.5	17.3	24.5	6.7	23.5
Max Q Clear Time (g_c+I1), s	26.5	10.3	4.7	27.9	10.7	5.5	7.6	25.5
Green Ext Time (p_c), s	0.0	1.2	0.0	0.0	0.3	3.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	66.2
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	180	1715	330	322	1164	119	380	175	442	59	90	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	189	1805	205	339	1225	93	400	184	376	62	95	31
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	1755	198	257	1930	146	434	456	388	156	118	39
Arrive On Green	0.12	0.38	0.38	0.14	0.40	0.40	0.24	0.24	0.24	0.09	0.09	0.09
Sat Flow, veh/h	1774	4637	524	1774	4822	366	1774	1863	1583	1774	1346	439
Grp Volume(v), veh/h	189	1317	693	339	861	457	400	184	376	62	0	126
Grp Sat Flow(s),veh/h/ln	1774	1695	1770	1774	1695	1798	1774	1863	1583	1774	0	1785
Q Serve(g_s), s	13.1	47.3	47.3	18.1	25.5	25.5	27.5	10.3	29.4	4.1	0.0	8.7
Cycle Q Clear(g_c), s	13.1	47.3	47.3	18.1	25.5	25.5	27.5	10.3	29.4	4.1	0.0	8.7
Prop In Lane	1.00		0.30	1.00		0.20	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	218	1283	670	257	1357	720	434	456	388	156	0	157
V/C Ratio(X)	0.87	1.03	1.03	1.32	0.63	0.63	0.92	0.40	0.97	0.40	0.00	0.80
Avail Cap(c_a), veh/h	366	1283	670	257	1357	720	434	456	388	227	0	229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.8	38.8	38.8	53.4	30.1	30.1	46.0	39.5	46.7	53.9	0.0	55.9
Incr Delay (d2), s/veh	10.8	32.1	43.8	168.4	1.0	1.8	24.9	0.6	37.7	1.6	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	27.8	31.2	20.9	12.1	13.1	16.4	5.4	16.9	2.1	0.0	4.8
LnGrp Delay(d),s/veh	64.6	71.0	82.6	221.9	31.1	32.0	70.9	40.1	84.4	55.5	0.0	68.2
LnGrp LOS	E	F	F	F	C	C	E	D	F	E		E
Approach Vol, veh/h		2199			1657			960			188	
Approach Delay, s/veh		74.1			70.4			70.3			64.0	
Approach LOS		E			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		35.1	22.6	51.8		15.5	19.9	54.5
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		30.6	18.1	47.3		16.0	25.8	39.6
Max Q Clear Time (g_c+I1), s		31.4	20.1	49.3		10.7	15.1	27.5
Green Ext Time (p_c), s		0.0	0.0	0.0		0.3	0.3	11.3

Intersection Summary	
HCM 2010 Ctrl Delay	71.8
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	85	1836	340	358	1085	150	250	45	381	160	230	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	89	1933	295	377	1142	158	263	47	390	168	242	115
Adj No. of Lanes	1	3	1	2	3	0	2	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	1949	607	402	1968	272	294	362	308	187	256	122
Arrive On Green	0.06	0.38	0.38	0.12	0.44	0.44	0.09	0.19	0.19	0.11	0.21	0.21
Sat Flow, veh/h	1774	5085	1583	3442	4518	625	3442	1863	1583	1774	1195	568
Grp Volume(v), veh/h	89	1933	295	377	857	443	263	47	390	168	0	357
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1752	1721	1863	1583	1774	0	1763
Q Serve(g_s), s	4.4	34.0	12.7	9.8	17.2	17.2	6.8	1.9	17.5	8.4	0.0	18.0
Cycle Q Clear(g_c), s	4.4	34.0	12.7	9.8	17.2	17.2	6.8	1.9	17.5	8.4	0.0	18.0
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	114	1949	607	402	1477	763	294	362	308	187	0	378
V/C Ratio(X)	0.78	0.99	0.49	0.94	0.58	0.58	0.89	0.13	1.27	0.90	0.00	0.94
Avail Cap(c_a), veh/h	199	1949	607	402	1477	763	294	362	308	187	0	378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.5	27.6	21.0	39.4	19.2	19.2	40.7	30.0	36.3	39.8	0.0	34.8
Incr Delay (d2), s/veh	10.8	18.4	0.6	29.9	0.6	1.1	27.2	0.2	143.3	38.4	0.0	32.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	19.1	5.6	6.3	8.1	8.5	4.4	1.0	19.9	6.1	0.0	12.1
LnGrp Delay(d),s/veh	52.3	46.0	21.6	69.3	19.8	20.3	67.9	30.1	179.6	78.2	0.0	67.1
LnGrp LOS	D	D	C	E	B	C	E	C	F	E		E
Approach Vol, veh/h		2317			1677			700			525	
Approach Delay, s/veh		43.1			31.0			127.6			70.7	
Approach LOS		D			C			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	22.0	15.0	39.0	12.2	23.8	10.3	43.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	17.5	10.5	34.5	7.7	19.3	10.1	34.9
Max Q Clear Time (g_c+I1), s	10.4	19.5	11.8	36.0	8.8	20.0	6.4	19.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	14.6

Intersection Summary	
HCM 2010 Ctrl Delay	53.3
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	66.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	110	1771	40	0	74	1098	65	0	45	45	176	0	45	30	70
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	116	1864	42	0	78	1156	68	0	47	47	185	0	47	32	74
Number of Lanes	0	1	1	1	0	0	2	0	0	1	1	0	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	3
HCM Control Delay	70.9	73.5	24	16.1
HCM LOS	F	F	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	12%	0%	60%	0%
Vol Thru, %	0%	20%	0%	100%	0%	88%	89%	40%	0%
Vol Right, %	0%	80%	0%	0%	100%	0%	11%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	221	110	1771	40	623	614	75	70
LT Vol	45	0	110	0	0	74	0	45	0
Through Vol	0	45	0	1771	0	549	549	30	0
RT Vol	0	176	0	0	40	0	65	0	70
Lane Flow Rate	47	233	116	1864	42	656	646	79	74
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.138	0.609	0.306	1	0.097	1	1	0.238	0.202
Departure Headway (Hd)	10.472	9.417	9.502	9.001	8.301	8.597	8.463	10.871	9.873
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	343	384	379	429	432	426	433	331	364
Service Time	8.207	7.152	7.252	6.752	6.052	6.359	6.225	8.615	7.618
HCM Lane V/C Ratio	0.137	0.607	0.306	4.345	0.097	1.54	1.492	0.239	0.203
HCM Control Delay	14.9	25.8	16.4	75.6	11.9	73.8	73.2	17	15.1
HCM Lane LOS	B	D	C	F	B	F	F	C	C
HCM 95th-tile Q	0.5	3.9	1.3	12.2	0.3	12.5	12.6	0.9	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	135	263	125	454	230	145	140	625	219	145	725	145
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	142	277	121	478	242	142	147	658	184	153	763	121
Adj No. of Lanes	0	1	1	2	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	281	367	729	233	137	191	762	213	170	977	155
Arrive On Green	0.23	0.23	0.23	0.21	0.21	0.21	0.06	0.28	0.28	0.10	0.32	0.32
Sat Flow, veh/h	621	1211	1583	3442	1102	647	3442	2734	764	1774	3061	485
Grp Volume(v), veh/h	419	0	121	478	0	384	147	426	416	153	441	443
Grp Sat Flow(s),veh/h/ln	1832	0	1583	1721	0	1749	1721	1770	1728	1774	1770	1777
Q Serve(g_s), s	22.6	0.0	6.3	12.6	0.0	21.0	4.2	22.7	22.7	8.5	22.4	22.4
Cycle Q Clear(g_c), s	22.6	0.0	6.3	12.6	0.0	21.0	4.2	22.7	22.7	8.5	22.4	22.4
Prop In Lane	0.34		1.00	1.00		0.37	1.00		0.44	1.00		0.27
Lane Grp Cap(c), veh/h	425	0	367	729	0	370	191	493	482	170	565	567
V/C Ratio(X)	0.99	0.00	0.33	0.66	0.00	1.04	0.77	0.86	0.86	0.90	0.78	0.78
Avail Cap(c_a), veh/h	425	0	367	729	0	370	191	509	497	170	580	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	31.7	35.8	0.0	39.1	46.2	33.9	34.0	44.4	30.6	30.6
Incr Delay (d2), s/veh	39.9	0.0	0.5	2.1	0.0	56.6	17.3	13.9	14.3	41.7	6.6	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	0.0	2.8	6.2	0.0	15.9	2.4	12.9	12.7	6.1	11.9	12.0
LnGrp Delay(d),s/veh	77.8	0.0	32.2	37.9	0.0	95.7	63.5	47.9	48.3	86.1	37.2	37.2
LnGrp LOS	E		C	D		F	E	D	D	F	D	D
Approach Vol, veh/h		540			862			989			1037	
Approach Delay, s/veh		67.6			63.6			50.4			44.4	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.0	32.1		27.5	10.0	36.1		25.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	9.5	28.5		23.0	5.5	32.5		21.0
Max Q Clear Time (g_c+I1), s	10.5	24.7		24.6	6.2	24.4		23.0
Green Ext Time (p_c), s	0.0	3.0		0.0	0.0	5.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	311	285	395	210	350	296	140	424	160	212	444	239
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	327	300	405	221	368	265	147	446	136	223	467	220
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	461	392	266	439	373	183	614	186	212	576	269
Arrive On Green	0.16	0.25	0.25	0.15	0.24	0.24	0.10	0.23	0.23	0.12	0.25	0.25
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	2679	810	1774	2343	1096
Grp Volume(v), veh/h	327	300	405	221	368	265	147	293	289	223	352	335
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1770	1720	1774	1770	1669
Q Serve(g_s), s	11.5	10.3	17.6	8.6	13.4	10.9	5.8	10.9	11.0	8.5	13.3	13.4
Cycle Q Clear(g_c), s	11.5	10.3	17.6	8.6	13.4	10.9	5.8	10.9	11.0	8.5	13.3	13.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.47	1.00		0.66
Lane Grp Cap(c), veh/h	287	461	392	266	439	373	183	405	394	212	435	410
V/C Ratio(X)	1.14	0.65	1.03	0.83	0.84	0.71	0.80	0.72	0.73	1.05	0.81	0.82
Avail Cap(c_a), veh/h	287	461	392	360	512	435	187	436	424	212	461	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	24.0	26.7	29.3	25.8	24.9	31.1	25.3	25.3	31.2	25.2	25.3
Incr Delay (d2), s/veh	95.5	3.2	54.6	11.3	10.5	4.4	21.4	5.4	6.0	75.4	9.9	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	5.7	13.6	5.0	8.1	5.2	3.9	5.9	5.9	8.6	7.6	7.4
LnGrp Delay(d),s/veh	125.2	27.2	81.3	40.6	36.3	29.4	52.5	30.7	31.3	106.6	35.1	36.3
LnGrp LOS	F	C	F	D	D	C	D	C	C	F	D	D
Approach Vol, veh/h		1032			854			729			910	
Approach Delay, s/veh		79.5			35.3			35.3			53.1	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	20.8	15.2	22.1	11.8	21.9	16.0	21.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	17.5	14.4	16.6	7.5	18.5	11.5	19.5
Max Q Clear Time (g_c+I1), s	10.5	13.0	10.6	19.6	7.8	15.4	13.5	15.4
Green Ext Time (p_c), s	0.0	2.8	0.2	0.0	0.0	2.0	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	52.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	279	1390	480	278	1240	240	390	610	312	250	690	311
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	294	1463	494	293	1305	242	411	642	317	263	726	316
Adj No. of Lanes	2	3	1	2	3	0	2	2	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	365	1719	535	355	1445	268	417	1109	496	332	694	302
Arrive On Green	0.11	0.34	0.34	0.10	0.33	0.33	0.12	0.31	0.31	0.10	0.29	0.29
Sat Flow, veh/h	3442	5085	1583	3442	4312	800	3442	3539	1583	3442	2403	1045
Grp Volume(v), veh/h	294	1463	494	293	1026	521	411	642	317	263	535	507
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1722	1721	1770	1583	1721	1770	1678
Q Serve(g_s), s	9.0	28.7	32.2	9.0	31.0	31.0	12.8	16.3	18.5	8.0	31.0	31.0
Cycle Q Clear(g_c), s	9.0	28.7	32.2	9.0	31.0	31.0	12.8	16.3	18.5	8.0	31.0	31.0
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	365	1719	535	355	1136	577	417	1109	496	332	511	485
V/C Ratio(X)	0.80	0.85	0.92	0.83	0.90	0.90	0.99	0.58	0.64	0.79	1.05	1.05
Avail Cap(c_a), veh/h	513	1800	560	385	1136	577	417	1109	496	449	511	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	33.0	34.2	47.2	34.0	34.0	47.1	30.9	31.6	47.5	38.2	38.2
Incr Delay (d2), s/veh	6.3	4.0	20.6	12.9	10.2	17.6	40.3	0.8	2.7	6.8	52.5	53.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	14.0	17.1	4.9	16.1	17.6	8.4	8.1	8.5	4.1	22.5	21.5
LnGrp Delay(d),s/veh	53.2	37.0	54.8	60.1	44.2	51.7	87.4	31.7	34.4	54.3	90.7	91.9
LnGrp LOS	D	D	D	E	D	D	F	C	C	D	F	F
Approach Vol, veh/h		2251			1840			1370			1305	
Approach Delay, s/veh		43.0			48.9			49.0			83.8	
Approach LOS		D			D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	40.3	17.0	35.0	15.4	40.0	14.3	37.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	38.0	13.0	31.0	16.0	34.0	14.0	30.0
Max Q Clear Time (g_c+I1), s	11.0	34.2	14.8	33.0	11.0	33.0	10.0	20.5
Green Ext Time (p_c), s	0.1	2.1	0.0	0.0	0.4	1.0	0.3	7.0

Intersection Summary	
HCM 2010 Ctrl Delay	53.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	542	1110	440	390	1010	370	390	1079	520	440	659	278
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	571	1168	452	411	1063	342	411	1136	547	463	694	261
Adj No. of Lanes	2	3	1	2	3	1	2	2	2	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	543	1356	422	421	1176	366	774	1101	1208	421	1059	330
Arrive On Green	0.16	0.27	0.27	0.12	0.23	0.23	0.22	0.31	0.31	0.12	0.21	0.21
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	2787	3442	5085	1583
Grp Volume(v), veh/h	571	1168	452	411	1063	342	411	1136	547	463	694	261
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1393	1721	1695	1583
Q Serve(g_s), s	14.2	19.7	24.0	10.7	18.3	13.8	9.5	28.0	3.7	11.0	11.3	14.1
Cycle Q Clear(g_c), s	14.2	19.7	24.0	10.7	18.3	13.8	9.5	28.0	3.7	11.0	11.3	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	543	1356	422	421	1176	366	774	1101	1208	421	1059	330
V/C Ratio(X)	1.05	0.86	1.07	0.98	0.90	0.93	0.53	1.03	0.45	1.10	0.66	0.79
Avail Cap(c_a), veh/h	543	1356	422	421	1187	369	774	1101	1208	421	1243	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	31.4	33.0	39.4	33.6	17.8	30.7	31.0	7.0	39.5	32.7	33.8
Incr Delay (d2), s/veh	53.1	5.9	63.9	37.7	9.8	30.4	0.7	35.6	0.3	74.0	1.0	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	9.9	17.9	7.3	9.6	9.1	4.6	19.1	2.6	9.5	5.4	7.0
LnGrp Delay(d),s/veh	91.1	37.3	96.9	77.1	43.4	48.2	31.4	66.6	7.2	113.5	33.6	43.0
LnGrp LOS	F	D	F	E	D	D	C	F	A	F	C	D
Approach Vol, veh/h		2191			1816			2094			1418	
Approach Delay, s/veh		63.6			52.0			44.2			61.4	
Approach LOS		E			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	28.0	24.2	22.8	18.2	24.8	15.0	32.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	24.0	17.0	22.0	14.0	21.0	11.0	28.0
Max Q Clear Time (g_c+I1), s	12.7	26.0	11.5	16.1	16.2	20.3	13.0	30.0
Green Ext Time (p_c), s	0.0	0.0	4.4	2.7	0.0	0.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	55.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2502	100	0	1768	125	0	0	0	470	0	110
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	2634	94	0	1861	121				495	0	84
Adj No. of Lanes	0	3	1	0	3	1				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	2971	925	0	2971	1388				1007	0	463
Arrive On Green	0.00	0.58	0.58	0.00	0.58	0.58				0.29	0.00	0.29
Sat Flow, veh/h	0	5253	1583	0	5253	1583				3442	0	1583
Grp Volume(v), veh/h	0	2634	94	0	1861	121				495	0	84
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583				1721	0	1583
Q Serve(g_s), s	0.0	29.0	1.7	0.0	15.6	0.7				7.7	0.0	2.6
Cycle Q Clear(g_c), s	0.0	29.0	1.7	0.0	15.6	0.7				7.7	0.0	2.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2971	925	0	2971	1388				1007	0	463
V/C Ratio(X)	0.00	0.89	0.10	0.00	0.63	0.09				0.49	0.00	0.18
Avail Cap(c_a), veh/h	0	2975	926	0	2975	1389				1007	0	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.6	6.0	0.0	8.9	0.5				19.0	0.0	17.2
Incr Delay (d2), s/veh	0.0	3.6	0.0	0.0	0.4	0.0				1.7	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.2	0.7	0.0	7.4	1.0				3.9	0.0	1.2
LnGrp Delay(d),s/veh	0.0	15.3	6.0	0.0	9.3	0.6				20.7	0.0	18.0
LnGrp LOS		B	A		A	A				C		B
Approach Vol, veh/h		2728			1982						579	
Approach Delay, s/veh		14.9			8.7						20.3	
Approach LOS		B			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				42.0		23.0		42.0
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				38.0		19.0		38.0
Max Q Clear Time (g_c+I1), s				31.0		9.7		17.6
Green Ext Time (p_c), s				6.9		1.5		20.1

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2842	130	0	1808	340	85	0	140	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	2992	126	0	1903	253	89	0	115			
Adj No. of Lanes	0	3	1	0	3	1	1	0	2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	2973	1388	0	2973	926	519	0	815			
Arrive On Green	0.00	0.58	0.58	0.00	0.58	0.58	0.29	0.00	0.29			
Sat Flow, veh/h	0	5253	1583	0	5253	1583	1774	0	2787			
Grp Volume(v), veh/h	0	2992	126	0	1903	253	89	0	115			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1695	1583	1774	0	1393			
Q Serve(g_s), s	0.0	38.0	0.7	0.0	16.1	5.1	2.4	0.0	2.0			
Cycle Q Clear(g_c), s	0.0	38.0	0.7	0.0	16.1	5.1	2.4	0.0	2.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2973	1388	0	2973	926	519	0	815			
V/C Ratio(X)	0.00	1.01	0.09	0.00	0.64	0.27	0.17	0.00	0.14			
Avail Cap(c_a), veh/h	0	2973	1388	0	2973	926	519	0	815			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	13.5	0.5	0.0	9.0	6.7	17.1	0.0	17.0			
Incr Delay (d2), s/veh	0.0	18.1	0.0	0.0	0.5	0.2	0.7	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	22.3	1.0	0.0	7.5	2.2	1.3	0.0	0.8			
LnGrp Delay(d),s/veh	0.0	31.6	0.6	0.0	9.4	6.8	17.9	0.0	17.3			
LnGrp LOS		F	A		A	A	B		B			
Approach Vol, veh/h		3118			2156			204				
Approach Delay, s/veh		30.3			9.1			17.6				
Approach LOS		C			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		23.0		42.0				42.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		19.0		38.0				38.0
Max Q Clear Time (g_c+I1), s		4.4		40.0				18.1
Green Ext Time (p_c), s		0.5		0.0				19.7

Intersection Summary	
HCM 2010 Ctrl Delay	21.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	449	1509	860	426	939	150	530	470	314	190	560	469
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	473	1588	905	448	988	147	558	495	268	200	589	431
Adj No. of Lanes	2	3	2	2	3	0	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	440	1582	867	478	1441	214	593	995	665	275	669	501
Arrive On Green	0.13	0.31	0.31	0.14	0.32	0.32	0.17	0.28	0.28	0.08	0.19	0.19
Sat Flow, veh/h	3442	5085	2787	3442	4472	664	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	473	1588	905	448	748	387	558	495	268	200	589	431
Grp Sat Flow(s),veh/h/ln	1721	1695	1393	1721	1695	1746	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	11.5	28.0	28.0	11.6	17.3	17.4	14.4	10.5	10.6	5.1	14.6	17.0
Cycle Q Clear(g_c), s	11.5	28.0	28.0	11.6	17.3	17.4	14.4	10.5	10.6	5.1	14.6	17.0
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	440	1582	867	478	1092	562	593	995	665	275	669	501
V/C Ratio(X)	1.08	1.00	1.04	0.94	0.69	0.69	0.94	0.50	0.40	0.73	0.88	0.86
Avail Cap(c_a), veh/h	440	1582	867	478	1092	562	593	995	665	363	669	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	31.0	31.0	38.4	26.5	26.6	36.8	27.0	18.2	40.4	35.5	28.9
Incr Delay (d2), s/veh	64.7	23.5	42.6	26.3	1.8	3.5	23.5	1.8	1.8	4.9	15.5	17.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	16.5	15.8	7.2	8.3	8.9	8.8	5.4	5.0	2.6	8.6	12.4
LnGrp Delay(d),s/veh	103.9	54.5	73.6	64.6	28.3	30.0	60.3	28.8	20.0	45.4	51.0	46.1
LnGrp LOS	F	F	F	E	C	C	E	C	C	D	D	D
Approach Vol, veh/h		2966			1583			1321			1220	
Approach Delay, s/veh		68.2			39.0			40.3			48.4	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	29.3	17.0	32.0	20.0	21.0	16.0	33.0
Change Period (Y+Rc), s	4.5	4.0	4.5	4.0	4.5	4.0	4.5	4.0
Max Green Setting (Gmax), s	9.5	23.0	12.5	28.0	15.5	17.0	11.5	29.0
Max Q Clear Time (g_c+I1), s	7.1	12.6	13.6	30.0	16.4	19.0	13.5	19.4
Green Ext Time (p_c), s	0.1	6.5	0.0	0.0	0.0	0.0	0.0	9.1

Intersection Summary	
HCM 2010 Ctrl Delay	53.1
HCM 2010 LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	609	1439	886	160	390	629
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1313	950
Adj Flow Rate, veh/h	641	1515	933	168	358	719
Adj No. of Lanes	2	3	3	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	100
Cap, veh/h	675	2441	987	177	509	658
Arrive On Green	0.20	0.48	0.23	0.23	0.41	0.41
Sat Flow, veh/h	3442	5253	4505	778	1250	1615
Grp Volume(v), veh/h	641	1515	729	372	358	719
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1725	1250	807
Q Serve(g_s), s	14.7	17.7	16.9	17.0	19.0	32.6
Cycle Q Clear(g_c), s	14.7	17.7	16.9	17.0	19.0	32.6
Prop In Lane	1.00			0.45	1.00	1.00
Lane Grp Cap(c), veh/h	675	2441	771	393	509	658
V/C Ratio(X)	0.95	0.62	0.94	0.95	0.70	1.09
Avail Cap(c_a), veh/h	675	2441	771	393	509	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	15.4	30.4	30.4	19.7	23.7
Incr Delay (d2), s/veh	22.9	0.5	20.1	32.5	4.3	63.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	8.2	10.0	11.6	7.2	17.3
LnGrp Delay(d),s/veh	54.6	15.9	50.5	62.9	24.0	86.7
LnGrp LOS	D	B	D	E	C	F
Approach Vol, veh/h		2156	1101		1077	
Approach Delay, s/veh		27.4	54.7		65.8	
Approach LOS		C	D		E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		42.9		37.1	20.2	22.7		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		38.4		32.6	15.7	18.2		
Max Q Clear Time (g_c+I1), s		19.7		34.6	16.7	19.0		
Green Ext Time (p_c), s		14.9		0.0	0.0	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	43.9
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	250	1579	786	302	356	260
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	263	1662	827	318	375	274
Adj No. of Lanes	1	3	3	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	172	2594	1104	422	483	431
Arrive On Green	0.10	0.51	0.30	0.30	0.27	0.27
Sat Flow, veh/h	1774	5253	3791	1385	1774	1583
Grp Volume(v), veh/h	263	1662	774	371	375	274
Grp Sat Flow(s),veh/h/ln	1774	1695	1695	1618	1774	1583
Q Serve(g_s), s	4.0	9.8	8.5	8.6	8.1	6.3
Cycle Q Clear(g_c), s	4.0	9.8	8.5	8.6	8.1	6.3
Prop In Lane	1.00			0.86	1.00	1.00
Lane Grp Cap(c), veh/h	172	2594	1033	493	483	431
V/C Ratio(X)	1.53	0.64	0.75	0.75	0.78	0.64
Avail Cap(c_a), veh/h	172	2594	1311	626	686	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	7.4	13.0	13.0	13.9	13.2
Incr Delay (d2), s/veh	267.1	0.5	1.8	3.9	3.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	4.6	4.2	4.4	4.4	5.6
LnGrp Delay(d),s/veh	285.8	7.9	14.8	16.9	17.5	14.8
LnGrp LOS	F	A	B	B	B	B
Approach Vol, veh/h		1925	1145		649	
Approach Delay, s/veh		45.9	15.5		16.4	
Approach LOS		D	B		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		25.6		15.8	8.5	17.1		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		16.0		16.0	4.0	16.0		
Max Q Clear Time (g_c+I1), s		11.8		10.1	6.0	10.6		
Green Ext Time (p_c), s		3.9		1.2	0.0	2.0		

Intersection Summary	
HCM 2010 Ctrl Delay	31.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	285	1170	480	260	535	99	280	330	430	189	313	278
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	300	1232	494	274	563	104	295	347	442	199	329	282
Adj No. of Lanes	2	3	0	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	400	1338	534	309	1770	551	405	783	350	258	632	283
Arrive On Green	0.12	0.37	0.37	0.09	0.35	0.35	0.12	0.22	0.22	0.07	0.18	0.18
Sat Flow, veh/h	3442	3574	1427	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	300	1168	558	274	563	104	295	347	442	199	329	282
Grp Sat Flow(s),veh/h/ln	1721	1695	1611	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	5.6	22.0	22.1	5.3	5.4	3.1	5.5	5.7	10.8	3.8	5.6	8.5
Cycle Q Clear(g_c), s	5.6	22.0	22.1	5.3	5.4	3.1	5.5	5.7	10.8	3.8	5.6	8.5
Prop In Lane	1.00		0.89	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	400	1269	603	309	1770	551	405	783	350	258	632	283
V/C Ratio(X)	0.75	0.92	0.92	0.89	0.32	0.19	0.73	0.44	1.26	0.77	0.52	1.00
Avail Cap(c_a), veh/h	464	1269	603	309	1770	551	405	954	427	258	848	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	19.9	20.0	30.0	16.0	15.2	28.4	22.4	13.9	30.3	24.8	13.9
Incr Delay (d2), s/veh	5.8	12.2	22.2	25.0	0.5	0.8	6.5	0.4	138.7	13.5	0.7	40.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	12.4	13.5	3.5	2.6	1.4	3.0	2.8	18.5	2.3	2.8	7.4
LnGrp Delay(d),s/veh	34.3	32.2	42.1	55.0	16.4	15.9	34.9	22.8	152.6	43.8	25.5	54.7
LnGrp LOS	C	C	D	E	B	B	C	C	F	D	C	D
Approach Vol, veh/h		2026			941			1084			810	
Approach Delay, s/veh		35.2			27.6			79.1			40.2	
Approach LOS		D			C			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	29.0	11.9	15.9	11.8	27.2	9.0	18.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	25.0	7.0	16.0	9.0	22.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	7.3	24.1	7.5	10.5	7.6	7.4	5.8	12.8
Green Ext Time (p_c), s	0.0	0.7	0.0	1.4	0.1	4.1	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	44.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	290	1432	360	220	1238	120	460	550	400	220	660	330
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	305	1507	368	232	1303	115	484	579	410	232	695	336
Adj No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	403	2028	631	189	1712	533	473	1179	454	325	960	852
Arrive On Green	0.12	0.40	0.40	0.05	0.34	0.34	0.14	0.23	0.23	0.09	0.19	0.19
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	5085	1583	3442	5085	2787
Grp Volume(v), veh/h	305	1507	368	232	1303	115	484	579	410	232	695	336
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1695	1583	1721	1695	1393
Q Serve(g_s), s	6.2	18.4	13.2	4.0	16.6	3.8	10.0	7.2	11.3	4.8	9.3	3.9
Cycle Q Clear(g_c), s	6.2	18.4	13.2	4.0	16.6	3.8	10.0	7.2	11.3	4.8	9.3	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	403	2028	631	189	1712	533	473	1179	454	325	960	852
V/C Ratio(X)	0.76	0.74	0.58	1.23	0.76	0.22	1.02	0.49	0.90	0.71	0.72	0.39
Avail Cap(c_a), veh/h	521	2028	631	189	1712	533	473	1189	457	426	1119	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	18.7	17.1	34.4	21.5	17.3	31.4	24.2	15.5	32.0	27.7	7.9
Incr Delay (d2), s/veh	4.7	2.5	3.9	139.2	3.3	0.9	47.3	0.3	20.8	3.9	2.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	9.0	6.4	5.5	8.2	1.8	7.8	3.4	8.9	2.4	4.6	1.7
LnGrp Delay(d),s/veh	35.8	21.2	21.0	173.6	24.8	18.2	78.7	24.5	36.4	35.8	29.7	8.2
LnGrp LOS	D	C	C	F	C	B	F	C	D	D	C	A
Approach Vol, veh/h		2180			1650			1473			1263	
Approach Delay, s/veh		23.2			45.2			45.6			25.1	
Approach LOS		C			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	33.0	14.0	17.7	12.5	28.5	10.9	20.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	29.0	10.0	16.0	11.0	22.0	9.0	17.0
Max Q Clear Time (g_c+I1), s	6.0	20.4	12.0	11.3	8.2	18.6	6.8	13.3
Green Ext Time (p_c), s	0.0	6.3	0.0	2.4	0.3	2.6	0.2	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	34.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	502	1140	320	310	1290	100	240	733	250	240	675	408
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	528	1200	242	326	1358	105	253	772	189	253	711	429
Adj No. of Lanes	2	3	0	2	2	1	2	3	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	535	1469	296	683	1376	616	268	817	198	268	708	563
Arrive On Green	0.16	0.35	0.35	0.20	0.39	0.39	0.08	0.20	0.20	0.08	0.20	0.20
Sat Flow, veh/h	3442	4246	856	3442	3539	1583	3442	4087	991	3442	3539	1583
Grp Volume(v), veh/h	528	958	484	326	1358	105	253	639	322	253	711	429
Grp Sat Flow(s),veh/h/ln	1721	1695	1712	1721	1770	1583	1721	1695	1688	1721	1770	1583
Q Serve(g_s), s	13.8	23.2	23.2	7.5	34.2	3.9	6.6	16.7	17.0	6.6	18.0	14.5
Cycle Q Clear(g_c), s	13.8	23.2	23.2	7.5	34.2	3.9	6.6	16.7	17.0	6.6	18.0	14.5
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	535	1173	592	683	1376	616	268	678	338	268	708	563
V/C Ratio(X)	0.99	0.82	0.82	0.48	0.99	0.17	0.95	0.94	0.95	0.95	1.00	0.76
Avail Cap(c_a), veh/h	535	1318	666	683	1376	616	268	678	338	268	708	563
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	26.8	26.8	31.9	27.3	18.0	41.3	35.5	35.6	41.3	36.0	12.5
Incr Delay (d2), s/veh	35.2	3.7	7.1	0.5	21.0	0.1	40.3	21.6	36.7	40.3	34.9	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	11.4	12.1	3.6	20.6	1.7	4.6	9.9	11.3	4.6	12.2	7.3
LnGrp Delay(d),s/veh	73.1	30.6	34.0	32.5	48.3	18.1	81.6	57.1	72.3	81.6	70.9	18.6
LnGrp LOS	E	C	C	C	D	B	F	E	E	F	F	B
Approach Vol, veh/h		1970			1789			1214			1393	
Approach Delay, s/veh		42.8			43.6			66.2			56.7	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.9	35.1	11.0	22.0	18.0	39.0	11.0	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	35.0	7.0	18.0	14.0	35.0	7.0	18.0
Max Q Clear Time (g_c+I1), s	19.5	25.2	8.6	20.0	15.8	36.2	8.6	19.0
Green Ext Time (p_c), s	3.5	6.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	50.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	490	1251	270	188	1062	560	150	260	182	460	270	410
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	516	1317	273	198	1118	526	158	274	181	484	284	369
Adj No. of Lanes	2	3	0	2	2	2	1	2	0	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	585	1841	381	270	1219	960	191	334	214	505	678	317
Arrive On Green	0.17	0.44	0.44	0.08	0.34	0.34	0.11	0.16	0.16	0.15	0.20	0.20
Sat Flow, veh/h	3442	4224	875	3442	3539	2787	1774	2071	1327	3442	3390	1583
Grp Volume(v), veh/h	516	1057	533	198	1118	526	158	233	222	484	284	369
Grp Sat Flow(s),veh/h/ln	1721	1695	1708	1721	1770	1393	1774	1770	1629	1721	1695	1583
Q Serve(g_s), s	13.2	23.0	23.0	5.1	27.2	13.7	7.9	11.4	11.9	12.6	6.6	18.0
Cycle Q Clear(g_c), s	13.2	23.0	23.0	5.1	27.2	13.7	7.9	11.4	11.9	12.6	6.6	18.0
Prop In Lane	1.00		0.51	1.00		1.00	1.00		0.81	1.00		1.00
Lane Grp Cap(c), veh/h	585	1478	745	270	1219	960	191	285	263	505	678	317
V/C Ratio(X)	0.88	0.72	0.72	0.73	0.92	0.55	0.83	0.82	0.85	0.96	0.42	1.17
Avail Cap(c_a), veh/h	585	1478	745	306	1219	960	217	315	290	505	678	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	20.8	20.8	40.5	28.3	23.8	39.3	36.5	36.7	38.1	31.4	36.0
Incr Delay (d2), s/veh	14.7	3.0	5.8	7.7	12.3	2.2	20.4	14.2	18.9	29.8	0.4	103.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	11.3	12.0	2.7	15.3	5.6	4.9	6.7	6.7	8.1	3.1	16.9
LnGrp Delay(d),s/veh	51.2	23.8	26.6	48.2	40.6	26.1	59.7	50.6	55.5	67.9	31.8	139.2
LnGrp LOS	D	C	C	D	D	C	E	D	E	E	C	F
Approach Vol, veh/h		2106			1842			613			1137	
Approach Delay, s/veh		31.2			37.2			54.7			82.1	
Approach LOS		C			D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	43.2	13.7	22.0	19.3	35.0	17.2	18.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	37.0	11.0	18.0	14.0	31.0	13.0	16.0
Max Q Clear Time (g_c+I1), s	7.1	25.0	9.9	20.0	15.2	29.2	14.6	13.9
Green Ext Time (p_c), s	0.1	9.1	0.0	0.0	0.0	1.4	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	45.8
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	309.5
Intersection LOS	F

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	109	2097	1192
Demand Flow Rate, veh/h	111	2139	1215
Vehicles Circulating, veh/h	1953	18	107
Vehicles Exiting, veh/h	204	1304	1957
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	66.3	432.4	115.4
Approach LOS	F	F	F

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	111	2139	1215
Cap Entry Lane, veh/h	160	1110	1015
Entry HV Adj Factor	0.982	0.980	0.981
Flow Entry, veh/h	109	2097	1192
Cap Entry, veh/h	157	1088	996
V/C Ratio	0.693	1.927	1.197
Control Delay, s/veh	66.3	432.4	115.4
LOS	F	F	F
95th %tile Queue, veh	4	132	37

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	4	1765	58	0	1127
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	1858	61	0	1186

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3074	1888	0	0	1919	0
Stage 1	1888	-	-	-	-	-
Stage 2	1186	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	13	88	-	-	308	-
Stage 1	131	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	13	88	-	-	308	-
Mov Cap-2 Maneuver	13	-	-	-	-	-
Stage 1	131	-	-	-	-	-
Stage 2	290	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	48	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	88	308	-
HCM Lane V/C Ratio	-	-	0.048	-	-
HCM Control Delay (s)	-	-	48	0	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	177.2
Intersection LOS	F

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	12	83	1652	1141
Demand Flow Rate, veh/h	12	84	1685	1164
Vehicles Circulating, veh/h	1235	1546	15	85
Vehicles Exiting, veh/h	14	154	1232	1545
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.6	24.8	248.8	86.2
Approach LOS	B	C	F	F

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	12	84	1685	1164
Cap Entry Lane, veh/h	329	241	1113	1038
Entry HV Adj Factor	0.992	0.987	0.980	0.981
Flow Entry, veh/h	12	83	1652	1141
Cap Entry, veh/h	326	238	1091	1018
V/C Ratio	0.037	0.349	1.514	1.122
Control Delay, s/veh	11.6	24.8	248.8	86.2
LOS	B	C	F	F
95th %tile Queue, veh	0	1	78	30

Intersection	
Intersection Delay, s/veh	143.8
Intersection LOS	F

Approach	WB	NB	SB
Entry Lanes	0	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	1515	1036
Demand Flow Rate, veh/h	0	1546	1056
Vehicles Circulating, veh/h	1353	19	126
Vehicles Exiting, veh/h	212	1163	1362
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	196.8	66.2
Approach LOS	-	F	F

Lane	Left	Left
Designated Moves	TR	LT
Assumed Moves	TR	LT
RT Channelized		
Lane Util	1.000	1.000
Critical Headway, s	5.193	5.193
Entry Flow, veh/h	1546	1056
Cap Entry Lane, veh/h	1109	996
Entry HV Adj Factor	0.980	0.981
Flow Entry, veh/h	1515	1036
Cap Entry, veh/h	1087	977
V/C Ratio	1.394	1.060
Control Delay, s/veh	196.8	66.2
LOS	F	F
95th %tile Queue, veh	63	24

Intersection	
Intersection Delay, s/veh	34.0
Intersection LOS	D

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	21	13	1010	1012
Demand Flow Rate, veh/h	21	13	1030	1032
Vehicles Circulating, veh/h	1035	1026	11	45
Vehicles Exiting, veh/h	42	15	1045	994
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.8	9.4	31.2	37.7
Approach LOS	A	A	D	E

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	21	13	1030	1032
Cap Entry Lane, veh/h	401	405	1118	1080
Entry HV Adj Factor	0.995	0.992	0.980	0.981
Flow Entry, veh/h	21	13	1010	1012
Cap Entry, veh/h	400	402	1095	1059
V/C Ratio	0.052	0.032	0.922	0.955
Control Delay, s/veh	9.8	9.4	31.2	37.7
LOS	A	A	D	E
95th %tile Queue, veh	0	0	15	17

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	1	16	32	434	523	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	17	34	457	551	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1076	552	554	0	-	0
Stage 1	552	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	243	533	1016	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	232	533	1016	-	-	-
Mov Cap-2 Maneuver	232	-	-	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	567	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1016	-	495	-	-
HCM Lane V/C Ratio	0.033	-	0.036	-	-
HCM Control Delay (s)	8.7	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	5	429	6	5	524
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	5	452	6	5	552

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1017	455	0	0	458	0
Stage 1	455	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	263	605	-	-	1103	-
Stage 1	639	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	261	605	-	-	1103	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	567	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	439	1103	-
HCM Lane V/C Ratio	-	-	0.017	0.005	-
HCM Control Delay (s)	-	-	13.3	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	15	18	457	543
Demand Flow Rate, veh/h	15	18	466	554
Vehicles Circulating, veh/h	565	444	12	28
Vehicles Exiting, veh/h	17	34	568	434
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.9	5.2	7.7	9.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	15	18	466	554
Cap Entry Lane, veh/h	642	725	1116	1099
Entry HV Adj Factor	0.993	0.995	0.980	0.980
Flow Entry, veh/h	15	18	457	543
Cap Entry, veh/h	638	721	1094	1077
V/C Ratio	0.023	0.025	0.417	0.504
Control Delay, s/veh	5.9	5.2	7.7	9.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	2	3

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	45	0	35	0	0	0	75	620	0	0	950	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	180	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	0	37	0	0	0	79	653	0	0	1000	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1824	1824	1013	1843	1837	653	1026	0	0	653	0	0
Stage 1	1013	1013	-	811	811	-	-	-	-	-	-	-
Stage 2	811	811	-	1032	1026	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	59	77	290	58	76	467	677	-	-	934	-	-
Stage 1	288	316	-	373	393	-	-	-	-	-	-	-
Stage 2	373	393	-	281	312	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	54	68	290	46	67	467	677	-	-	934	-	-
Mov Cap-2 Maneuver	54	68	-	46	67	-	-	-	-	-	-	-
Stage 1	254	316	-	329	347	-	-	-	-	-	-	-
Stage 2	329	347	-	245	312	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	187.5	0	1.2	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	677	-	-	84	-	934	-	-
HCM Lane V/C Ratio	0.117	-	-	1.003	-	-	-	-
HCM Control Delay (s)	11	-	-	187.5	0	0	-	-
HCM Lane LOS	B	-	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	5.6	-	0	-	-

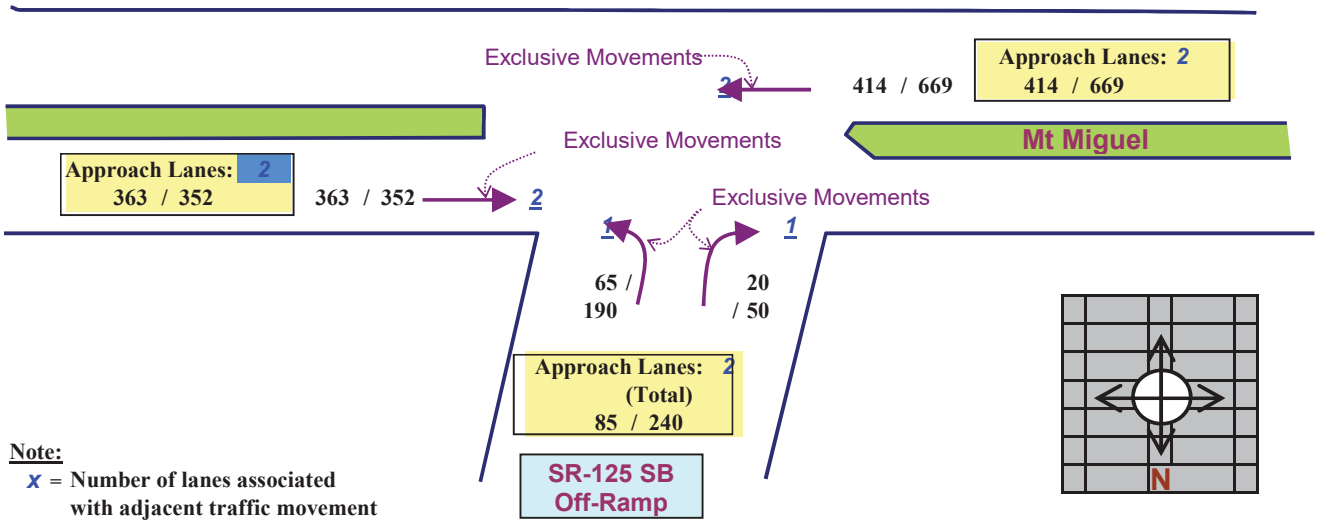
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 SB / Mt. Miguel

Scenario: Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

65 / 190 ← → **20 / 50**

65 / 20
190 / 50

207 / 335 ← 414 / 669

182 / 176 → **182 / 176**

PHASE 1:	207 / 335	182 / 176	->	207	/	335
PHASE 2:	65 / 190	20 / 50	->	65	/	190
PHASE 3:	0 / 0	0 / 0	->	0	/	0

OPERATING LEVEL:
ILV/HR. = **272** in AM ==> ILV: <1,200M
and **525** in PM ==> ILV <1,200

TOTAL = 272 / 525 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

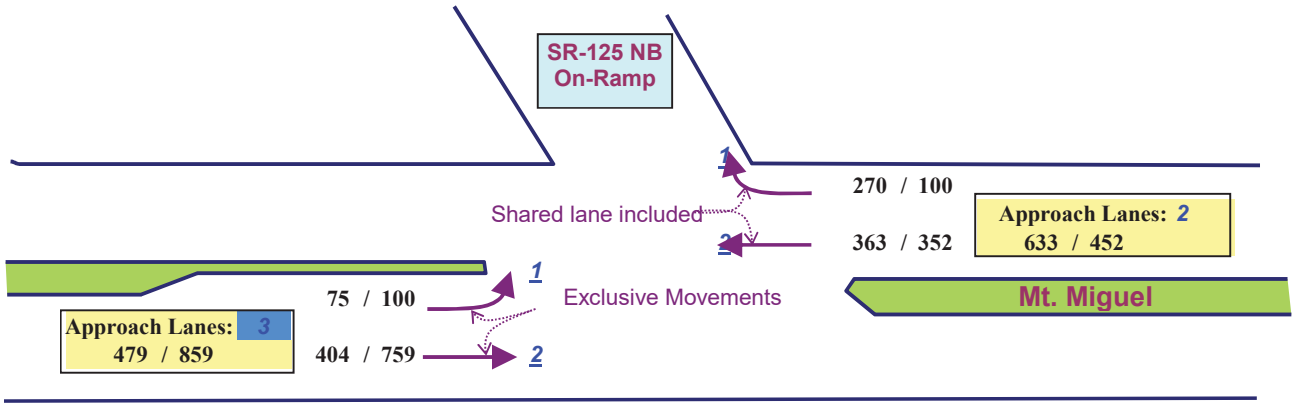
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

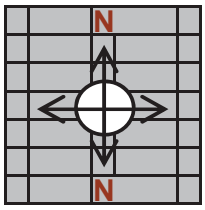
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 NB / Mt. Miguel

Scenario: Existing (AM/PM Peak)





(Indicate "**N**" on North Arrow)

Note:
x = **Number of lanes associated with adjacent traffic movement**

ILV per Lane:

Shared with Thru => **317** / **226**

317 / **226** ← 633 / 452

202 / 380 → **202** / **226** (Remainder in Phase II)

75 / **100**

75 / 100 →

363 / 352 → **0** / **154**

PHASE 1:	317	/	226	->	317	/ 226
	202	/	226			
PHASE 2:	75	/	100	->	75	/ 154
	0	/	154			

OPERATING LEVEL:

ILV/HR. = **392** in AM ==> ILV: <1,200M

and **380** in PM ==> ILV <1,200

TOTAL = 392 / 380 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)

& UNDER CAPACITY (in PM)

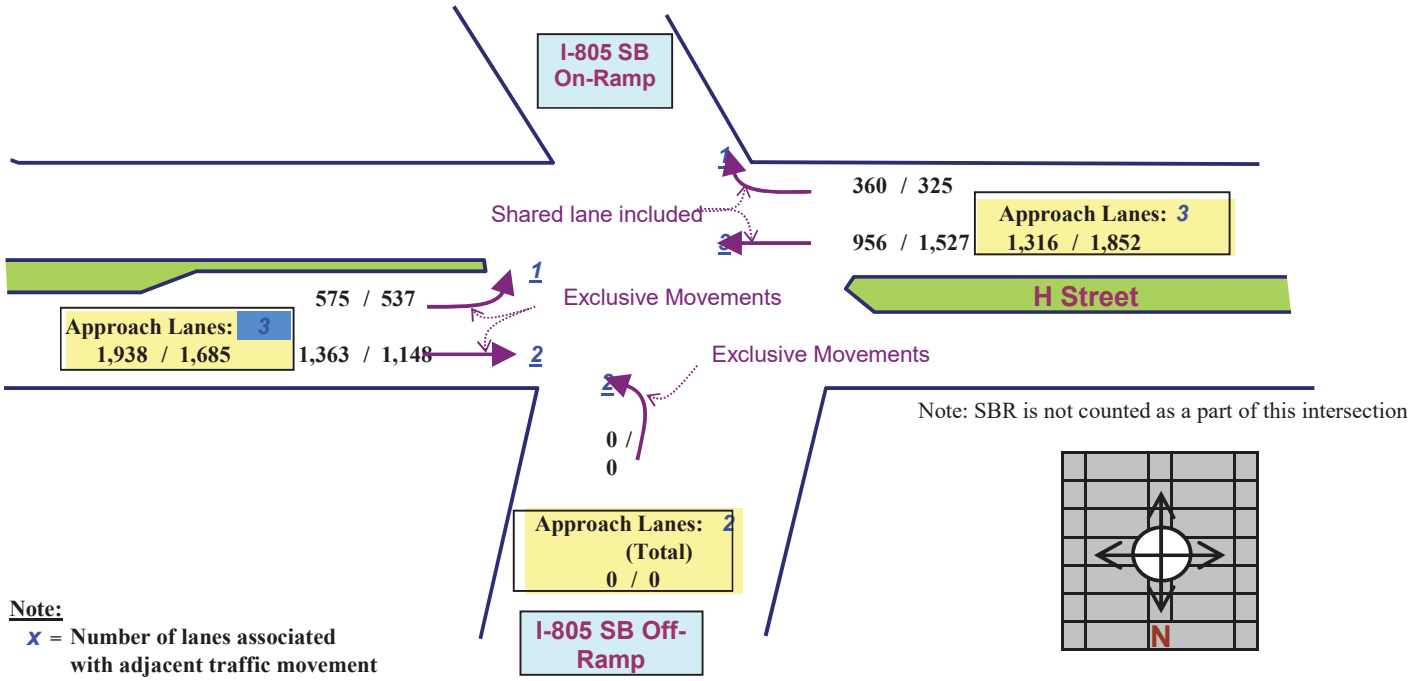
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: I-805 SB / H Street

Scenario: Existing (AM/PM Peak)



Note: SBR is not counted as a part of this intersection

(Indicate "**N**" on North Arrow)

Note:
x = **Number of lanes associated with adjacent traffic movement**

ILV per Lane:

Shared with Thru => **439** / **617**

0 / **0**

575 / **537**

439 / **617** ← 1,316 / 1,852

0 / 0

575 / 537
956 / 1,527 → **243** / **0**

682 / 574 → **439** / **574** (Remainder in Phase III)

PHASE 1:	439 / 439	/	617 / 574	->	439 /	617
PHASE 2:	0 / 0	/	0 / 0	->	0 /	0
PHASE 3:	575 / 243	/	537 / 0	->	575 /	537

OPERATING LEVEL:
ILV/HR. = **1,014** in AM ==> ILV: <1,200M
and **1,154** in PM ==> ILV <1,200

TOTAL = 1,014 / 1,154 **ILV/HR. in the AM / PM peak hours**

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

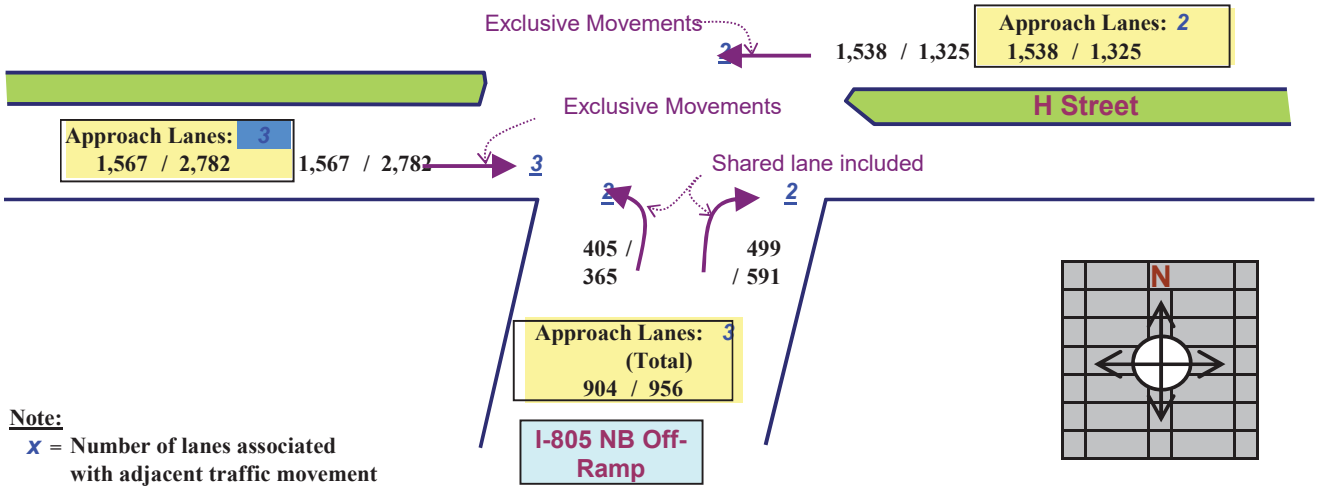
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: I-805 NB / H Street

Scenario: Existing (AM/PM Peak)

Note: NBR turn before this intersection



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

301 / 319 ← 405 / 499 → **301 / 319**
365 / 591

769 / 663 ← 1,538 / 1,325

522 / 927 → **522 / 663** (Remainder in Phase III)

PHASE 1:	769	/	663	->	769	/ 663
	522	/	663			
PHASE 2:	301	/	319	->	301	/ 319
	301	/	319			

OPERATING LEVEL:
ILV/HR. = **1,070** in AM ==> ILV: <1,200M
and **981** in PM ==> ILV <1,200

TOTAL = 1,070 / 981 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

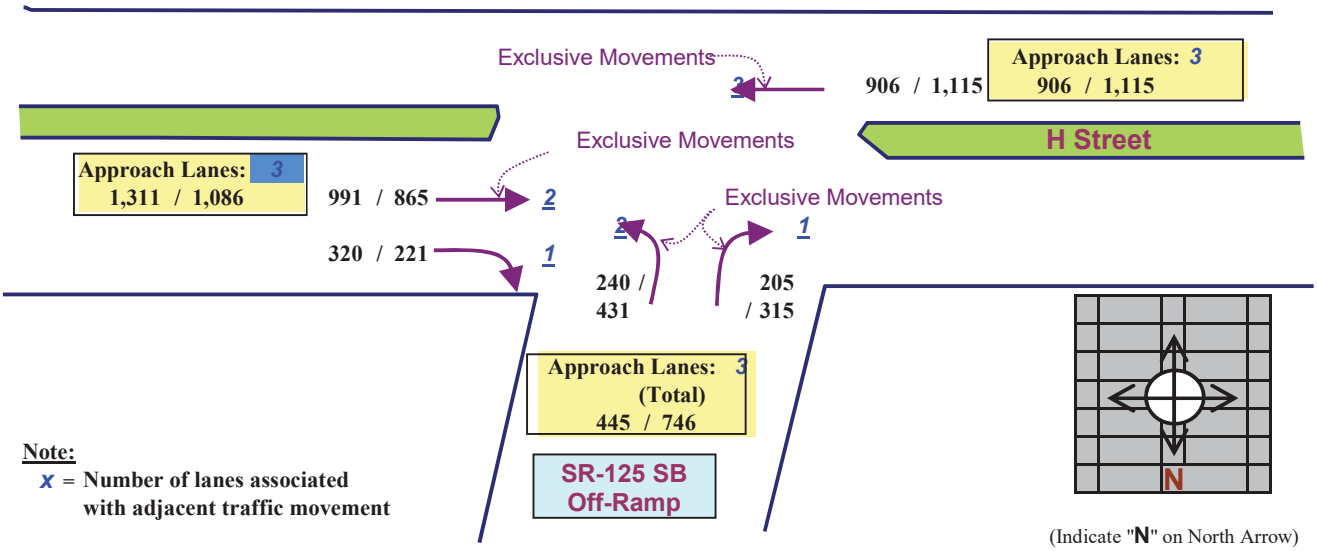
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 SB / H STREET

Scenario: Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

120 / 216 ← 240 / 205 → **205 / 315**
431 / 315

302 / 372 ← 906 / 1,115

496 / 433 → **496 / 433**
320 / 221

PHASE 1:	302 496	/ /	372 433	->	496	/ 433
PHASE 2:	120 205	/ /	216 315	->	205	/ 315

OPERATING LEVEL:
ILV/HR. = **701** in AM ==> ILV: <1,200M
and **748** in PM ==> ILV <1,200

TOTAL = 701 / 748 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

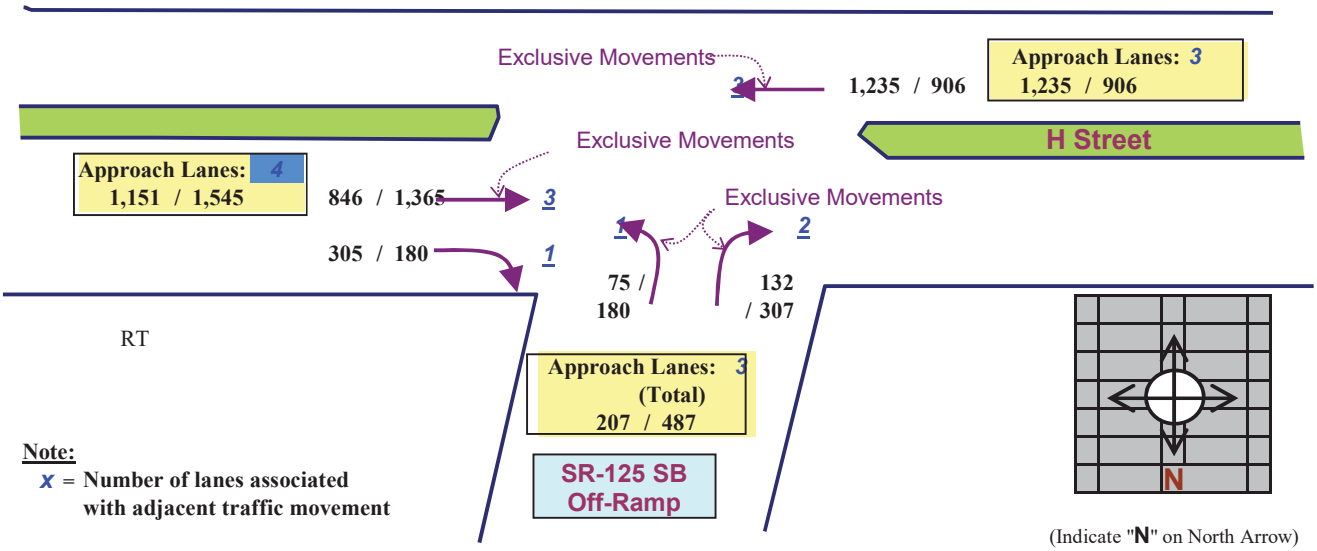
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 NB / H STREET

Scenario: Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:

75 / 180 **66 / 154**

75 / 132
180 / 307

412 / 302 1,235 / 906

282 / 455 **282 / 302**
305 / 180

PHASE 1:	412 / 302		412	/	302
	282 / 302				
PHASE 2:	75 / 180		75	/	180
	66 / 154				

OPERATING LEVEL:
ILV/HR. = **487** in AM ==> ILV: <1,200M
and **482** in PM ==> ILV <1,200

TOTAL = 487 / 482 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

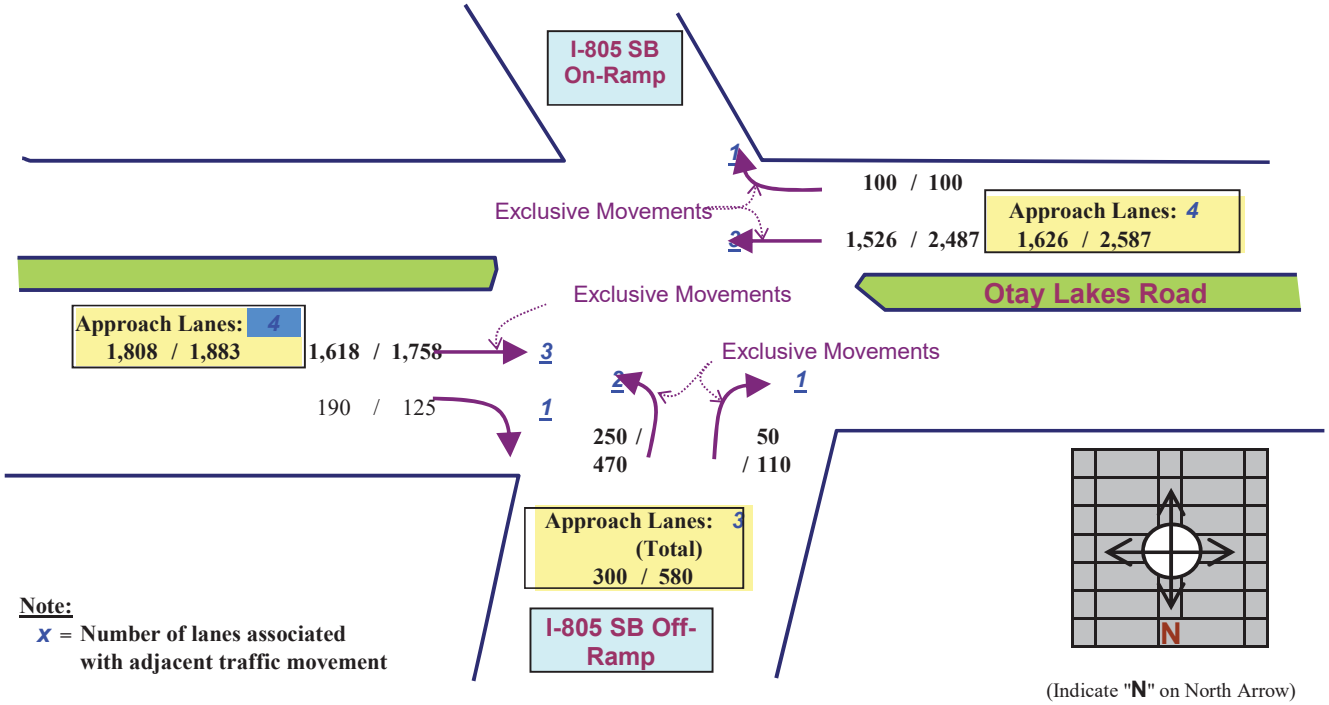
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

LOCATION: SR-125 SB / Otay Lakes Road

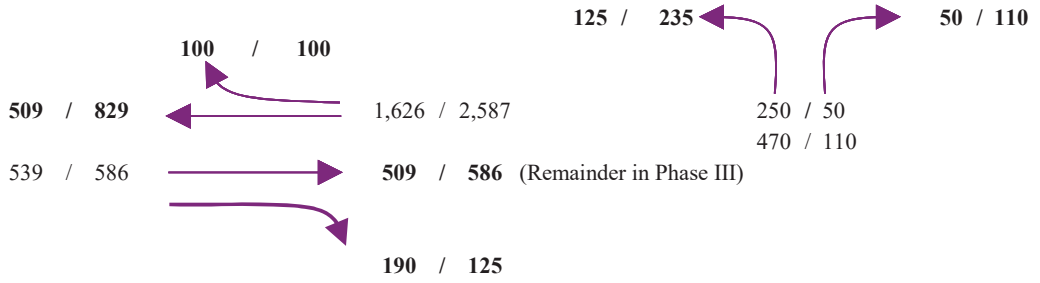
Scenario: Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:



PHASE 1:	509 / 509	/	829 / 586	-> 509	/	829
PHASE 2:	125 / 50	/	235 / 110	-> 125	/	235

OPERATING LEVEL:
ILV/HR. = **634** in AM ==> ILV: <1,200M
and **1,064** in PM ==> ILV <1,200

TOTAL = 634 / 1,064 ILV/HR. in the AM / PM peak hours

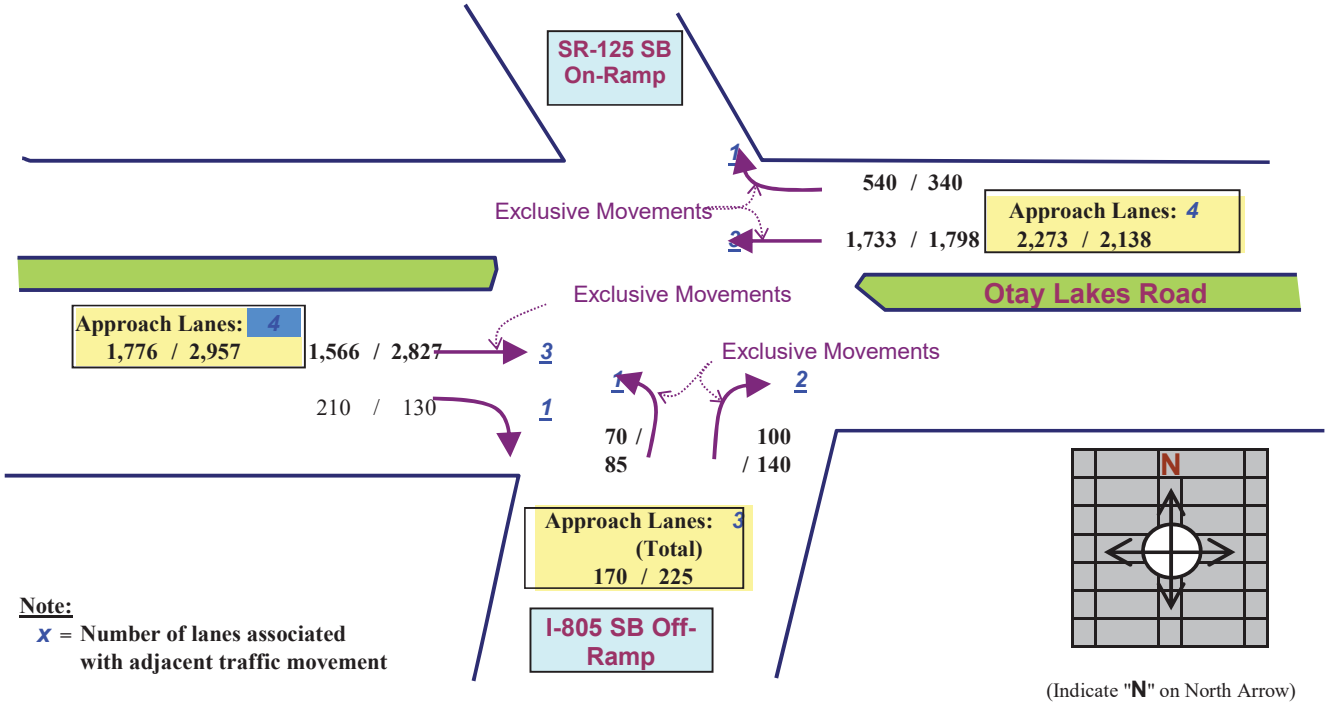
THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OVL

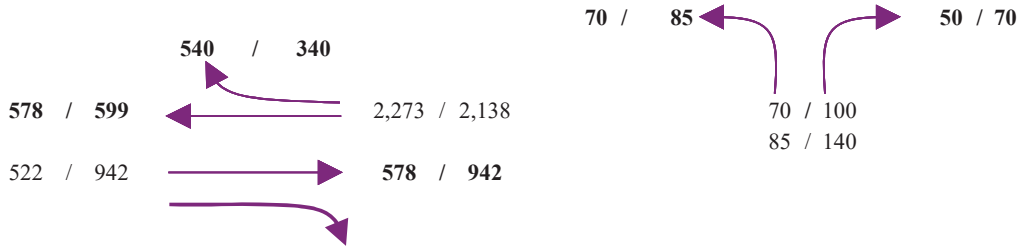
LOCATION: SR-125 NB / OTAY LAKES ROAD **Scenario:** Existing (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "**N**" on North Arrow)

ILV per Lane:



PHASE 1:	578 / 578	/	599 / 942	->	578 /	942
PHASE 2:	70 / 50	/	85 / 70	->	70 /	85

OPERATING LEVEL:
ILV/HR. = **648** in AM ==> ILV: <1,200M
and **1,027** in PM ==> ILV <1,200

TOTAL = 648 / 1,027 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

Appendix O

Analysis Worksheets –

Year 2030 With Cumulative Units Conditions - Mitigation

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	5	35	38	15	335	45	1042	47	155	728	50
Future Volume (veh/h)	15	5	35	38	15	335	45	1042	47	155	728	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	16	5	26	40	16	248	47	1097	38	163	766	42
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	47	133	230	82	258	60	1074	37	181	1169	64
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.60	0.60	0.10	0.67	0.67
Sat Flow, veh/h	368	289	813	1030	503	1583	1774	1790	62	1774	1750	96
Grp Volume(v), veh/h	47	0	0	56	0	248	47	0	1135	163	0	808
Grp Sat Flow(s),veh/h/ln	1470	0	0	1533	0	1583	1774	0	1852	1774	0	1846
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	15.5	2.6	0.0	60.0	9.1	0.0	25.8
Cycle Q Clear(g_c), s	2.4	0.0	0.0	2.7	0.0	15.5	2.6	0.0	60.0	9.1	0.0	25.8
Prop In Lane	0.34		0.55	0.71		1.00	1.00		0.03	1.00		0.05
Lane Grp Cap(c), veh/h	288	0	0	312	0	258	60	0	1111	181	0	1233
V/C Ratio(X)	0.16	0.00	0.00	0.18	0.00	0.96	0.78	0.00	1.02	0.90	0.00	0.66
Avail Cap(c_a), veh/h	288	0	0	312	0	258	122	0	1111	181	0	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	0.0	36.1	0.0	41.5	47.9	0.0	20.0	44.4	0.0	9.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	45.1	19.5	0.0	32.6	40.2	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.4	0.0	10.0	1.6	0.0	40.3	6.5	0.0	13.5
LnGrp Delay(d),s/veh	36.3	0.0	0.0	36.4	0.0	86.7	67.4	0.0	52.6	84.6	0.0	11.1
LnGrp LOS	D			D		F	E		F	F		B
Approach Vol, veh/h		47			304			1182			971	
Approach Delay, s/veh		36.3			77.4			53.2			23.4	
Approach LOS		D			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.7	64.5		20.8	7.9	71.3		20.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	10.2	60.0		16.3	6.9	63.3		16.3
Max Q Clear Time (g_c+I1), s	11.1	62.0		4.4	4.6	27.8		17.5
Green Ext Time (p_c), s	0.0	0.0		1.1	0.0	20.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	44.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	1448	210	331	1328	140	490	450	482	160	195	240
Future Volume (veh/h)	250	1448	210	331	1328	140	490	450	482	160	195	240
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	263	1524	158	348	1398	79	516	474	423	168	205	185
Adj No. of Lanes	2	3	1	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	1550	483	350	1556	88	505	564	503	200	265	227
Arrive On Green	0.09	0.30	0.30	0.10	0.32	0.32	0.28	0.32	0.32	0.11	0.15	0.15
Sat Flow, veh/h	3442	5085	1583	3442	4925	278	1774	1773	1581	1774	1810	1549
Grp Volume(v), veh/h	263	1524	158	348	962	515	516	473	424	168	200	190
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1814	1774	1770	1584	1774	1770	1589
Q Serve(g_s), s	7.4	29.3	7.6	9.9	26.7	26.7	28.0	24.5	24.5	9.1	10.7	11.4
Cycle Q Clear(g_c), s	7.4	29.3	7.6	9.9	26.7	26.7	28.0	24.5	24.5	9.1	10.7	11.4
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		0.97
Lane Grp Cap(c), veh/h	312	1550	483	350	1071	573	505	563	504	200	259	233
V/C Ratio(X)	0.84	0.98	0.33	1.00	0.90	0.90	1.02	0.84	0.84	0.84	0.77	0.82
Avail Cap(c_a), veh/h	312	1550	483	350	1102	590	505	563	504	234	288	258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	34.0	26.4	44.2	32.2	32.2	35.2	31.2	31.2	42.8	40.4	40.7
Incr Delay (d2), s/veh	18.5	18.9	0.4	46.7	9.8	16.4	45.8	10.9	12.1	20.4	11.1	16.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	16.4	3.4	7.0	13.9	15.9	20.0	13.7	12.4	5.6	6.0	6.1
LnGrp Delay(d),s/veh	62.6	52.8	26.8	90.9	42.0	48.6	81.0	42.2	43.4	63.2	51.6	57.4
LnGrp LOS	E	D	C	F	D	D	F	D	D	E	D	E
Approach Vol, veh/h		1945			1825			1413			558	
Approach Delay, s/veh		52.0			53.2			56.7			57.0	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	34.0	32.0	18.4	12.9	35.1	15.1	35.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	30.0	28.0	16.0	8.0	32.0	13.0	31.0
Max Q Clear Time (g_c+I1), s	11.9	31.3	30.0	13.4	9.4	28.7	11.1	26.5
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	2.4	0.1	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	54.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	965	445	606	1436	58	185	80	195	83	80	135
Future Volume (veh/h)	220	965	445	606	1436	58	185	80	195	83	80	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	232	1016	279	638	1512	50	195	84	194	87	84	131
Adj No. of Lanes	1	3	0	2	3	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	1133	311	649	1651	55	271	285	242	274	102	158
Arrive On Green	0.15	0.29	0.29	0.19	0.33	0.33	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1774	3971	1089	3442	5056	167	1774	1863	1583	1774	657	1025
Grp Volume(v), veh/h	232	867	428	638	1014	548	195	84	194	87	0	215
Grp Sat Flow(s),veh/h/ln	1774	1695	1671	1721	1695	1833	1774	1863	1583	1774	0	1682
Q Serve(g_s), s	10.5	20.2	20.2	15.2	23.6	23.6	8.6	3.3	9.7	3.6	0.0	10.2
Cycle Q Clear(g_c), s	10.5	20.2	20.2	15.2	23.6	23.6	8.6	3.3	9.7	3.6	0.0	10.2
Prop In Lane	1.00		0.65	1.00		0.09	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	261	967	477	649	1107	599	271	285	242	274	0	260
V/C Ratio(X)	0.89	0.90	0.90	0.98	0.92	0.92	0.72	0.30	0.80	0.32	0.00	0.83
Avail Cap(c_a), veh/h	261	969	478	649	1109	600	367	385	327	345	0	327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	28.2	28.2	33.2	26.6	26.6	33.2	30.9	33.6	30.9	0.0	33.7
Incr Delay (d2), s/veh	28.8	10.9	19.5	31.0	11.7	18.9	4.4	0.6	9.8	0.7	0.0	13.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	10.9	11.9	10.0	12.8	15.0	4.6	1.7	4.9	1.8	0.0	5.7
LnGrp Delay(d),s/veh	63.2	39.1	47.7	64.2	38.3	45.4	37.5	31.5	43.4	31.6	0.0	46.8
LnGrp LOS	E	D	D	E	D	D	D	C	D	C		D
Approach Vol, veh/h		1527			2200			473			302	
Approach Delay, s/veh		45.2			47.6			38.9			42.4	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		17.1	20.0	27.9		17.2	16.6	31.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		17.0	15.5	23.5		16.0	12.1	26.9
Max Q Clear Time (g_c+I1), s		11.7	17.2	22.2		12.2	12.5	25.6
Green Ext Time (p_c), s		0.8	0.0	1.2		0.5	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	45.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	629	75	605	1001	50	65	50	68	10	50	110
Future Volume (veh/h)	310	629	75	605	1001	50	65	50	68	10	50	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	326	662	68	637	1054	42	68	53	61	11	53	79
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	794	355	681	1393	56	87	119	137	19	76	113
Arrive On Green	0.21	0.22	0.22	0.38	0.40	0.40	0.05	0.15	0.15	0.01	0.11	0.11
Sat Flow, veh/h	1774	3539	1583	1774	3470	138	1774	791	911	1774	676	1008
Grp Volume(v), veh/h	326	662	68	637	538	558	68	0	114	11	0	132
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1838	1774	0	1702	1774	0	1685
Q Serve(g_s), s	13.9	13.9	2.7	26.9	20.4	20.4	3.0	0.0	4.8	0.5	0.0	5.9
Cycle Q Clear(g_c), s	13.9	13.9	2.7	26.9	20.4	20.4	3.0	0.0	4.8	0.5	0.0	5.9
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.54	1.00		0.60
Lane Grp Cap(c), veh/h	367	794	355	681	711	738	87	0	255	19	0	189
V/C Ratio(X)	0.89	0.83	0.19	0.93	0.76	0.76	0.78	0.00	0.45	0.57	0.00	0.70
Avail Cap(c_a), veh/h	411	807	361	761	753	782	102	0	364	91	0	350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.1	28.9	24.5	23.1	20.1	20.1	36.7	0.0	30.2	38.4	0.0	33.4
Incr Delay (d2), s/veh	19.1	7.4	0.3	17.6	4.2	4.0	27.6	0.0	1.2	23.8	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	7.6	1.2	16.4	10.7	11.1	2.1	0.0	2.3	0.4	0.0	3.0
LnGrp Delay(d),s/veh	49.1	36.3	24.8	40.7	24.3	24.1	64.3	0.0	31.4	62.2	0.0	38.0
LnGrp LOS	D	D	C	D	C	C	E		C	E		D
Approach Vol, veh/h		1056			1733			182			143	
Approach Delay, s/veh		39.5			30.3			43.7			39.9	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	16.2	34.5	22.0	8.3	13.2	20.6	35.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	16.7	33.5	17.8	4.5	16.2	18.1	33.2
Max Q Clear Time (g_c+I1), s	2.5	6.8	28.9	15.9	5.0	7.9	15.9	22.4
Green Ext Time (p_c), s	0.0	1.0	1.1	1.6	0.0	0.8	0.2	7.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.6
HCM 2010 LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	184	7	1002	60	6	1418
Future Volume (veh/h)	184	7	1002	60	6	1418
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h	194	7	1055	63	6	1493
Adj No. of Lanes	0	0	2	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	232	8	2565	153	410	2675
Arrive On Green	0.14	0.14	0.76	0.76	0.76	0.76
Sat Flow, veh/h	1697	61	3487	203	502	3632
Grp Volume(v), veh/h	202	0	550	568	6	1493
Grp Sat Flow(s),veh/h/ln	1767	0	1770	1827	502	1770
Q Serve(g_s), s	9.3	0.0	9.2	9.2	0.4	14.9
Cycle Q Clear(g_c), s	9.3	0.0	9.2	9.2	9.6	14.9
Prop In Lane	0.96	0.03		0.11	1.00	
Lane Grp Cap(c), veh/h	242	0	1337	1381	410	2675
V/C Ratio(X)	0.84	0.00	0.41	0.41	0.01	0.56
Avail Cap(c_a), veh/h	338	0	2219	2291	660	4437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	0.0	3.6	3.6	5.3	4.3
Incr Delay (d2), s/veh	12.0	0.0	0.2	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	4.5	4.7	0.1	7.1
LnGrp Delay(d),s/veh	47.3	0.0	3.8	3.8	5.3	4.5
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	202		1118			1499
Approach Delay, s/veh	47.3		3.8			4.5
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		67.8				67.8		16.0
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		105.0				105.0		16.0
Max Q Clear Time (g_c+I1), s		11.2				16.9		11.3
Green Ext Time (p_c), s		47.7				46.4		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	7.3
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	989	20	0	1424
Future Vol, veh/h	0	7	989	20	0	1424
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	1041	21	0	1499

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	531	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	493	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	493	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	493	-
HCM Lane V/C Ratio	-	-	0.015	-
HCM Control Delay (s)	-	-	12.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	3	95	10	9	2	812	47	2	1203	5
Future Volume (veh/h)	5	5	3	95	10	9	2	812	47	2	1203	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	5	5	3	100	11	9	2	855	49	2	1266	5
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	91	41	201	14	11	4	1292	74	4	1373	5
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.00	0.74	0.74	0.00	0.74	0.74
Sat Flow, veh/h	458	899	407	1224	135	110	1774	1745	100	1774	1854	7
Grp Volume(v), veh/h	13	0	0	120	0	0	2	0	904	2	0	1271
Grp Sat Flow(s),veh/h/ln	1764	0	0	1469	0	0	1774	0	1845	1774	0	1861
Q Serve(g_s), s	0.0	0.0	0.0	6.3	0.0	0.0	0.1	0.0	21.6	0.1	0.0	48.4
Cycle Q Clear(g_c), s	0.6	0.0	0.0	6.9	0.0	0.0	0.1	0.0	21.6	0.1	0.0	48.4
Prop In Lane	0.38		0.23	0.83		0.07	1.00		0.05	1.00		0.00
Lane Grp Cap(c), veh/h	237	0	0	225	0	0	4	0	1366	4	0	1378
V/C Ratio(X)	0.05	0.00	0.00	0.53	0.00	0.00	0.52	0.00	0.66	0.52	0.00	0.92
Avail Cap(c_a), veh/h	369	0	0	346	0	0	82	0	1416	82	0	1429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.2	0.0	0.0	38.0	0.0	0.0	43.2	0.0	5.7	43.2	0.0	9.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.9	0.0	0.0	79.8	0.0	1.1	79.8	0.0	10.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	2.9	0.0	0.0	0.1	0.0	11.2	0.1	0.0	27.8
LnGrp Delay(d),s/veh	35.3	0.0	0.0	39.9	0.0	0.0	123.0	0.0	6.8	123.0	0.0	19.2
LnGrp LOS	D			D			F		A	F		B
Approach Vol, veh/h		13			120			906			1273	
Approach Delay, s/veh		35.3			39.9			7.1			19.3	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.7	68.6		13.3	4.7	68.6		13.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	4.0	66.5		16.0	4.0	66.5		16.0
Max Q Clear Time (g_c+I1), s	2.1	23.6		2.6	2.1	50.4		8.9
Green Ext Time (p_c), s	0.0	30.3		0.4	0.0	13.7		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	15.7
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	108	8	760	66	5	1102
Future Volume (veh/h)	108	8	760	66	5	1102
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h	114	8	800	69	5	1160
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	145	10	1245	107	457	1371
Arrive On Green	0.09	0.09	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1632	115	1691	146	635	1863
Grp Volume(v), veh/h	123	0	0	869	5	1160
Grp Sat Flow(s),veh/h/ln	1761	0	0	1837	635	1863
Q Serve(g_s), s	3.5	0.0	0.0	12.2	0.2	22.4
Cycle Q Clear(g_c), s	3.5	0.0	0.0	12.2	12.4	22.4
Prop In Lane	0.93	0.07		0.08	1.00	
Lane Grp Cap(c), veh/h	156	0	0	1352	457	1371
V/C Ratio(X)	0.79	0.00	0.00	0.64	0.01	0.85
Avail Cap(c_a), veh/h	161	0	0	1475	499	1496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	0.0	0.0	3.4	6.5	4.7
Incr Delay (d2), s/veh	21.8	0.0	0.0	0.8	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	6.1	0.0	12.6
LnGrp Delay(d),s/veh	44.7	0.0	0.0	4.2	6.5	9.1
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	123		869			1165
Approach Delay, s/veh	44.7		4.2			9.1
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		42.4				42.4		9.1
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		41.3				41.3		4.7
Max Q Clear Time (g_c+I1), s		14.2				24.4		5.5
Green Ext Time (p_c), s		19.6				13.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	5	25	5	5	4	11	752	5	2	1077	1
Future Volume (veh/h)	2	5	25	5	5	4	11	752	5	2	1077	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	2	5	26	5	5	4	12	792	5	2	1134	1
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	9	49	115	23	18	367	1465	9	568	1474	1
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	100	251	1305	610	610	488	494	1849	12	679	1861	2
Grp Volume(v), veh/h	33	0	0	14	0	0	12	0	797	2	0	1135
Grp Sat Flow(s),veh/h/ln	1656	0	0	1707	0	0	494	0	1861	679	0	1862
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	0.7	0.0	8.2	0.1	0.0	17.2
Cycle Q Clear(g_c), s	1.0	0.0	0.0	0.4	0.0	0.0	17.9	0.0	8.2	8.3	0.0	17.2
Prop In Lane	0.06		0.79	0.36		0.29	1.00		0.01	1.00		0.00
Lane Grp Cap(c), veh/h	135	0	0	157	0	0	367	0	1474	568	0	1476
V/C Ratio(X)	0.25	0.00	0.00	0.09	0.00	0.00	0.03	0.00	0.54	0.00	0.00	0.77
Avail Cap(c_a), veh/h	560	0	0	575	0	0	489	0	1933	736	0	1935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	0.0	24.7	0.0	0.0	7.7	0.0	2.0	3.5	0.0	2.9
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.3	0.0	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.2	0.0	0.0	0.1	0.0	4.1	0.0	0.0	8.8
LnGrp Delay(d),s/veh	25.9	0.0	0.0	24.9	0.0	0.0	7.7	0.0	2.3	3.5	0.0	4.3
LnGrp LOS	C			C			A		A	A		A
Approach Vol, veh/h		33			14			809			1137	
Approach Delay, s/veh		25.9			24.9			2.4			4.3	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.4		6.5		46.4		6.5
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		55.0		16.0		55.0		16.0
Max Q Clear Time (g_c+I1), s		19.9		3.0		19.2		2.4
Green Ext Time (p_c), s		22.1		0.1		22.4		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	5	20	74	10	205	25	864	64	390	1219	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	11	5	21	78	11	216	26	909	67	411	1283	21
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	29	51	152	18	196	33	908	67	430	1377	23
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.02	0.53	0.53	0.24	0.75	0.75
Sat Flow, veh/h	77	238	414	804	146	1583	1774	1714	126	1774	1828	30
Grp Volume(v), veh/h	37	0	0	89	0	216	26	0	976	411	0	1304
Grp Sat Flow(s),veh/h/ln	729	0	0	950	0	1583	1774	0	1840	1774	0	1857
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	16.1	1.9	0.0	68.9	29.7	0.0	75.5
Cycle Q Clear(g_c), s	13.4	0.0	0.0	13.3	0.0	16.1	1.9	0.0	68.9	29.7	0.0	75.5
Prop In Lane	0.30		0.57	0.88		1.00	1.00		0.07	1.00		0.02
Lane Grp Cap(c), veh/h	126	0	0	170	0	196	33	0	975	430	0	1400
V/C Ratio(X)	0.29	0.00	0.00	0.52	0.00	1.10	0.78	0.00	1.00	0.96	0.00	0.93
Avail Cap(c_a), veh/h	126	0	0	170	0	196	56	0	975	430	0	1400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.3	0.0	0.0	55.6	0.0	57.0	63.5	0.0	30.6	48.6	0.0	13.2
Incr Delay (d2), s/veh	1.3	0.0	0.0	2.9	0.0	94.1	31.7	0.0	29.0	32.3	0.0	11.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	3.3	0.0	12.1	1.2	0.0	42.5	18.4	0.0	42.5
LnGrp Delay(d),s/veh	52.6	0.0	0.0	58.5	0.0	151.0	95.3	0.0	59.5	80.8	0.0	24.7
LnGrp LOS	D			E		F	F		F	F		C
Approach Vol, veh/h		37			305			1002			1715	
Approach Delay, s/veh		52.6			124.0			60.4			38.1	
Approach LOS		D			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	36.0	73.4		20.6	6.9	102.5		20.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	31.5	68.9		16.1	4.1	96.3		16.1
Max Q Clear Time (g_c+I1), s	31.7	70.9		15.4	3.9	77.5		18.1
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	15.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	360	1875	485	266	1356	120	360	265	329	100	210	210
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	379	1974	300	280	1427	84	379	279	293	105	221	105
Adj No. of Lanes	2	3	1	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	477	1954	608	281	1608	95	372	482	431	134	326	150
Arrive On Green	0.14	0.38	0.38	0.08	0.33	0.33	0.21	0.27	0.27	0.08	0.14	0.14
Sat Flow, veh/h	3442	5085	1583	3442	4913	289	1774	1770	1583	1774	2359	1083
Grp Volume(v), veh/h	379	1974	300	280	985	526	379	279	293	105	164	162
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1812	1774	1770	1583	1774	1770	1672
Q Serve(g_s), s	9.2	33.0	12.4	7.0	23.7	23.7	18.0	11.7	14.2	5.0	7.6	7.9
Cycle Q Clear(g_c), s	9.2	33.0	12.4	7.0	23.7	23.7	18.0	11.7	14.2	5.0	7.6	7.9
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	477	1954	608	281	1110	593	372	482	431	134	245	231
V/C Ratio(X)	0.80	1.01	0.49	1.00	0.89	0.89	1.02	0.58	0.68	0.78	0.67	0.70
Avail Cap(c_a), veh/h	477	1954	608	281	1145	612	372	482	431	227	330	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	26.4	20.1	39.4	27.4	27.4	33.9	27.0	27.9	39.0	35.1	35.3
Incr Delay (d2), s/veh	9.1	22.9	0.6	53.2	8.6	14.5	51.7	1.7	4.3	9.5	3.1	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	19.3	5.5	5.3	12.4	14.2	14.0	6.0	6.7	2.8	3.9	3.9
LnGrp Delay(d),s/veh	44.9	49.3	20.7	92.6	35.9	41.9	85.6	28.7	32.2	48.5	38.3	39.7
LnGrp LOS	D	F	C	F	D	D	F	C	C	D	D	D
Approach Vol, veh/h		2653			1791			951			431	
Approach Delay, s/veh		45.5			46.6			52.5			41.3	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	37.0	22.0	15.9	15.9	32.1	10.5	27.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	33.0	18.0	16.0	11.0	29.0	11.0	23.0
Max Q Clear Time (g_c+I1), s	9.0	35.0	20.0	9.9	11.2	25.7	7.0	16.2
Green Ext Time (p_c), s	0.0	0.0	0.0	1.9	0.0	2.5	0.1	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	46.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	220	1568	250	106	1006	487	180	130	159	499	190	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	232	1651	263	112	1059	513	189	137	164	525	200	147
Adj No. of Lanes	2	3	1	2	3	1	1	2	0	1	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	1689	727	147	1462	455	225	228	204	547	1098	1108
Arrive On Green	0.09	0.33	0.33	0.04	0.29	0.29	0.13	0.13	0.13	0.31	0.31	0.31
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	1774	1770	1583	1774	3539	2787
Grp Volume(v), veh/h	232	1651	263	112	1059	513	189	137	164	525	200	147
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1774	1770	1583	1774	1770	1393
Q Serve(g_s), s	6.3	30.7	10.3	3.1	17.9	27.5	10.0	7.0	9.6	27.9	4.0	3.2
Cycle Q Clear(g_c), s	6.3	30.7	10.3	3.1	17.9	27.5	10.0	7.0	9.6	27.9	4.0	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	301	1689	727	147	1462	455	225	228	204	547	1098	1108
V/C Ratio(X)	0.77	0.98	0.36	0.76	0.72	1.13	0.84	0.60	0.80	0.96	0.18	0.13
Avail Cap(c_a), veh/h	334	1689	727	147	1462	455	350	307	274	547	1098	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	31.6	16.8	45.3	30.7	34.1	40.9	39.4	40.5	32.6	24.1	18.3
Incr Delay (d2), s/veh	9.6	16.8	0.3	20.3	1.8	81.8	10.2	2.5	11.7	28.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	17.0	4.6	1.9	8.7	22.4	5.5	3.6	4.9	17.9	1.9	1.2
LnGrp Delay(d),s/veh	52.3	48.5	17.1	65.7	32.5	115.9	51.1	41.9	52.2	61.3	24.2	18.4
LnGrp LOS	D	D	B	E	C	F	D	D	D	E	C	B
Approach Vol, veh/h		2146			1684			490			872	
Approach Delay, s/veh		45.0			60.1			48.9			45.6	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	16.9	8.6	36.3	16.7	34.2	12.9	32.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	29.5	16.6	4.1	31.8	18.9	27.2	9.3	26.6
Max Q Clear Time (g_c+I1), s	29.9	11.6	5.1	32.7	12.0	6.0	8.3	29.5
Green Ext Time (p_c), s	0.0	0.7	0.0	0.0	0.3	3.3	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	50.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	180	1715	330	322	1164	119	380	175	442	59	90	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	189	1805	232	339	1225	93	400	184	376	62	95	31
Adj No. of Lanes	1	3	0	2	3	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	1904	243	376	1944	148	426	448	380	156	119	39
Arrive On Green	0.12	0.42	0.42	0.11	0.40	0.40	0.24	0.24	0.24	0.09	0.09	0.09
Sat Flow, veh/h	1774	4567	583	3442	4822	366	1774	1863	1583	1774	1346	439
Grp Volume(v), veh/h	189	1337	700	339	861	457	400	184	376	62	0	126
Grp Sat Flow(s),veh/h/ln	1774	1695	1760	1721	1695	1798	1774	1863	1583	1774	0	1785
Q Serve(g_s), s	12.9	46.9	47.6	12.0	25.1	25.1	27.3	10.3	29.3	4.1	0.0	8.6
Cycle Q Clear(g_c), s	12.9	46.9	47.6	12.0	25.1	25.1	27.3	10.3	29.3	4.1	0.0	8.6
Prop In Lane	1.00		0.33	1.00		0.20	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	218	1413	734	376	1367	725	426	448	380	156	0	157
V/C Ratio(X)	0.87	0.95	0.95	0.90	0.63	0.63	0.94	0.41	0.99	0.40	0.00	0.80
Avail Cap(c_a), veh/h	334	1448	752	376	1367	725	426	448	380	230	0	231
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.2	34.7	34.9	54.4	29.5	29.5	46.1	39.6	46.8	53.3	0.0	55.3
Incr Delay (d2), s/veh	13.8	12.8	22.0	24.1	0.9	1.8	28.6	0.6	42.9	1.6	0.0	11.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	24.4	27.6	7.0	11.9	12.8	16.8	5.4	17.3	2.1	0.0	4.7
LnGrp Delay(d),s/veh	67.0	47.5	56.9	78.5	30.5	31.3	74.7	40.2	89.7	54.9	0.0	67.0
LnGrp LOS	E	D	E	E	C	C	E	D	F	D		E
Approach Vol, veh/h		2226			1657			960			188	
Approach Delay, s/veh		52.1			40.5			74.0			63.0	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		34.2	18.0	56.0		15.4	19.7	54.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.7	13.5	52.8		16.0	23.3	43.0
Max Q Clear Time (g_c+I1), s		31.3	14.0	49.6		10.6	14.9	27.1
Green Ext Time (p_c), s		0.0	0.0	1.9		0.3	0.3	14.6

Intersection Summary	
HCM 2010 Ctrl Delay	52.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	110	1771	40	74	1098	65	45	45	176	45	30	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	116	1864	31	78	1156	47	47	47	90	47	32	53
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	2448	1095	74	2267	92	54	57	109	54	63	104
Arrive On Green	0.08	0.69	0.69	0.04	0.65	0.65	0.03	0.10	0.10	0.03	0.10	0.10
Sat Flow, veh/h	1774	3539	1583	1774	3467	141	1774	573	1097	1774	632	1046
Grp Volume(v), veh/h	116	1864	31	78	590	613	47	0	137	47	0	85
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1838	1774	0	1669	1774	0	1678
Q Serve(g_s), s	8.5	45.2	0.8	5.5	22.8	22.8	3.5	0.0	10.6	3.5	0.0	6.3
Cycle Q Clear(g_c), s	8.5	45.2	0.8	5.5	22.8	22.8	3.5	0.0	10.6	3.5	0.0	6.3
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.66	1.00		0.62
Lane Grp Cap(c), veh/h	141	2448	1095	74	1157	1202	54	0	167	54	0	167
V/C Ratio(X)	0.82	0.76	0.03	1.05	0.51	0.51	0.87	0.00	0.82	0.87	0.00	0.51
Avail Cap(c_a), veh/h	241	2806	1255	74	1237	1284	54	0	228	54	0	229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.8	13.2	6.4	63.2	11.8	11.9	63.6	0.0	58.2	63.6	0.0	56.3
Incr Delay (d2), s/veh	11.2	1.1	0.0	120.1	0.3	0.3	77.9	0.0	15.7	77.9	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	22.1	0.4	5.1	11.3	11.7	2.9	0.0	5.6	2.9	0.0	3.0
LnGrp Delay(d),s/veh	71.0	14.3	6.4	184.5	12.2	12.2	141.5	0.0	73.8	141.5	0.0	58.6
LnGrp LOS	E	B	A	F	B	B	F		E	F		E
Approach Vol, veh/h		2011			1281			184			132	
Approach Delay, s/veh		17.5			22.7			91.1			88.1	
Approach LOS		B			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	17.7	10.0	95.7	8.5	17.7	15.0	90.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	18.0	5.5	104.5	4.0	18.0	17.9	92.1
Max Q Clear Time (g_c+I1), s	5.5	12.6	7.5	47.2	5.5	8.3	10.5	24.8
Green Ext Time (p_c), s	0.0	0.5	0.0	43.9	0.0	0.8	0.1	49.5

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	100	4	1819	173	17	1115
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h	105	4	1915	182	18	1174
Adj No. of Lanes	0	0	2	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	138	5	2493	233	205	2697
Arrive On Green	0.08	0.08	0.76	0.76	0.76	0.76
Sat Flow, veh/h	1687	64	3365	306	195	3632
Grp Volume(v), veh/h	110	0	1022	1075	18	1174
Grp Sat Flow(s),veh/h/ln	1767	0	1770	1809	195	1770
Q Serve(g_s), s	3.5	0.0	18.7	20.1	3.4	6.8
Cycle Q Clear(g_c), s	3.5	0.0	18.7	20.1	23.5	6.8
Prop In Lane	0.95	0.04		0.17	1.00	
Lane Grp Cap(c), veh/h	144	0	1348	1378	205	2697
V/C Ratio(X)	0.76	0.00	0.76	0.78	0.09	0.44
Avail Cap(c_a), veh/h	494	0	1379	1410	209	2759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	3.9	4.0	10.9	2.4
Incr Delay (d2), s/veh	8.0	0.0	2.4	2.8	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	9.7	10.6	0.2	3.3
LnGrp Delay(d),s/veh	33.9	0.0	6.3	6.9	11.1	2.6
LnGrp LOS	C		A	A	B	A
Approach Vol, veh/h	110		2097			1192
Approach Delay, s/veh	33.9		6.6			2.7
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		48.4				48.4		9.2
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		44.9				44.9		16.1
Max Q Clear Time (g_c+I1), s		22.1				25.5		5.5
Green Ext Time (p_c), s		21.4				18.3		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	4	1765	58	0	1127
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	1858	61	0	1186

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2481	959	0	0	1919	0
Stage 1	1888	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	24	257	-	-	304	-
Stage 1	105	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	24	257	-	-	304	-
Mov Cap-2 Maneuver	24	-	-	-	-	-
Stage 1	105	-	-	-	-	-
Stage 2	515	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	257	304	-
HCM Lane V/C Ratio	-	-	0.016	-	-
HCM Control Delay (s)	-	-	19.2	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	5	2	71	5	3	4	1432	134	5	1074	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	5	5	2	75	5	3	4	1507	141	5	1131	5
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	65	20	140	6	4	7	1392	130	9	1539	7
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.00	0.83	0.83	0.01	0.83	0.83
Sat Flow, veh/h	536	938	295	1321	88	53	1774	1678	157	1774	1853	8
Grp Volume(v), veh/h	12	0	0	83	0	0	4	0	1648	5	0	1136
Grp Sat Flow(s),veh/h/ln	1768	0	0	1462	0	0	1774	0	1835	1774	0	1861
Q Serve(g_s), s	0.0	0.0	0.0	7.0	0.0	0.0	0.3	0.0	116.5	0.4	0.0	37.3
Cycle Q Clear(g_c), s	0.9	0.0	0.0	7.8	0.0	0.0	0.3	0.0	116.5	0.4	0.0	37.3
Prop In Lane	0.42		0.17	0.90		0.04	1.00		0.09	1.00		0.00
Lane Grp Cap(c), veh/h	159	0	0	150	0	0	7	0	1522	9	0	1546
V/C Ratio(X)	0.08	0.00	0.00	0.55	0.00	0.00	0.55	0.00	1.08	0.56	0.00	0.73
Avail Cap(c_a), veh/h	230	0	0	214	0	0	51	0	1522	51	0	1546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.2	0.0	0.0	64.4	0.0	0.0	69.8	0.0	12.0	69.7	0.0	5.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	3.2	0.0	0.0	51.5	0.0	49.0	44.8	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	3.3	0.0	0.0	0.3	0.0	77.8	0.3	0.0	19.4
LnGrp Delay(d),s/veh	61.4	0.0	0.0	67.5	0.0	0.0	121.3	0.0	60.9	114.5	0.0	7.0
LnGrp LOS	E			E			F		F	F		A
Approach Vol, veh/h		12			83			1652			1141	
Approach Delay, s/veh		61.4			67.5			61.1			7.5	
Approach LOS		E			E			E			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.2	121.0		14.2	5.1	121.1		14.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	4.0	116.5		16.0	4.0	116.5		16.0
Max Q Clear Time (g_c+I1), s	2.4	118.5		2.9	2.3	39.3		9.8
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	70.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	40.1
HCM 2010 LOS	D

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	118	9	1260	180	18	966
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h	124	9	1326	126	19	1017
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	132	10	1361	129	26	1598
Arrive On Green	0.08	0.08	0.81	0.81	0.01	0.86
Sat Flow, veh/h	1629	118	1675	159	1774	1863
Grp Volume(v), veh/h	134	0	0	1452	19	1017
Grp Sat Flow(s),veh/h/ln	1760	0	0	1835	1774	1863
Q Serve(g_s), s	11.1	0.0	0.0	104.6	1.6	25.1
Cycle Q Clear(g_c), s	11.1	0.0	0.0	104.6	1.6	25.1
Prop In Lane	0.93	0.07		0.09	1.00	
Lane Grp Cap(c), veh/h	142	0	0	1491	26	1598
V/C Ratio(X)	0.94	0.00	0.00	0.97	0.73	0.64
Avail Cap(c_a), veh/h	142	0	0	1501	52	1636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.2	0.0	0.0	12.4	72.1	3.3
Incr Delay (d2), s/veh	57.5	0.0	0.0	17.3	31.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	0.0	0.0	58.8	1.0	12.8
LnGrp Delay(d),s/veh	124.7	0.0	0.0	29.7	104.0	4.1
LnGrp LOS	F			C	F	A
Approach Vol, veh/h	134		1452			1036
Approach Delay, s/veh	124.7		29.7			5.9
Approach LOS	F		C			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.7	124.0				130.6		16.4
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	4.3	120.3				129.1		11.9
Max Q Clear Time (g_c+I1), s	3.6	106.6				27.1		13.1
Green Ext Time (p_c), s	0.0	12.9				71.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	5	14	5	5	3	32	922	5	5	955	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	1	5	15	5	5	3	34	971	5	5	1005	2
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	12	36	115	19	12	53	1306	7	10	1266	3
Arrive On Green	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.71	0.71	0.01	0.68	0.68
Sat Flow, veh/h	80	401	1203	647	647	388	1774	1852	10	1774	1858	4
Grp Volume(v), veh/h	21	0	0	13	0	0	34	0	976	5	0	1007
Grp Sat Flow(s),veh/h/ln	1684	0	0	1682	0	0	1774	0	1861	1774	0	1862
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	1.0	0.0	16.9	0.1	0.0	19.6
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.4	0.0	0.0	1.0	0.0	16.9	0.1	0.0	19.6
Prop In Lane	0.05		0.71	0.38		0.23	1.00		0.01	1.00		0.00
Lane Grp Cap(c), veh/h	123	0	0	146	0	0	53	0	1313	10	0	1268
V/C Ratio(X)	0.17	0.00	0.00	0.09	0.00	0.00	0.64	0.00	0.74	0.53	0.00	0.79
Avail Cap(c_a), veh/h	575	0	0	586	0	0	136	0	1429	136	0	1430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	0.0	24.7	0.0	0.0	25.0	0.0	4.7	25.8	0.0	5.8
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.3	0.0	0.0	12.3	0.0	2.0	38.4	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.2	0.0	0.0	0.7	0.0	9.1	0.2	0.0	10.8
LnGrp Delay(d),s/veh	25.5	0.0	0.0	24.9	0.0	0.0	37.2	0.0	6.7	64.3	0.0	8.6
LnGrp LOS	C			C			D		A	E		A
Approach Vol, veh/h		21			13			1010			1012	
Approach Delay, s/veh		25.5			24.9			7.7			8.9	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.8	41.3		6.1	6.1	40.0		6.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	4.0	40.0		16.0	4.0	40.0		16.0
Max Q Clear Time (g_c+I1), s	2.1	18.9		2.6	3.0	21.6		2.4
Green Ext Time (p_c), s	0.0	15.5		0.1	0.0	13.9		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	8.6
HCM 2010 LOS	A

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

		COUNT DATE	ulative 2030 w/ Full GDP/SRP Bui
Major St:	Proctor Valley Road	# of Lanes:	2 or more
Minor St:	Project Driveway #1	# of Lanes:	1

Speed limit or critical speed on major street traffic > 64 km/h (40 mph) ..... or **RURAL (R)**

In built up area of isolated community of < 10,000 population..... **URBAN (U)**

Major St ADT (Total):	17900	Roadway Type:	Rural
Minor Street ADT (Highest Direction):	2600		

(Based on Estimated Average Daily Traffic - See Note)

CONDITION A - Minimum Vehicular Volume			Minimum Requirements EADT			
Satisfied	X	Not Satisfied	Vehichles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach						
Major Street		Minor Street	Urban	Rural	Urban	Rural
1		1	8000	5,600	2,400	1,680
2 or more		1	9,600	6,720	2,400	1,680
2 or more		2 or more	9,600	6,720	3,200	2,240
1		2 or more	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffc			Vehichles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Staisfied	X	Not Satisfied				
Number of lanes for moving traffic on each approach						
Major Street		Minor Street	Urban	Rural	Urban	Rural
1		1	12,000	8,400	1,200	850
2 or more		1	14,400	10,080	1,200	850
2 or more		2 or more	14,400	10,080	1,600	1,120
1		2 or more	12,000	8,400	1,600	1,120
Combination of CONDITIONS A+B						
Satisfied	X	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS	80%
No one condition satisfied, but following conditions fulfilled 80% or More			155%	178%		
			A	B		

Note: To be used only for NEW INTERSECTIONS or other locations wehre it is not reasonable to count actual traffic volumes.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

		COUNT DATE	ılati2e X080 R / Bull 3 DF/S9F 5ui
Major St:	Froctor Galley 9oad	# of Lanes:	1
Minor St:	Froject Dri2eR ay #8	# of Lanes:	1

Speed limit or critical speed on major street traffic > 64 km/h (40 mph) ..... or **RURAL (R)**

In built up area of isolated community of < 10,000 population..... **URBAN (U)**

Major St ADT (Total):	14700	9oadR ay Type:	9ural
Minor Street ADT (wiHhest Direction):	1400		

(Based on Estimated Average Daily Traffic - See Note)

CONDITION A - Minimum Vehicular Volume			Minimum 9ePuirements EADT			
Satisfied	Not Satisfied	g	Gehichles Fer Day on Major Street (Total of 5oth Approaches)		Gehicles Fer Day on wiHher\Golume Minor Street Approach (One Direction Only)	
Number of lanes for mo2inH traffic on each approach						
Major Street	Minor Street		Urban	9ural	Urban	9ural
1	1		7000	%600	X,400	1,670
X or more	1		q,600	6,- X0	X,400	1,670
X or more	X or more		q,600	6,- X0	8,X00	X,X40
1	X or more		7,000	%600	8,X00	X,X40
CONDITION B - Interruption of Continuous Traffc			Gehichles Fer Day on Major Street (Total of 5oth Approaches)		Gehicles Fer Day on wiHher\Golume Minor Street Approach (One Direction Only)	
Staisfied	g	Not Satisfied				
Number of lanes for mo2inH traffic on each approach						
Major Street	Minor Street		Urban	9ural	Urban	9ural
1	1		1X,000	7,400	1,X00	7%0
X or more	1		14,400	10,070	1,X00	7%0
X or more	X or more		14,400	10,070	1,600	1,1X0
1	X or more		1X,000	7,400	1,600	1,1X0
Combination of CONDITIONS A+B			X CONDITIONS 70v		X CONDITIONS	70v
Satisfied	g	Not Satisfied				
No one condition satisfied, but folloR inH conditions fulfilled 70v or More	78v A	16%v 5				

Note: To be used only for NEW INTERSECTIONS or other locations wehre it is not reasonable to count actual traffic volumes.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

		COUNT DATE	ılative 2030 w/ Full GDP/SRP Bui
Major St:	Proctor Valley Road	# of Lanes:	1
Minor St:	Project Driveway #4	# of Lanes:	1

Speed limit or critical speed on major street traffic > 64 km/h (40 mph) ..... or **RURAL (R)**

In built up area of isolated community of < 10,000 population..... **URBAN (U)**

Major St ADT (Total):	14700	Roadway Type:	Rural
Minor Street ADT (Highest Direction):	1500		

(Based on Estimated Average Daily Traffic - See Note)

CONDITION A - Minimum Vehicular Volume			Minimum Requirements EADT			
Satisfied		Not Satisfied X	Vehichles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach						
Major Street	Minor Street		Urban	Rural	Urban	Rural
1	1		8000	5,600	2,400	1,680
2 or more	1		9,600	6,720	2,400	1,680
2 or more	2 or more		9,600	6,720	3,200	2,240
1	2 or more		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffc			Vehichles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Staisfied	X	Not Satisfied				
Number of lanes for moving traffic on each approach						
Major Street	Minor Street		Urban	Rural	Urban	Rural
1	1		12,000	8,400	1,200	850
2 or more	1		14,400	10,080	1,200	850
2 or more	2 or more		14,400	10,080	1,600	1,120
1	2 or more		12,000	8,400	1,600	1,120
Combination of CONDITIONS A+B			2 CONDITIONS 80%		2 CONDITIONS	80%
Satisfied	X	Not Satisfied				
No one condition satisfied, but following conditions fulfilled 80% or More		89% A	175% B			

Note: To be used only for NEW INTERSECTIONS or other locations wehre it is not reasonable to count actual traffic volumes.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

		COUNT DATE	ulative 2030 w/ Full GDP/SRP Bui
Major St:	Proctor Valley Road	# of Lanes:	1
Minor St:	Project Driveway #5	# of Lanes:	1

Speed limit or critical speed on major street traffic > 64 km/h (40 mph) ..... or **RURAL (R)**

In built up area of isolated community of < 10,000 population..... **URBAN (U)**

Major St ADT (Total):	8600	Roadway Type:	Rural
Minor Street ADT (Highest Direction):	1350		

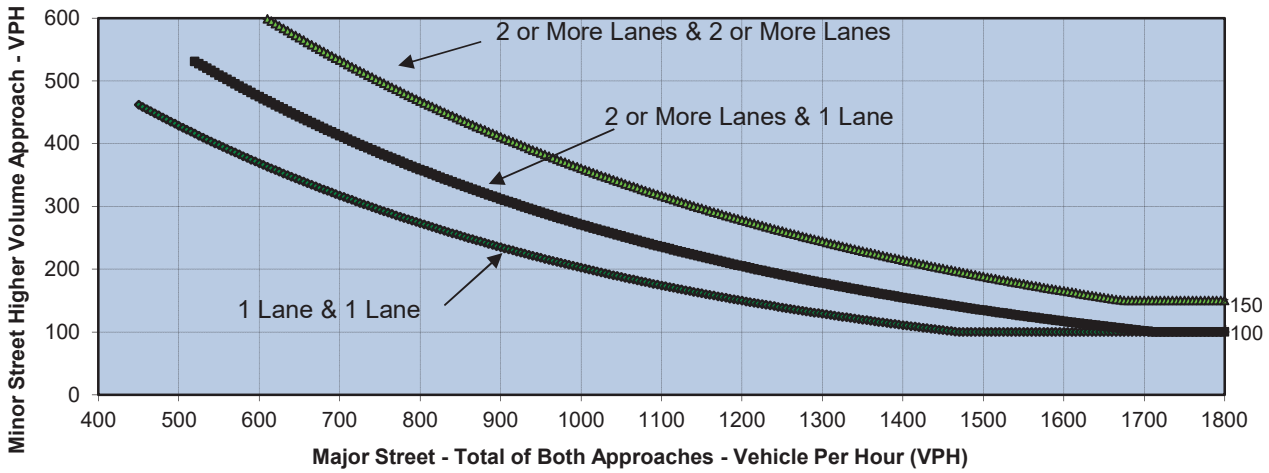
(Based on Estimated Average Daily Traffic - See Note)

CONDITION A - Minimum Vehicular Volume			Minimum Requirements EADT			
Satisfied		Not Satisfied X	Vehichles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach						
Major Street	Minor Street		Urban	Rural	Urban	Rural
1	1		8000	5,600	2,400	1,680
2 or more	1		9,600	6,720	2,400	1,680
2 or more	2 or more		9,600	6,720	3,200	2,240
1	2 or more		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffc			Vehichles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Staisfied	X	Not Satisfied				
Number of lanes for moving traffic on each approach						
Major Street	Minor Street		Urban	Rural	Urban	Rural
1	1		12,000	8,400	1,200	850
2 or more	1		14,400	10,080	1,200	850
2 or more	2 or more		14,400	10,080	1,600	1,120
1	2 or more		12,000	8,400	1,600	1,120
Combination of CONDITIONS A+B			2 CONDITIONS 80%		2 CONDITIONS	80%
Satisfied	X	Not Satisfied				
No one condition satisfied, but following conditions fulfilled 80% or More		80% A / 102% B				

Note: To be used only for NEW INTERSECTIONS or other locations wehre it is not reasonable to count actual traffic volumes.

Sheet No 1 of 2

Figure 4C-3
Warrant 3, Peak Hour



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street	Proctor Valley Road
Minor Street	Project Driveway #1

Project	Village 14
Scenario	Cumulative 2030 w/ Full GDP/SRP Buildout
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	6	0	184
Through	1,002	1,418	0	0
Right	60	0	0	7
Total	1,062	1,424	0	191

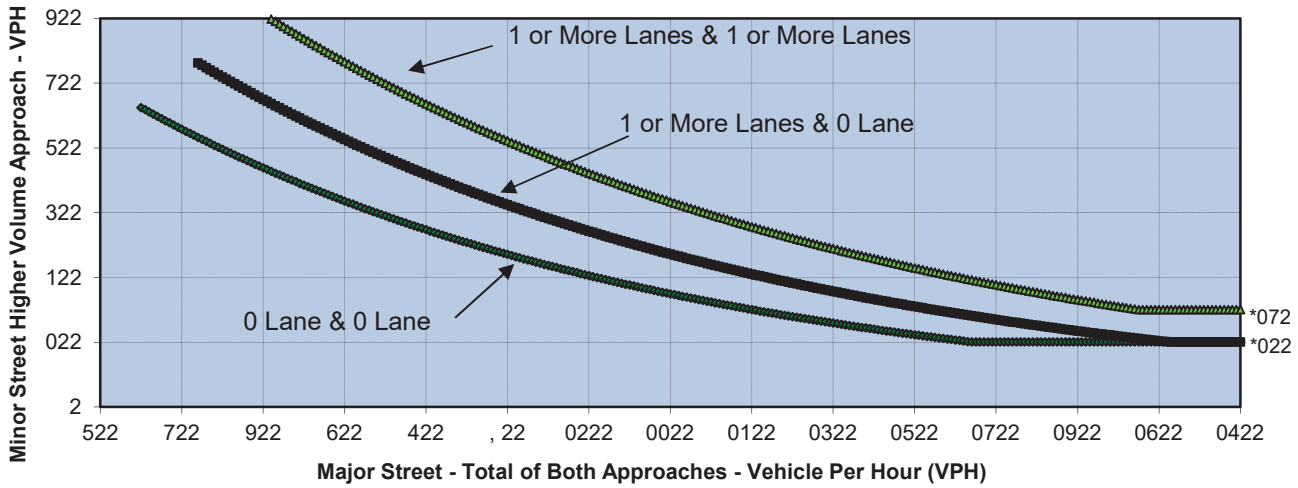
Major Street Direction

X	North/South
	East/West

	Major Street	Minor Street	Warrant Met
	Proctor Valley Road	Project Driveway #1	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**2,486**	**191**	

Sheet No 1 of 1

Figure 4C-3
Warrant 3, Peak Hour



* Note: 072 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 022 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*8Caltrans81229

Major Street	Proctor Valley Road
Minor Street	Project Driveway #1

Project	Village 14
Scenario	Cumulative 2030 w/ Full GDP/SRP Buildout
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	06	2	022
Through	084,	08007	2	2
Right	063	2	2	5
Total	1,992	1,132	0	104

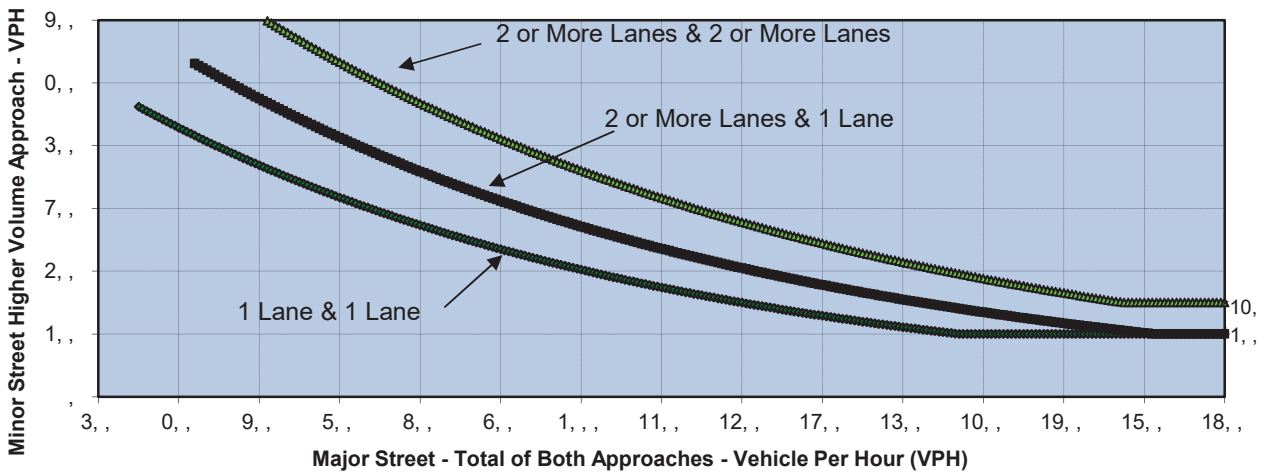
Major Street Direction

X	North/South
	East/West

	Major Street	Minor Street	Warrant Met
	Proctor Valley Road	Project Driveway #1	
Number of Approach Lanes	2	1	YES
Traffic Volume (VPH) *	3,124	104	

Sheet No 1 of 2

Figure 4C-3
Warrant 3, Peak Hour



* Note: 10, VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 1, , VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*4Caltrans42, , 9

Major Street	Proctor Valley Road
Minor Street	Project Driveway #3

Project	Village 14
Scenario	Cumulative 2030 w/ Full GDP/SRP Buildout
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	2	0	60
Through	812	142, 7	0	1,
Right	35	0	7	6
Total	861	1,210	13	114

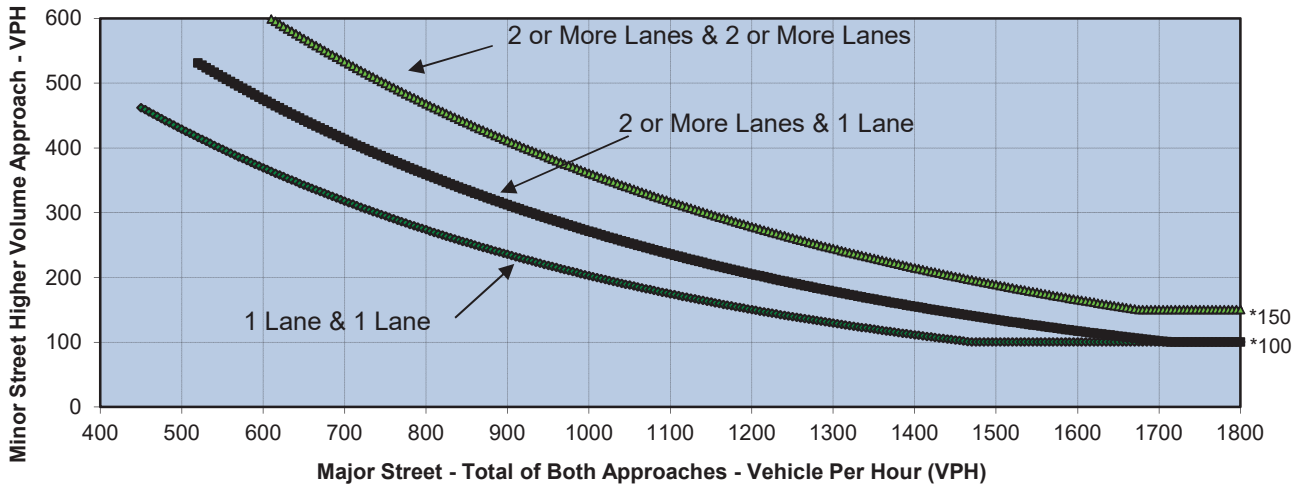
Major Street Direction

X	North/South
	East/West

	Major Street	Minor Street	Warrant Met
	Proctor Valley Road	Project Driveway #3	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**2,071**	**114**	

Sheet No 2 of 2

Figure 4C-3
Warrant 3, Peak Hour



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street	Proctor Valley Road
Minor Street	Project Driveway #3

Project	Village 14
Scenario	Cumulative 2030 w/ Full GDP/SRP Buildout
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	5	5	71
Through	1,432	1,074	5	5
Right	134	5	2	3
Total	1,570	1,084	12	79

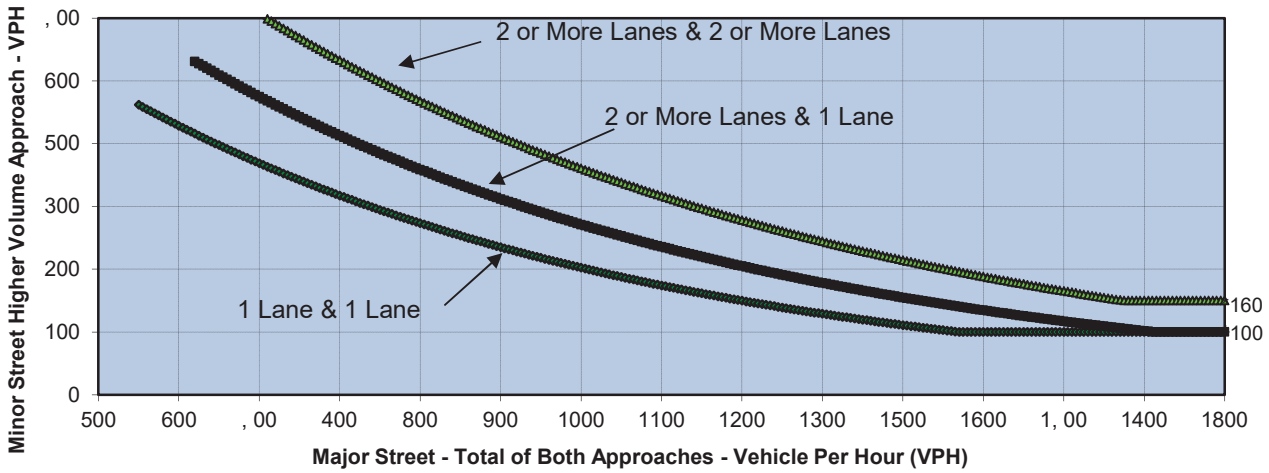
Major Street Direction

X	North/South
	East/West

	Major Street	Minor Street	Warrant Met
	Proctor Valley Road	Project Driveway #3	
Number of Approach Lanes	1	1	NO
Traffic Volume (VPH) *	2,654	79	

Sheet No 1 of 2

Figure 4C-3
Warrant 3, Peak Hour



* Note: 160 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*7Caltrans7200,

Major Street	Proctor Valley Road	Project	Village 14
Minor Street	Project Driveway #4	Scenario	Cumulative 2030 w/ Full GDP/SRP Buildout
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	6	0	108
Through	4, 0	17102	0	0
Right	, ,	0	0	8
Total	826	1,107	0	116

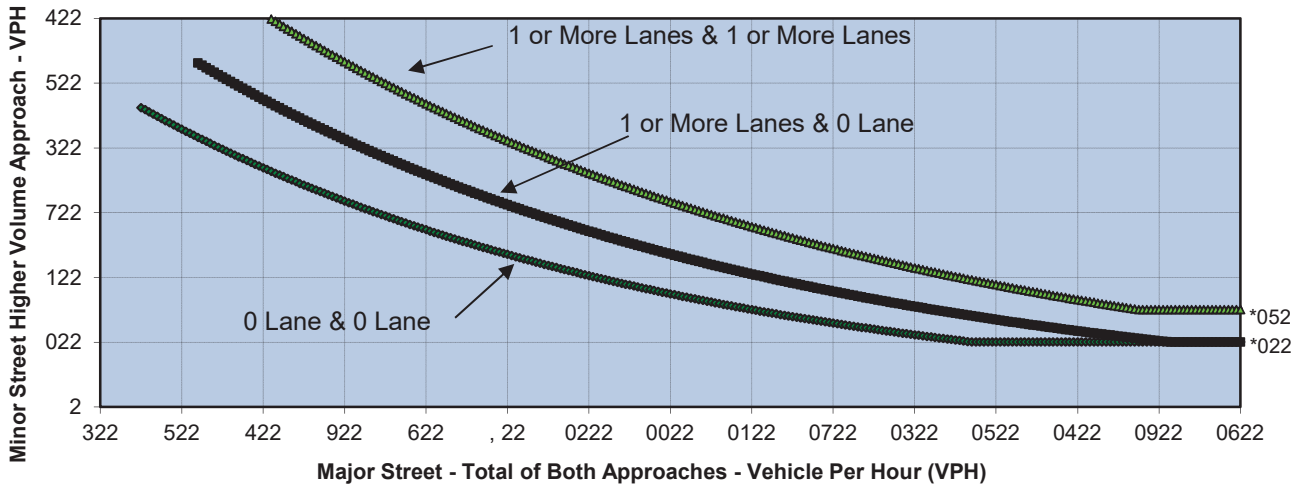
Major Street Direction

X	North/South
	East/West

	Major Street	Minor Street	Warrant Met
	Proctor Valley Road	Project Driveway #4	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,933**	**116**	

Sheet No 1 of 1

Figure 4C-3
Warrant 3, Peak Hour



* Note: 052 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 022 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*8Caltrans81224

Major Street	Proctor Valley Road
Minor Street	Project Driveway #4

Project	Village 14
Scenario	Cumulative 2030 w/ Full GDP/SRP Buildout
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	06	2	006
Through	08142	, 44	2	2
Right	062	2	2	,
Total	1,440	984	0	127

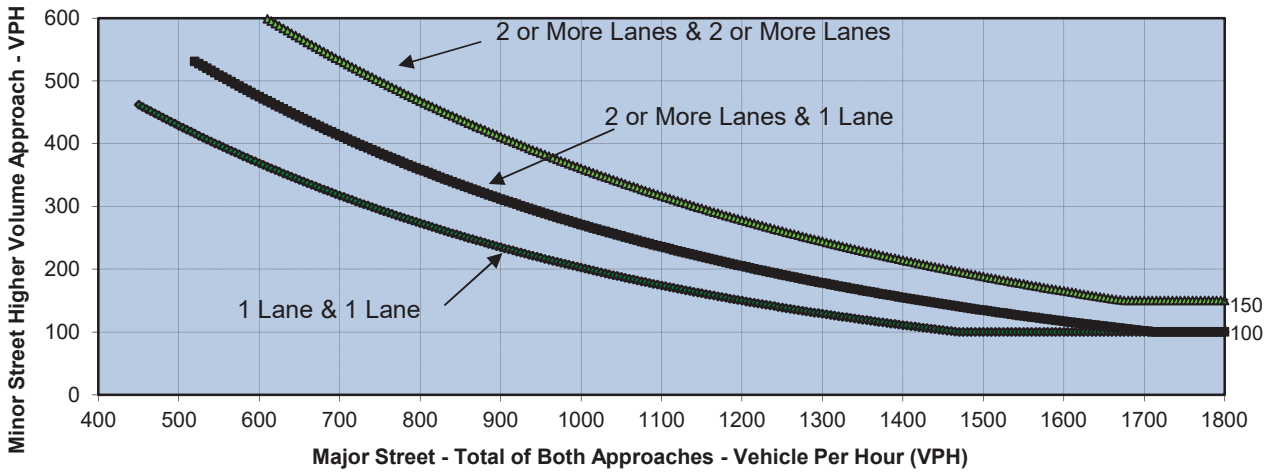
Major Street Direction

X	North/South
	East/West

	Major Street	Minor Street	Warrant Met
	Proctor Valley Road	Project Driveway #4	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	2,424	127	

Sheet No 1 of 2

Figure 4C-3
Warrant 3, Peak Hour



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street	Proctor Valley Road	Project	Village 14
Minor Street	Project Driveway #5	Scenario	Cumulative 2030 w/ Full GDP/SRP Buildout
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	11	2	2	5
Through	752	1,077	5	5
Right	5	1	25	4
Total	768	1,080	32	14

Major Street Direction

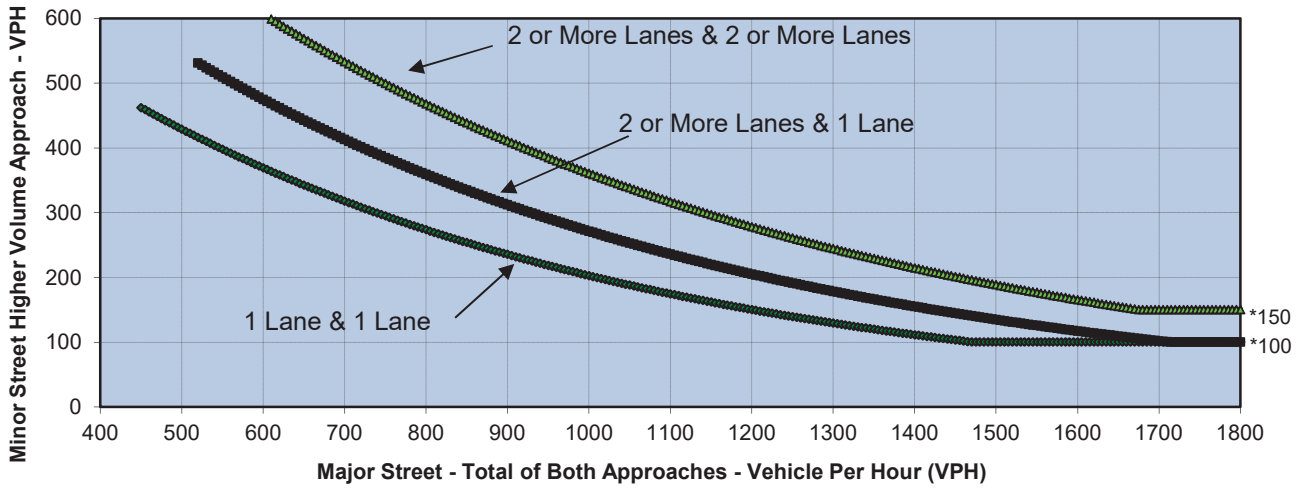
X	North/South
	East/West

Main Street Volumes Exceed Signal Warrant Threshold

	Major Street	Minor Street	Warrant Met
	Proctor Valley Road	Project Driveway #5	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**1,848**	**32**	

Sheet No 2 of 2

Figure 4C-3
Warrant 3, Peak Hour



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street	Proctor Valley Road
Minor Street	Project Driveway #5

Project	Village 14
Scenario	Cumulative 2030 w/ Full GDP/SRP Buildout
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	32	5	1	5
Through	922	955	5	5
Right	5	2	14	3
Total	959	962	20	13

Major Street Direction

X	North/South
	East/West

	Major Street	Minor Street	Warrant Met
	Proctor Valley Road	Project Driveway #5	
Number of Approach Lanes	1	1	NO
Traffic Volume (VPH) *	1,921	20	

Appendix P SB-743 Compliance and TDM Plan Evaluation Memo

CHEN RYAN

TO: Rob Cameron, Jackson Pendo Development Company

FROM: Stephen Cook, PE Chen Ryan Associates

DATE: February 9, 2018

RE: **SB 743 Compliance– Otay Ranch Village 14 and Planning Areas 16 & 19**

This memorandum documents the results of the SB 743 compliance analysis conducted for the proposed Otay Ranch Village 14 and Planning Areas 16 & 19 development (Proposed Project). The analysis calculates the total VMT per capita (VMT per person) that is anticipated to be generated by the Proposed Project, and compares it to the average VMT per capita generated throughout the San Diego County region. This method is consistent with the SB-743 related methods recommended in the *Proposed Update to the CEQA Guidelines, November 2017*.

This memo is organized as follows:

1. **Project Description** – Provides a brief description of the land uses proposed as part of the Otay Ranch Village 14 and Planning Areas 16 & 19 Project.
2. **Transportation Demand Management (TDM) Plan** – Outlines the Proposed Project's TDM Plan.
3. **TDM Plan Evaluation** – Evaluates the VMT reduction strategies associated with the Proposed Project, and quantifies the anticipated VMT reductions.
4. **SB 743 Background** – Provides background information regarding the OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* and the *Proposed Update to the CEQA Guidelines*, including current status.
5. **SB-743 Compliance Analysis** – Provides a comparison of the Proposed Project VMT per capita versus the San Diego County region and sub regional areas.
6. **Induced Vehicle Travel due to Roadway Capacity Expansion** – Provides an analysis of the potential increase in VMT due to Project-related roadway improvements identified as Project features.

1. Project Description

The Proposed Project is part of the overall Otay Ranch development, an approximately 23,000-acre master-planned community in southern San Diego County designed as a series of villages and planning areas. The Proposed Project addressed by this technical report is located within Otay Ranch Village 14 and Planning Areas 16 and 19 in the Proctor Valley area of Otay Ranch.

The Proposed Project is designed to be consistent with the Otay SRP's directive to provide a transitional community between the suburban densities and character of eastern Chula Vista and the more rural community of Jamul. The Proposed Project is divided into two separate areas, Village 14 and Planning Areas 16 & 19. Village 14 will be constructed as a suburban neighborhood, with an approximate density of three dwelling units to the acre, and will feature a Neighborhood Center, as described above. Planning Areas 16 & 19 will be developed in more of a rural setting with a density of one dwelling unit every three acres. **Figure 1** illustrates the Project site plan.

Village 14

Table 1 provides the proposed land uses contained within the Village 14 portion of the Project, as well as the projected daily trip generation or ADT (average daily trips).

Table 1 Village 14 Land Uses and Daily Trip Generation

Land Use	Units	Trip Rate	ADT
Single Family Detached Housing[1]	994 DU	10/DU	9,940
Neighborhood/County Park (Undeveloped)	13.9 AC	5/AC	70
Community Facility	4.4 AC	30/AC	132
Fire Station	3 Staff	5.33/Staff	16
Mixed Use: Commercial /Residential	10 KSF	110/KSF	1,100
		Total ADT	11,258

Source: SANDAG's Guide to Vehicular Traffic Generation Rates for the San Diego Region (SANDAG, April 2002)

Note:
[1]As a worst-case scenario, this analysis assumes that the 994 single family dwelling units include the 97 additional single family dwelling units that may be constructed instead of the proposed elementary school. This is a worst-case scenario since the 97 single-family dwelling units will generate more traffic than the proposed 8-acre school site (970 ADT vs 720 ADT). Additionally, the removal of the school site significantly limits the possibility for internal trip capture within the Proposed Project site.

As shown, the Village 14 component of the project will contain 994 single family dwelling units, as well as a Neighborhood Center with 10,000 sf of commercial uses, and a fire station. Village 14 is anticipated to generate 11,258 ADT.

Planning Areas 16 and 19

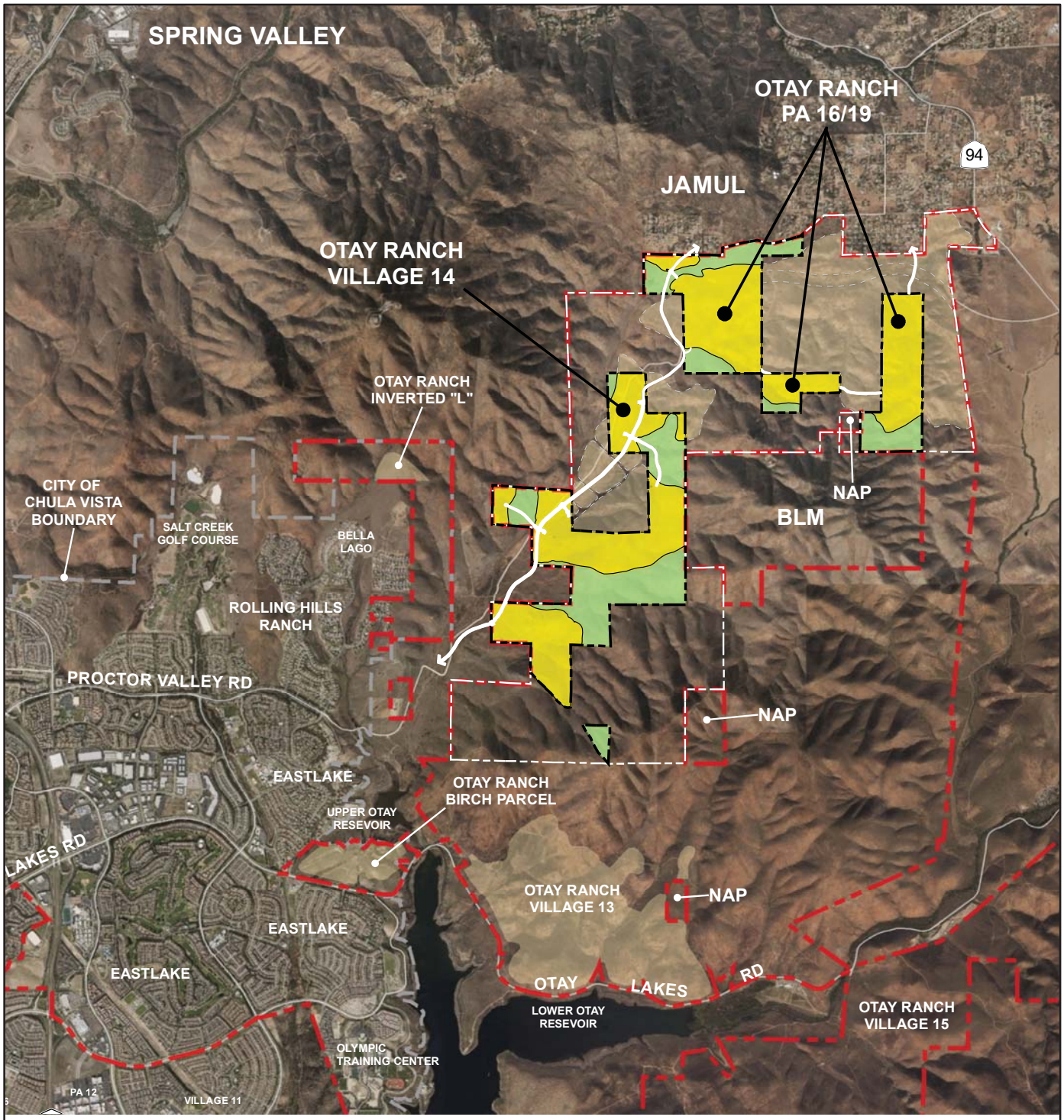
Table 2 provides the proposed land uses contained within Planning Areas 16 and 19, as well as their projected daily trip generation.

Table 2 Planning Areas 16 and 19 Land Uses and Daily Trip Generation

Land Use	Units	Trip Rate	ADT
Estate Single Family Dwelling Units	125 DU	12/DU	1,500

Source: SANDAG's Guide to Vehicular Traffic Generation Rates for the San Diego Region (SANDAG, April 2002)

As shown, Planning Areas 16 and 19 would contain 125 estate style single family dwelling units, which are anticipated to generate 1,500 ADT.



SOURCE: LUEG-GIS 2014 AERIAL IMAGERY

LEGEND

N
W E
S

0 2,300 4,600

SCALE IN FEET

- OTAY RANCH GDP/SRP BOUNDARY
- PROPOSED SPECIFIC PLAN BOUNDARY
- OTAY V14 & PA16/19 VILLAGE BOUNDARY
- MUNICIPAL BOUNDARY
- V14 & PA16/19 DEVELOPMENT AREAS
- V14 & PA16/19 MSCP OPEN SPACE
- OTHER APPROVED DEVELOPMENT

Otay Ranch Village 14 and Planning Area 16/19 and Surrounding Land Uses

2. Transportation Demand Management Plan

The Project applicant proposes implementation of the TDM measures and strategies listed below in order to reduce vehicle trips in favor of alternative modes of transportation. The TDM program will facilitate increased opportunities for transit, bicycling, and pedestrian travel, as well as provide the resources, means and incentives for ridesharing and carpooling opportunities. The following measures are included in the TDM program:

1. A comprehensive trails network designed to provide safe bicycle and pedestrian access between the various Proposed Project phases, land uses, parks/open space, schools and the Village Core area. The trails network shall also provide connections to the various recreational trails and multi-modal facilities accessing the Proposed Project site.

2. The provision of bicycle racks along main travel corridors, adjacent to commercial developments, and at public parks and open spaces within the Proposed Project site.

3. Coordination with SANDAG's iCommute program for Carpool, Vanpool, and rideshare programs that are specific to the Proposed Project.

4. Promotion of available websites providing transportation options for residents and businesses.

5. Creation and distribution of a "new resident" information packet addressing alternative modes of transportation.

6. Coordination with the Metropolitan Transit System (MTS) and SANDAG regarding future sighting of transit stops/stations within the Proposed Project site.

7. Provision of a "School Pool" program to coordinate school-related carpool activities with the local school district and SANDAG. As part of the program, dedicated parking spaces for the School Pool program will be provided at the Village Core area.

8. Implementation of a "Walking School Bus" program, whereby neighborhood students are accompanied by a "chaperone" (e.g., parental supervision) to safely walk to and from the on-site elementary school. Relatedly, the Project applicants also shall coordinate with the local school district to encourage the provision of bicycle storage facilities at the on-site elementary school.

3. TDM Plan Evaluation

To quantify the potential VMT reductions associated with the Proposed Project's TDM plan, the proposed TDM measures, listed above, were correlated with the appropriate measures contained in the *California Air Pollution Control Officers Associates (CAPCOA)* resource document *"Quantifying Greenhouse Gas Mitigation Measures", August 2010* (CAPCOA Report). The calculations and corresponding results of this analysis are contained in the Village 14 and Planning Area 16/19 TDM Plan Evaluation, prepared by Chen Ryan Associates, dated October 26, 2017. The Village 14 and Planning Area 16/19 TDM Plan Evaluation Memorandum is provided as **Attachment A.**

Based on the VMT reduction results, Village 14 would have the following overall VMT reduction:

Overall VMT Reduction (Village 14) = 4.7%

Based on the VMT reduction results, Planning Areas 16 & 19 would have the following overall VMT reduction:

Overall VMT Reduction (PA 16/19) = 2.0%

Overall, the combined VMT reduction would be 4.338% for the Proposed Project.

4. SB-743 Background

On September 27, 2013, Governor Edmund G. Brown, Jr. signed SB 743 into law, starting a process that is expected to fundamentally change the way transportation impact analysis is conducted under CEQA. Within the State's CEQA Guidelines, these changes will include elimination of auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts.

DETERMINATION OF SIGNIFICANCE

In November 2017, the Governor's Office of Planning and Research (OPR) released the *Proposed Update to the CEQA Guidelines*, which provides recommendations to the California Natural Resources Agency for updating the State's CEQA Guidelines in response to SB 743, including recommended specifications for VMT analysis in an accompanying "Technical Advisory on Evaluating Transportation Impacts in CEQA" ("Technical Advisory"). On January 26, 2018, the Resources Agency released the proposed guidelines for public review and comment; the comment period closes March 15, 2018, after which additional revisions to the proposed guidelines may be made in response to the comments. Final approval of the proposed guidelines is expected sometime later this year, although based on the current draft, lead agencies will have until January 1, 2020 to comply with the proposed revisions. As such, preparation of an SB 743 compliant analysis consistent with the proposed guidelines is not required at this time.

The proposed guidance recommends use of automobile VMT, as the preferred CEQA transportation metric, along with the elimination of auto delay/LOS for CEQA purposes statewide. For land use projects, the Technical Advisory reports that research has shown that automobile VMT per capita at the project level should be fifteen percent (15%) below those of existing development.

In addition to the VMT directly generated by a project, the Proposed CEQA Guidelines would require the analysis of "induced VMT" that could result from transportation network capacity expansion projects, stating that:

Additional lane miles may induce automobile travel, and vehicle miles traveled, compared to existing conditions. Transportation projects that reduce, or have no impact on, vehicle miles traveled may be presumed to cause a less than significant transportation impact.

OPR's Technical Advisory contains recommended specifications for VMT analysis methodology and recommendations for significance thresholds. The Draft OPR Guidance contains sufficient information to

inform lead agencies about how to prepare for the upcoming transition to VMT. However, the final implementation steps for SB 743 have not yet been completed and, therefore, as noted above, compliance with the OPR Draft Guidance is not mandatory at this time.

In summary, while not required by CEQA, this memorandum presents an evaluation of the potential VMT-related impacts of the Proposed Project consistent with – and based on the OPR *Proposed Update to the CEQA Guideline* and the related *Technical Advisory*.

METHODOLOGY

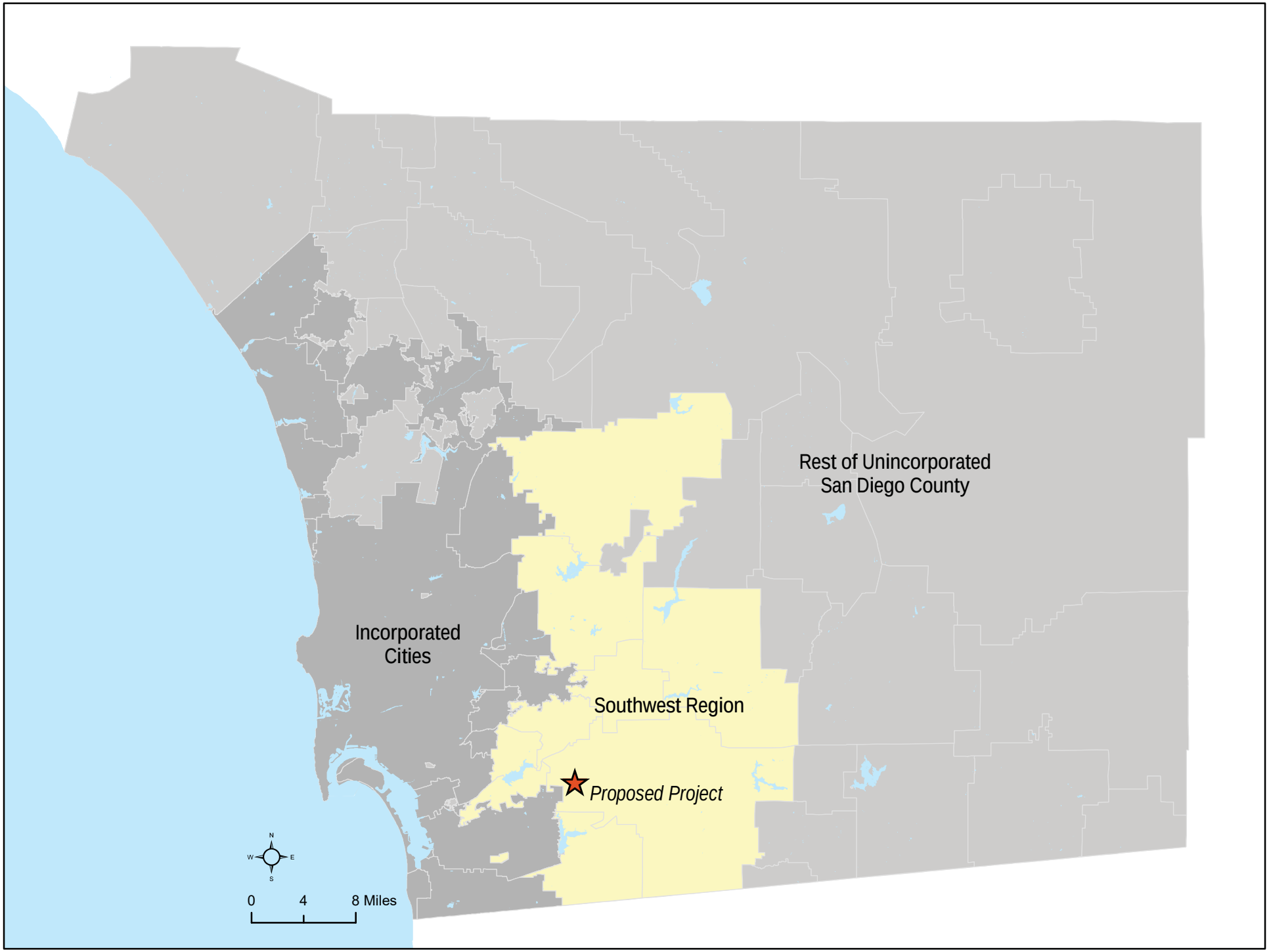
The OPR Draft Guidance does not require that a specific methodology be used when calculating VMT. Instead, the Proposed CEQA Guidelines state that "a lead agency should not confine its evaluation to its own political boundary" and that "a lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence", and "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". In essence, the Proposed CEQA Guidelines defer to a local agency's professional judgment supported by substantial evidence when deciding how best to model VMT, stating that "a lead agency's evaluation of the vehicle miles traveled with a project is subject to a rule of reason".

Since the OPR Draft Guidance has not yet been approved and adopted by the Natural Resources Agency, the County of San Diego has not adopted methodologies for performing VMT analysis per SB 743. Accordingly, the analysis presented here is based on the suggested approach presented in the draft guidelines and related Technical Advisory.

5. SB-743 Compliance Analysis

VMT PER CAPITA ANALYSIS

As recommended in the OPR Draft Guidance, an analysis was conducted to compare the Proposed Project's VMT per capita to that of the San Diego Region. In order to provide a comparison between the Proposed Project VMT per capita and the regional VMT, for purposes of this analysis, the home-based VMT per capita for the Unincorporated San Diego County Southwestern region, which includes the Project area, was used to represent the Proposed Project VMT; the Southwestern Region includes the communities of Ramona, Lakeside, Alpine, Crest-Dehesa, Valle De Oro, Spring Valley, Sweetwater, Jamul-Dulzura, and Otay. The southwest region is predominantly made up of suburban and rural densities and contains little to no urban areas. Due to the lower densities within the Southwest region and longer distances between land uses, the home-based trip lengths within these areas tend to be longer than the San Diego Regional as a whole. Since the Proposed Project is located within the County of San Diego's Southwestern Region, the VMT per capita for the Proposed Project is more likely to be similar to the existing VMT per capita within this area, more so than the San Diego Region as a whole, since it contains more urban uses. Therefore, assuming the Southwestern Regional home-based trip lengths to represent the Proposed Project trip lengths is a conservative assumption. **Figure 2** displays the San Diego region as well as the County of San Diego's Southwestern Region. The VMT per capita for the sub-region was calculated using the SANDAG Series 13 Year 2035 Regional Model using the VMT methodology developed by SANDAG.



Otay Ranch Village 14, 16 & 19
CHEN RYAN

Figure 2
San Diego Region and San Diego County Southwestern Region

Table 1 Otay Ranch Village 14 and Planning Area 16 & 19 Vehicle Miles Traveled by Capita

Study area	# of Residents	Total Trips	Vehicle Miles Trips	Vehicle Miles Trips per Resident
Unincorporated San Diego County Southwestern Region	317,852	1,138,800	6,899,814	21.71

Source: SANDAG Series 13 Regional Model, January

As shown on Table 1, the existing automobile home-based VMT per capita for the sub-region is 21.71. Since the Proposed Project is located in the Unincorporated San Diego County Southwestern Region, for the limited purposes of this analysis, it is assumed that the Proposed Project VMT per capita would be 21.71.

According to the OPR Draft Guidance, local jurisdictions have the flexibility to utilize alternative VMT thresholds from those provided in the Draft Guidance. In this case, however, the County of San Diego has not yet adopted a VMT threshold. Therefore, for the purposes of this analysis, the OPR recommended 15% below existing VMT/capita is utilized. Furthermore, while the un-incorporated San Diego County Southwestern Region VMT per capita provides a more appropriate baseline against which to establish a threshold and assess project VMT per capita impacts, for the purposes of this analysis, the VMT per capita for the San Diego Region was utilized to determine the significance threshold. Accordingly, the corresponding threshold of significance, based on the San Diego Region VMT/capita and calculated based on the OPR Draft Guidance proposal of 15% below baseline, is used in the analysis, as presented below in **Table 2**.

Table 2 San Diego Region Vehicle Miles Traveled per Capita

Study area	# of Residents	Vehicle Miles Trips	Vehicle Miles Trips per Resident	Significance Threshold per Capita (15% below existing VMT)
San Diego Region	Obtained from SANDAG Regional Transportation Plan Year 2012 (RTP)		17.60	14.96*

Source: SANDAG Trip Generation Manual, Chen Ryan Associates; December 2017

Note: VMT threshold based on 85% of the San Diego Region VMT Year 2012. Data was obtained from SANDAG's RTP.

As shown in Table 2, the VMT per capita for the San Diego Region is 17.6 miles per capita, and, based on the OPR Draft Guidance, the corresponding significance threshold is 15 percent below that number, or 14.96. Thus, based on the data set presented here, the Proposed Project VMT per capita for the residential land use types would exceed the corresponding threshold for the VMT per capita within the San Diego Region. As a result, based on the thresholds suggested in the OPR Draft Guidance, the Proposed Project would result in a significant impact related to automobile home-based VMT per capita for all residential land use types when compared to the San Diego Region.

To reduce or mitigate the Project's VMT per capita, the Proposed Project would implement the TDM plan to be included as part of the project, and described in Attachment A, TDM Plan Evaluation Memo,

prepared by Chen Ryan, dated October 27, 2017. The TDM plan would result in a VMT reduction of 4.338%. Thus, for purposes of the analysis presented here, it is forecast that the Proposed Project would generate 20.77 VMT per capita (21.71 VMT per Capital * (1 - .04338)) with implementation of the TDM Plan. However, since the Proposed Project VMT per capita with implementation of the TDM plan is still higher than the VMT per capita threshold, the Proposed Project would result in a significant unavoidable impact related to automobile home-based VMT per capita when compared to the San Diego Region.

6. INDUCED VEHICLE TRAVEL DUE TO ROADWAY INFRASTRUCTURE SB 743 VMT ANALYSIS METHODOLOGY

The OPR Draft Guidance recommends that a VMT analysis be conducted for major roadway capacity expansion projects and that the analysis address potential induced travel effects. Induced travel occurs when improvements to roadway facilities improve congested traffic operations and, thereby, stimulate additional travel due to the reduced congestion and improved operations.

Primary local access to the Proposed Project would be provided via Proctor Valley Road, classified by the Mobility Element of the County General Plan as a two-lane (2.2E) Light Collector from the City of Chula Vista/County boundary to SR-94 (County of San Diego 2011a).

The Proposed Project would improve Proctor Valley Road from a 2-lane undivided, unpaved road to its ultimate County of San Diego Mobility Element classification as a 2-lane light collector with a raised median. The Proctor Valley Road improvements include upgrading the road to meet the County's Public Road Standards, constructing roundabouts and signals along the Proposed Project frontage, and constructing a 4.5-mile multi-purpose community pathway between the City of Chula Vista and the unincorporated community of Jamul that would facilitate bicycle and pedestrian travel.

Section F of OPR's Technical Advisory provides a comprehensive list of transportation projects that are not likely lead to a substantial or measurable increase in VMT and, therefore, should not require an induced travel analysis. Relevant to the Proposed Project improvements to Proctor Valley Road, Section F includes the following transportation improvements: Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit. (Relevant excerpts of the OPR Technical Advisory are provided in **Attachment B**).

The Proposed Project improvements to Proctor Valley Road would meet the above description. As explained above, in its improved condition, Proctor Valley Road would meet the Light Collector standard. Specifically, the Proposed Project would retain the Mobility Element's two-lane designation for Proctor Valley Road, but would modify the Mobility Element classification from 2.2E Light Collector (no median two-lane undivided) to 2.2A Light Collector (raised median two-lane divided) for the segment between the City of Chula Vista/County boundary and Village 14 Street "Y." The segment of Proctor Valley Road between Village 14 Streets "Y" and "AA" would remain consistent with the Mobility Element 2.2E Light Collector classification. The northern segment of Proctor Valley Road would reclassified as a modified 2.2F Light Collector. Note also that the Proposed Project also includes an amendment to the Otay Ranch General Development Plan/Otay Subregional Plan, Volume II (Otay Ranch GDP/SRP), to reclassify Proctor Valley Road from a 4-lane Major Road to a 2-lane Collector, consistent with previous amendments to the County General Plan Mobility Element for Proctor Valley Road.

With regards to conditions for pedestrians and cyclists, as described above, the proposed improvements to Proctor Valley Road include a 4.5-mile, 10-foot wide pathway along the road, from

EastLake Woods (City of Chula Vista) to Jamul. The 10-foot pathway would be landscaped. Bike Lanes are proposed along the entire length of improved roadway, which would substantially improve conditions for both bicyclists and pedestrians; Proctor Valley Road is presently an unpaved dirt road with no facilities for bicyclists or pedestrians. Additionally, a future transit stop potentially would be located in the Village Core within Village 14 to accommodate future extension of bus transit, should service ultimately be extended to the Project Area.[1]

In summary, the Proposed Project improvements to Proctor Valley Road would meet the criteria identified in Section F of the OPR's Technical Advisory for transportation projects that are not likely to lead to a substantial or measurable increase in VMT and, therefore, an induced travel analysis is not required. While the improvement to PVR may results in increase in traffic on PVR, the overall effect would likely to results in reduced area wide VMT, since the improvements to PVR provides a shorter routes between Jamul and Chula Vista.

[1]OPR's Technical Advisory Section F also includes the installation of roundabouts or traffic circles, the installation or reconfiguration of traffic calming devices, and the addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel, as transportation improvements not likely to lead to a substantial or measurable increase in VMT. The proposed improvements to Proctor Valley Road would include installation of roundabouts and a multi-use paths.

ATTACHMENT A

Village 14 and Planning Area 16/19 TDM Plan Evaluation Memorandum

CHEN RYAN

TO: Rob Cameron, Jackson Pendo Development Company

FROM: Stephen Cook, PE Chen Ryan Associates

DATE: October 27, 2017

RE: **TDM Plan Evaluation – Otay Ranch Village 14 and Planning Area 16/19 - Land Exchange EIR Alternative**

The purpose of this memorandum is to document and quantify the potential reductions in project generated Vehicle Miles Traveled (VMT) for the proposed Otay Ranch Village 14 and Planning Areas 16/19 - Land Exchange EIR Alternative (Land Exchange Alternative). The potential reductions in the Land Exchange Alternative's project generated VMT are based upon the strategies and measures included in the project's Transportation Demand Management (TDM) plan, as well as other project features such as location and design. The quantification of the VMT reduction was analyzed using the methods and strategies contained in the *California Air Pollution Control Officers Associates (CAPCOA)* resource document *"Quantifying Greenhouse Gas Mitigation Measures", August 2010* (CAPCOA Report).

This memo is organized as follows:

1. **Methodology** – Outlines the methodologies used to describe, evaluate, and quantify the potential reductions in project generated VMT.
2. **Project Description** – Provides a brief description of the land uses proposed as part of the Land Exchange EIR Alternative.
3. **Land Exchange Alternative Generated VMT – without Reductions** – Provides the Land Exchange Alternative's land use generated VMT as derived from the San Diego Association of Governments (SANDAG) Series 13 travel demand model.
4. **Transportation Demand Management (TDM) Plan** – Outlines the Land Exchange Alternative's TDM Plan.
5. **TDM Plan Evaluation** – Evaluates the VMT reduction strategies associated with the Land Exchange Alternative, and quantifies the anticipated VMT reductions.
6. **Land Exchange Alternative VMT – with Reductions** – Derives the quantified total project generated net VMT based on the calculated VMT reductions.
7. **Conclusion** – Summarizes the findings and conclusions of the TDM Plan Evaluation.

1. Methodology

The methods and strategies contained in the CAPCOA Report were used to quantify the reductions in Land Exchange Alternative generated VMT. The CAPCOA Report provides a series of strategies to reduce Greenhouse Gas (GHG) emissions at both the project and regional levels. The GHG reduction strategies outlined in the CAPCOA Report are divided into energy, transportation, water resources, landscaping, solid waste, vegetation construction, and other miscellaneous categories. The transportation strategies contained in the CAPCOA Report primarily target VMT reductions to reduce GHG emissions.

Chapter 7 of the CAPCOA Report provides a series of Fact Sheets that outline the relevant literature used to develop the strategy, how and where the strategy is applicable, the method to apply the strategy, and sample calculations. The CAPCOA Report provides caps limiting the total VMT reductions that are allowed for each individual strategy, or category of strategies, or as a total project site. To quantify the potential reduction in project generated VMT, the VMT based reduction strategies were applied to the relevant features contained in the Land Exchange Alternative's design and TDM plan.

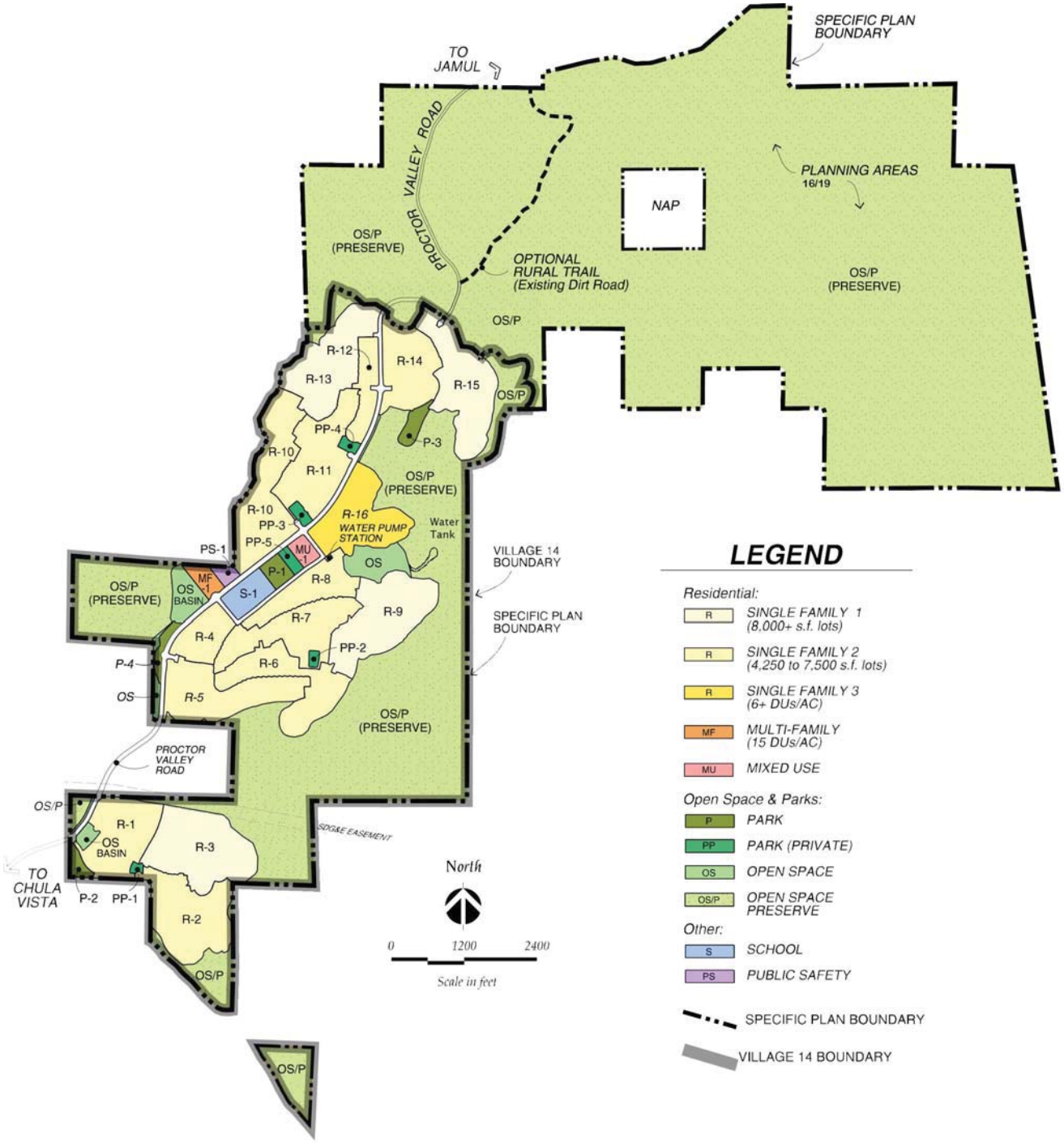
2. Project Description

The Land Exchange Alternative is located within Otay Ranch Village 14 and Planning Areas 16 and 19 in the Proctor Valley parcel of Otay Ranch. Village 14 and Planning Areas 16 and 19 are part of the larger Otay Ranch, an approximately 23,000-acre master-planned community in southern San Diego County designed as a series of villages and planning areas. The Land Exchange Alternative proposes to develop the Proctor Valley Village 14 parcel, as described below, and proposes no development within Planning Areas 16 and 19.

The Land Exchange Alternative includes approximately 517 acres designated for 1,530 homes, 1,124 of which would be traditional single-family homes, 283 would be single-family, age-restricted homes, and 123 would be multifamily homes. A total of 18 neighborhoods are planned, with approximate densities ranging from 1.5 to 15.0 dwelling units per acre. The age-restricted neighborhoods would be gated, as would four of the single-family neighborhoods situated on the largest lots.

The Land Exchange Alternative is planned around a Village Core, centrally located in the heart of the village. Higher density residential uses will be adjacent to the Village Core with single-family residential radiating out in decreasing density. The Village Core is comprised of the Neighborhood Center, which includes an 8-acre elementary school; a 4-acre Village Green (public park); a 3-acre Mixed Use Site with up to 15,000 square feet of commercial/retail uses and 54 multi-family homes; and a 2-acre Village Square Community Facility. The Village Core also includes a 2-acre public safety site for a fire station and satellite sheriff's facility and 69 multi-family townhomes located adjacent to the public safety site. **Figure 1** illustrates the Land Exchange Alternative site plan.

Table 1 provides the proposed land uses contained within the Land Exchange Alternative, as well as the projected daily trip generation or ADT (average daily trips).



Land Exchange Alternative

Otay Ranch Village 14 and PA 16/19 -
Land Exchange EIR Alternative Transportation Impact Study
CHEN RYAN

Figure 1

Site Utilization Plan

Table 1 Land Exchange Alternative Land Uses and Daily Trip Generation

Land Use	Units	Trip Rate	ADT
Single-Family Detached Housing	1,124 DU	10/DU	11,240
Mixed Use: Commercial /Residential	54 DU	5/DU	270
Multi-Family (6-20 DU/Acre)	69 DU	8/DU	552
Retirement Community	283 DU	4/DU	1132
Mixed Use: Commercial /Retail	15,000 SF	110/KSF	1,650
Elementary	8 Acre	90/Acre	720
Neighborhood/County Park (Undeveloped)	13.1 Acre	5/Acre	66
Community Facilities	5.6 Acres	30/Acres	168
Fire Station	3 Staff	5.33/Staff	16
		Total ADT	15,814
		Internal Capture[1] (-12%)	-1,989
		External Total	13,916

Source: SANDAG's Guide to Vehicular Traffic Generation Rates for the San Diego Region (SANDAG, April 2002)

Note:

1 Each trip generation rate includes a number of trip purposes, generally categorized as home-based work (HBW); home-based other (HBO), consisting of shopping, school, recreation; and non-home-based (NHB) trips. For developments with mixed land uses, many of the trips generated are served on-site. For example, shopping trips (reflected by HBO trips) would be satisfied by the commercial uses within the project site, as would school trips and recreational trips. The same logic would apply to the trip production/attraction interactions between office and commercial uses. It is a common practice, both nationwide and in the San Diego region, to allow for trip reductions reflecting the internal capture of trips associated with mixed-use developments resulting from the fact that complementary land uses (i.e. residential and commercial) help to serve each other's needs on-site.

As shown, the Land Exchange Alternative is anticipated to generate 13,916 external ADT.

3. Land Exchange Alternative Generated VMT – Without TDM Plan

The Land Exchange Alternative total VMT (without TDM Plan) was obtained using the Year 2035 SANDAG Series 13 Transportation Forecast, and derived from the select zone assignment conducted for the Project traffic analysis zones (TAZ), as updated to reflect the Land Exchange Alternative land uses. The VMT calculation for the Land Exchange Alternative was conducted using the following steps:

- *Select zone assignment* – Select zone assignments are a tool within the transportation forecast model that can track the paths of the vehicle trips produced by one or multiple TAZs, on a daily basis. Select zone assignments allow users to determine the number of trips, generated within a specific group of TAZ(s), that will use a specific roadway segment over a daily period. The Land Exchange Alternative VMT calculation used a select zone assignment based on the TAZs in the SANDAG Series 13 model which house the Land Exchange Alternative land uses.

- *Calculate the VMT per roadway segment* – The Land Exchange Alternative VMT for each roadway segment within the San Diego Region was calculated by multiplying the number of average daily vehicles trips generated by the Land Exchange Alternative (as determined by the select zone assignment) by the length (in miles) of the specific roadway segments that they were utilizing.

- *Total VMT associated with the Land Exchange Alternative* – The total project generated VMT was determined by summing the Land Exchange Alternative segment VMTs along all of the roadways within the San Diego region.

The results of the select zone assignment are provided in **Attachment 1.** Based upon the results of the select zone assignment, the Land Exchange Alternative would generate approximately 156,782 VMT per day.

4. Transportation Demand Management Plan

The Project applicant proposes implementation of the TDM measures and strategies listed below in order to reduce vehicle trips in favor of alternative modes of transportation. The TDM program will facilitate increased opportunities for transit, bicycling, and pedestrian travel, as well as provide the resources, means and incentives for ridesharing and carpooling opportunities. The following measures are included in the TDM program[1]:

1. A comprehensive trails network designed to provide safe bicycle and pedestrian access between the various Land Exchange Alternative phases, land uses, parks/open space, schools and the Village Core area. The trails network shall also provide connections to the various recreational trails and multi-modal facilities accessing the Land Exchange Alternative site.

2. The provision of bicycle racks along main travel corridors, adjacent to commercial developments, and at public parks and open spaces within the Land Exchange Alternative site.

3. Provide bicycle racks at the office, multi-family and live/work buildings within the Land Exchange Alternative site.

4. Coordination with SANDAG's iCommute program for Carpool, Vanpool, and rideshare programs that are specific to the Land Exchange Alternative.

5. Promotion of available websites providing transportation options for residents and businesses.

6. Creation and distribution of a "new resident" information packet addressing alternative modes of transportation.

[1] Please note that these TDM measures differ from those identified for the Proposed Project due to the additional multi-family and senior housing components that are included in the Land Exchange Alternative. These two components allow for two additional TDM measure, as shown with measures 3 and 8, respectively.

7. Coordination with the Metropolitan Transit System (MTS) and SANDAG regarding future sighting of transit stops/stations within the Land Exchange Alternative site.
8. Provide a communal shuttle system for the senior communities within the Land Exchange Alternative.
9. Provision of a "School Pool" program to coordinate school-related carpool activities with the local school district and SANDAG. As part of the program, dedicated parking spaces for the School Pool program will be provided at the Village Core area.
10. Implementation of a "Walking School Bus" program, whereby neighborhood students are accompanied by a "chaperone" (e.g., parental supervision) to safely walk to and from the on-site elementary school. Relatedly, the Project applicants also shall coordinate with the local school district to encourage the provision of bicycle storage facilities at the on-site elementary school.

5. TDM Plan Evaluation

To quantify the potential VMT reductions associated with the Land Exchange Alternative's TDM plan, Chen Ryan Associates correlated the proposed TDM measures, listed above, with the appropriate CAPCOA mitigation measures contained in the CAPCOA Report. The CAPCOA Fact Sheets for each applicable TDM measure are provided in **Attachment B**.

Each CAPCOA transportation strategy was reviewed and identified if it was applicable to the Project TDM plan or the design of the Land Exchange Alternative. **Table 3** provides a summary of the Project's TDM Plan strategies, the corresponding CAPCOA transportation strategies, analysis of the VMT reduction associated with each, and the resulting VMT reduction.

Table 3 – Land Exchange Alternative TDM Evaluation and Corresponding VMT Reductions

TDM Plan Strategies	Corresponding CAPCOA Strategies	Analysis	VMT Reduction
VMT Reductions Associated with the Land Exchange Alternative TDM Plan			
TDM #1: Provide a comprehensive trails network designed to provide safe bicycle and pedestrian access between the various Land Exchange Alternative phases, land uses, parks/open space, schools and the Village Core area. The trails network shall also provide connections to the various recreational trails and multi-modal facilities accessing the Land Exchange Alternative site. TDM #2: The provision of bicycle racks along main travel corridors, adjacent to commercial developments, and at public parks and open spaces within the Land Exchange Alternative site. TDM #3: Provide bicycle racks at the office, multi-family and live/work buildings within the Land Exchange Alternative site.	SDT-9: Dedicate Land for Bike Trails - Larger projects may be required to provide for, contribute to, or dedicate land for the provision of off-site bicycle trails linking the project to designated bicycle commuting routes in accordance with an adopted citywide or countywide bikeway plan. Refer to Improve Design of Development (LUT-9) strategy for ranges of effectiveness in this category. The benefits of Land Dedication for Bike Trails have not been quantified and should be grouped with the Improve Design of Development strategy to strengthen street network characteristics and improve connectivity to off-site bicycle networks.	Note: No specific methodology is provided in the CAPCOA Report for this strategy. The Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S., NITC-RR-583, June 2014 found that when protected bike facilities are implemented 11% of the riders on those facilities would have made the trip using another mode (10%) or would not have made the trip at all (1%). Based on WHERE WE RIDE Analysis of bicycle commuting in American cities, the San Diego Region has a bicycle commute mode share of 0.82%. http://bikeleague.org/sites/default/files/ACS_report_2014_forweb_edit.pdf Calculation: If the 11% growth is new ridership with protected bike facilities is applied to the 0.82% bike mode share, we would see the bicycle mode share increase to 0.92%, resulting in a 0.1% decrease in project vehicular trips. It is assumed that this 0.1% decrease can also be applied to the project generated VMT.	0.1%

Table 3 – Land Exchange Alternative TDM Evaluation and Corresponding VMT Reductions

TDM Plan Strategies	Corresponding CAPCOA Strategies	Analysis	VMT Reduction
(TDM # 1, 2 and 3 Continued)	LUT-8: Locate Project Near Bike Path/Bike Lane - A Project that is designed around an existing or planned bicycle facility encourages alternative mode use. The project will be located within 1/2 mile of an existing Class I path or Class II bike lane. The project design should include a comparable network that connects the project uses to the existing offsite facilities. This measure is most effective when applied in combination of multiple design elements that encourage this use. Refer to Increase Destination Accessibility (LUT-4) strategy. The benefits of Proximity to Bike Path/Bike Lane are small as a standalone strategy. The strategy should be grouped with the Increase Destination Accessibility strategy to increase the opportunities for multi-modal travel.	As per page 181 of the CAPCOA Report: As a rule of thumb, *the Center for Clean Air Policy (CCAP) Guidebook* attributes a 1% to 5% reduction associated with comprehensive bicycle programs. Based on the CCAP guidebook, the TIAX report allots 2.5% reduction for all bicycle-related measures and a 1/4 of that for this measure alone. (This information is based on a TIAX review for (SMAQMD). Calculation: Therefore, the CAPCOA Report recommend a 0.625% reduction for this measure (2.5% reduction for bike improvements X 0.25 for the measure) = 0.625%	0.625%
TDM #4: Coordination with SANDAG's iCommute program for Carpool, Vanpool, and rideshare programs that are specific to the Land Exchange Alternative.	TRT-3: Provide Ride-Sharing Programs - Increasing the vehicle occupancy by ride sharing will result in fewer cars driving the same trip, and thus a decrease in VMT. The project will include a ride-sharing program as well as a permanent transportation management association membership and funding requirement. Funding may be provided by Community Facilities, District, or County Service Area, or other non-revocable funding mechanism. The project will promote ride-sharing programs through a multi-faceted approach such as: • Designating a certain percentage of parking spaces for ride sharing vehicles • Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles Providing a web site or message board for coordinating rides	As per page 228 of the CAPCOA Report, the formula to derive the reduction for this measure is as follows: % VMT Reduction = Commute * Employee Commute = % reduction in commute VMT • 5% (low density suburb) • 10% (suburban center) • 15% (urban) annual reduction in commute VMT Employee = % employees eligible Calculation: 5% Low density suburb * 100% of working residents * 15% Home-Work Trips (Based on NCHRP residential trip types) = 0.75%	0.75%

Table 3 – Land Exchange Alternative TDM Evaluation and Corresponding VMT Reductions

TDM Plan Strategies	Corresponding CAPCOA Strategies	Analysis	VMT Reduction
TDM #5: Promotion of available websites providing transportation options for residents and businesses. TDM #6: Creation and distribution of a "new resident" information packet addressing alternative modes of transportation. TDM #7: Coordination with the Metropolitan Transit System (MTS) and SANDAG regarding future sighting of transit stops/stations within the Land Exchange Alternative site. TDM #8: Provide a communal shuttle system for the senior communities within the Land Exchange Alternative.	TRT-7: Implement Commute Trip Reduction Marketing - The project will implement marketing strategies to reduce commute trips. Information sharing and marketing are important components to successful commute trip reduction strategies. Implementing commute trip reduction strategies without a complementary marketing strategy will result in lower VMT reductions. Marketing strategies may include: New employee orientation of trip reduction and alternative mode options, Event promotions, or Publications. CTR marketing is often part of a CTR program, voluntary or mandatory. CTR marketing is discussed separately here to emphasis the importance of not only providing employees with the options and monetary incentives to use alternative forms of transportation, but to clearly and deliberately promote and educate employees of the various options. This will greatly improve the impact of the implemented trip reduction strategies.	As per page 241 of the CAPCOA Report, the formula to derive the reduction for this measure is as follows: % Commute VMT Reduction = 4% * Employees Eligible * 1 Calculation: % Commute VMT Reduction = 4% * 100% of working residents * 10% Home-Work Trips (Based on NCHRP residential trip type) = 0.4%	0.4%

Table 3 – Land Exchange Alternative TDM Evaluation and Corresponding VMT Reductions

TDM Plan Strategies	Corresponding CAPCOA Strategies	Analysis	VMT Reduction
TDM #9: Provision of a "School Pool" program to coordinate school-related carpool activities with the local school district and SANDAG. As part of the program, dedicated parking spaces for the School Pool program will be provided at the Village Core area. TDM #10: Implementation of a "Walking School Bus" program, whereby neighborhood students are accompanied by a "chaperone" (e.g., parental supervision) to safely walk to and from the on-site elementary school. . Relatedly, the Project applicants also shall coordinate with the local school district to encourage the provision of bicycle storage facilities at the on-site elementary school.	TRT-10: Implement a School Pool Program - This project will create a ridesharing program for school children. Most school districts provide bussing services to public schools only. School Pool helps match parents to transport students to private schools, or to schools where students cannot walk or bike but do not meet the requirements for bussing.	As per page 250 of the CAPCOA Report, the formula to derive the reduction for this measure is as follows: % VMT Reduction = Families * 45% Families: 16% (moderate implementation), 35% (aggressive implementation). Calculation: 16% (moderate implementation) *45% * 3.3% home to school trips (based on outputs from the SANDAG Model) = 0.24%	0.24%
VMT Reduction Associates with Project Design Features			
Project Design Features: Multi-Use Path along Proctor Valley Road	SDT-1: Provide Pedestrian Network Improvements - Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. This mode shift results in people driving less and thus a reduction in VMT. The project will provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site. The project will minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, landscaping, and slopes that impede pedestrian circulation will be eliminated.	The reduction factor for this measure was derived from the Mitigation Method table provided on page 187 of the CAPCOA Report. A 2% factor was selected since the Land Exchange Alternative will be located in a suburban context and will provide a multi-use path along Proctor Valley Road, connecting it to both Jamul and the City of Chula Vista.	2%

Table 3 – Land Exchange Alternative TDM Evaluation and Corresponding VMT Reductions

TDM Plan Strategies	Corresponding CAPCOA Strategies	Analysis	VMT Reduction
Project Design Features: Roundabouts	SDT-2: Provide Traffic Calming Measures - Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. This mode shift will result in a decrease in VMT. Project design will include pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways will be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features may include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others.	The reduction factor for this measure was derived from the Mitigation Method table provided on page 191 of the CAPCOA Report. A 0.556% factor was developed based on an interpolation of the data included in the table. The Land Exchange Alternative will control 5 of its 9-project driveways along Proctor Valley road via roundabouts (55.6%).	0.556%

Source: CAPCOA 2010, Chen Ryan Associates 2017

The CAPCOA Report notes that when determining the overall VMT reduction associated with a project, the VMT reduction for each individual strategy should be dampened, that is adjusted to reflect the fact that some of the strategies may be redundant or applicable to the same populations. The CAPCOA Report provides the following dampening formula:

Overall % VMT Reduction = 1-(1-First Strategy)*(1-Second Strategy)*(1-Third Strategy)…

Based on the VMT reduction results provided in Table 3, the Land Exchange Alternative would have the following overall VMT reduction:

1-(1-0.00625)*(1-0.02)*(1-0.00556)*(1-0.001)*(1-0.0075) *(1-0.004) *(1-0.0024)
LUT-8 SDT-1 SDT-2 SDT-9 TRT-3 TRT-7 TRT-10

Overall VMT Reduction = 4.6%

6. Land Exchange Alternative VMT – With Reductions

To derive the VMT generated by the Land Exchange Alternative, the VMT reductions calculated in Table 3 and dampened using the methodology above (4.6%) were applied to the VMT outputs from the SANDAG Model provided in Section 3, Land Exchange Alternative VMT – Without TDM Plan. The calculations below show the Land Exchange Alternative generated VMT after reductions that would result with implementation of the TDM Plan:

- Pre-TDM Plan Land Exchange Alternative VMT = **156,783 VMT per day**
- Post-TDM Plan Land Exchange Alternative VMT = **156,783 x (1 – 4.6%)**
- **Total Post-TDM Plan VMT = 149,587 VMT per day**

7. Conclusion

The implementation of the Land Exchange Alternative's TDM Plan, as well as the Land Exchange Alternative's design features, is anticipated to decrease the VMT generated by the Land Exchange Alternative from 156,783, VMT per day to 149,587 VMT per day. This will result in an overall reduction of 7,169 VMT per day and a 4.6% total reduction.

ATTACHMENT B

OPR's Technical Advisory

Excerpt – Section F

destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network.

Increased demand throughout a region may, however, cause a cumulative impact by requiring new or additional transit infrastructure. Such impacts may be adequately addressed through a fee program that fairly allocates the cost of improvements not just to projects that happen to locate near transit, but rather across a region to all projects that impose burdens on the entire transportation system, since transit can broadly improve the function of the transportation system.

F. Considering the Effects of Transportation Projects on Vehicle Travel

Many transportation projects change travel patterns. A transportation project which leads to additional vehicle travel on the roadway network, commonly referred to as "induced vehicle travel," must quantify the amount of additional vehicle travel in order to assess air quality impacts, greenhouse gas emissions impacts, energy impacts, and noise impacts. Transportation projects must also examine induced growth impacts under CEQA. (See generally, Pub. Resources Code, §§ 21065 [defining "project" under CEQA as an activity as causing either a direct or reasonably foreseeable indirect physical change], 21065.3 [defining "project-specific effect" to mean all direct or indirect environmental effects], 21100, subd. (b) [required contents of an EIR].) For any project that increases vehicle travel, explicit assessment and quantitative reporting of the amount of additional vehicle travel should not be omitted from the document; such information may be useful and necessary for a full understanding of a project's environmental impacts. (See Pub. Resources Code, §§ 21000, 21001, 21001.1, 21002, 21002.1 [discussing the policies of CEQA].) A lead agency that uses the VMT metric to assess the transportation impacts of a transportation project may simply report that change in VMT as the impact. When the lead agency uses another metric to analyze the transportation impacts of a roadway project, changes in amount of vehicle travel added to the roadway network should still be analyzed and reported. (See, e.g., California Department of Transportation, Guidance for Preparers of Growth-related, Indirect Impact Analyses (2006).)

While CEQA does not require perfection, it is important to make a reasonably accurate estimate of transportation projects' effects on vehicle travel in order to make reasonably accurate estimates of GHG emissions, air quality emissions, energy impacts, and noise impacts. (See, e.g., *California Clean Energy Com. v. City of Woodland* (2014) 225 Cal.App.4th 173, 210 [EIR failed to consider project's transportation energy impacts]; *Ukiah Citizens for Safety First v. City of Ukiah* (2016) 248 Cal.App.4th 256, 266.) Appendix 2 describes in detail the causes of induced vehicle travel, the robust empirical evidence of induced vehicle travel, and how models and research can be used in conjunction to quantitatively assess induced vehicle travel with reasonable accuracy.

If a project would likely lead to a measurable and substantial increase in vehicle travel, the lead agency should conduct an analysis assessing the amount of vehicle travel the project will induce. Project types that would likely lead to a measurable and substantial increase in vehicle travel generally include:

- Addition of through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges

Projects that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis, include:

- Rehabilitation, maintenance, replacement and repair projects designed to improve the condition of existing transportation assets (e.g., highways, roadways, bridges, culverts, tunnels, transit systems, and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Traffic metering systems
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage

- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes in rural areas that do not increase overall vehicle capacity along the corridor

1. Recommended Significance Threshold for Transportation Projects

As noted in Section 15064.3 of the CEQA Guidelines, lead agencies for roadway capacity projects have discretion, consistent with CEQA and planning requirements, to choose which metric to use to evaluate transportation impacts. This section recommends considerations for evaluating impacts using vehicle miles traveled. Lead agencies have discretion to choose a threshold of significance for transportation projects. As explained above, Public Resources Code section 21099, subdivision (b)(1), provides that criteria for evaluating transportation impacts must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.

Whether adopting a threshold of significance, or evaluating transportation impacts on a case-by-case basis, a lead agency should ensure that the analysis addresses:

- Direct, indirect and cumulative effects of the transportation project (CEQA Guidelines, § 15064, subds. (d), (h))
- Near-term and long-term effects of the transportation project (CEQA Guidelines, §§ 15063, subd. (a)(1), 15126.2, subd. (a))
- The transportation project's consistency with state greenhouse gas reduction goals (Pub. Resources Code, § 21099)[11]
- The impact of the transportation project on the development of multimodal transportation networks (Pub. Resources Code, § 21099)
- The impact of the transportation project on the development of a diversity of land uses (Pub. Resources Code, § 21099)

[11] The Air Resources Board has ascertained, in *The 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target* (p. 116) and *Mobile Source Strategy* (p. 37), the limits of VMT growth compatible with California containing greenhouse gas emissions to levels research shows would allow for climate stabilization. The Staff Report on Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets (Figure 1, p. 10, and Figure 2, p. 23), illustrates that Regional Transportation Plans and Sustainable Communities Strategies will fall short of achieving GHG reductions research says is needed to achieve climate stabilization, so OPR recommends not basing transportation project thresholds on those documents.