FEHR PEERS

Memorandum

Date: May 2, 2025

To: Spokane Transit Authority

From: Josh Hartley, P.E. and Tino Jonga, P.E., PTOE, Fehr & Peers

Subject: STA Division Street BRT Traffic Impact Analysis Results

SE22-0842

INTRODUCTION

Spokane Transit Authority (STA), in partnership with Spokane Regional Transportation Council (SRTC), Washington State Department of Transportation (WSDOT), the City of Spokane, and Spokane County have initiated the design process for the Division Street Bus Rapid Transit (BRT) Project. The project's primary objective is to enhance overall mobility by delivering high-quality, fast, and frequent bus service on the North Division Street corridor. The purpose of this memorandum is to document corridor traffic operations and evaluate the impacts of the Locally Preferred Alternative (LPA) which includes the addition of transit (BAT) lanes and a two-way protected bikeway. This memorandum includes project assumptions and an overview of the analysis methodology, as well as intersection level of service (LOS) results for existing conditions (2023), design year (2030), and horizon year (2050). For 2030 and 2050 conditions, "No Build" and "Build" scenarios were analyzed. The "No Build" scenario assumes the opening the of the North Spokane Corridor (NSC) and no other changes to the existing transportation network, while the "Build" scenario incorporates the proposed project improvements to the roadway configuration. Furthermore, the project team evaluated the introduction of bike signals along Ruby Street to facilitate safe bike movements on the proposed two-way protected bikeway.

PROJECT BACKGROUND

The project is anticipated to provide BRT service on North Division Street from downtown Spokane to the proposed Mead Transit Center. The service will feature branded stations, raised station platforms, real-time information signs, and off-board fare collection. Supporting roadway improvements will include business access and transit (BAT) lanes, transit signal priority, and other mobility improvements. The project is a continuation of the DivisionConnects Study, which

evaluated future transportation needs along the Division Street corridor, including BRT implementation, preliminary station locations, roadway alignments, and other project elements.

Phase 1 of DivisionConnects, which identified the Locally Preferred Alternative (LPA), evaluated BRT options on North Division Street between North River Drive and the US 395/US 2 intersection known as the "Y". The LPA also added the South Division Street/North Browne Street couplet in downtown Spokane from Spokane Falls Boulevard to Riverside/Sprague Avenue to the project. Phase 2 of DivisionConnects examined the potential land uses and active transportation investments to support future BRT service. The DivisionConnects Vision and Implementation Strategy Final Report, published in 2022, provides the initial design for STA's BRT line along the Division Corridor.

The existing roadway cross-section for the main line on Division Street (US 395/US 2 intersection or the "Y" to East Cleveland Avenue) includes three general-purpose lanes in each direction with a center turn lane and/or median. The LPA repurposes one of the general-purpose lanes to a BAT lane on Division Street in each direction from US 395/US 2 or the "Y" to East Cleveland Avenue. The North Division Street/Ruby Street couplet between East Cleveland Avenue and North River Drive would modify Division Street from four general-purpose lanes to three general-purpose lanes and a BAT lane. Ruby Street would be modified from four general purpose lanes to two general purpose lanes, a BAT lane, and a protected bikeway (either two unidirectional facilities or a single bidirectional facility) or shared use path. **Figure 1** and **Figure 2** presents the existing and proposed (LPA) roadway cross-sections.

The implementation of the LPA is expected to occur concurrently with the construction of the North Spokane Corridor. The NSC is a 10.5-mile multi-modal corridor providing an alternative north/south limited-access connection between I-90, US 2, and US 395. For the purposes of the analysis documented in this memorandum, both projects are assumed to be completed and operational in 2030.

Figure 1: Existing and Locally Preferred Alternative Cross Sections for North Division Street



Existing N Division St – Mainline Looking North



Proposed N Division St – Mainline Looking North



Existing Couplet: N Division St Looking North



Proposed Couplet: N Division St Looking North

Source: Fehr & Peers, 2024

Figure 2: Existing and Locally Preferred Alternative Cross Section for North Ruby Street



Source: Fehr & Peers, 2024

To evaluate traffic operations along North Division Street, attention was directed to 26 intersections, presented in **Table 1** and **Figure 3**. Most of the study intersections are signalized as noted in **Table 1**. These intersections are grouped into seven zones based on location:

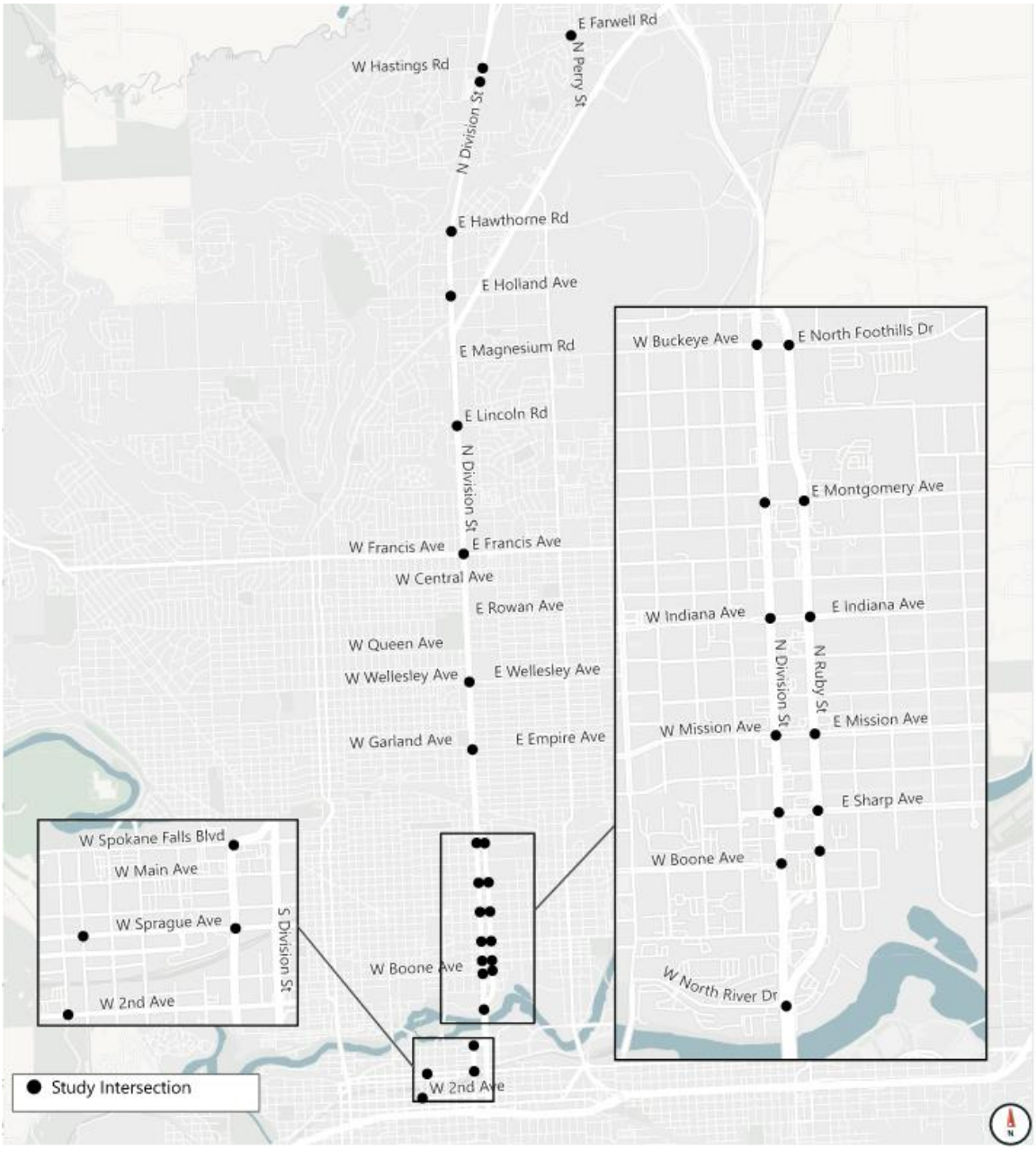
- **Zone 1**: Downtown Spokane
- **Zone 2a**: North Division Street (West Euclid Avenue to East North River Drive)
- **Zone 2b**: North Ruby Street (East North River Drive to East Euclid Avenue)
- **Zone 3a**: North Division Street (West Queen Avenue to West Euclid Avenue)
- **Zone 3b**: North Division Street (West Houston Avenue to West Queen Avenue)
- **Zone 4**: North Division Street (West Holland Avenue – West Houston Avenue)
- **Zone 5**: North Division Street (East Hastings Road to West Holland Avenue)

The listed zones were utilized for the preparation of project engineering plans, including traffic signal and channelization work.

Table 1. Study Facilities

ID	Zone	Intersection	Control Type	Jurisdiction
1	1	West 2nd Avenue & South Wall Street	Signalized	City of Spokane
2	1	North Howard Street & Sprague Avenue	Signalized	City of Spokane
3	1	North Browne Street & Sprague Avenue	Signalized	City of Spokane
4	1	North Browne Street & West Spokane Falls Boulevard	Signalized	City of Spokane
5	2a	North Division Street & West North River Road	Signalized	City of Spokane
6	2a	North Division Street & West Boone Avenue	Stop	City of Spokane
7	2b	North Ruby Street & East Boone Avenue	HAWK	City of Spokane
8	2a	North Division Street & West Sharp Avenue	Signalized	City of Spokane
9	2b	North Ruby Street & East Sharp Avenue	Signalized	City of Spokane
10	2a	North Division Street & West Mission Avenue	Signalized	City of Spokane
11	2b	North Ruby Street & East Mission Avenue	Signalized	City of Spokane
12	2a	North Division Street & West Indiana Avenue	Signalized	City of Spokane
13	2b	North Ruby Street & East Indiana Avenue	Signalized	City of Spokane
14	2a	North Division Street & East Montgomery Avenue	Signalized	City of Spokane
15	2b	North Ruby Street & East Montgomery Avenue	Signalized	City of Spokane
16	2a	North Division Street & West Buckeye Avenue/East North Foothills Drive	Signalized	City of Spokane
17	2b	North Ruby Street & East North Foothills Drive	Signalized	City of Spokane
18	3a	North Division Street & West Garland Avenue/East Empire Avenue	Signalized	City of Spokane
19	3a	North Division Street & West Wellesley Avenue	Signalized	City of Spokane
20	3b	North Division Street & West Francis Avenue	Signalized	City of Spokane
21	4	North Division Street & West Cascade Way/Lincoln Road	Signalized	City of Spokane
22	4	North Division Street & East Holland Avenue	HAWK	City of Spokane
23	5	North Division Street & West Hawthorne Road	Signalized	WSDOT
24	5	North Division Street & Fred Meyer Driveway	Signalized	WSDOT
25	5	North Division Street & East Hastings Road	Signalized	WSDOT
26	5	East Hastings/Farwell Road & North Perry Street	Signalized	Spokane County

Figure 3: Study Intersections



Source: Fehr & Peers, 2025

TRAFFIC OPERATIONS ANALYSIS

The traffic operations analysis documented in this memo is exclusively centered on vehicle level of service at the study intersections shown in **Figure 3**. This section describes the operational performance of the study intersections under varying analysis scenarios: existing conditions (2023), projected conditions for the design year (2030) when the LPA is anticipated to be complete and operational, and horizon year (2050), which is 20 years post-project completion. As noted earlier, the documented analysis assumes that the construction of the North Spokane Corridor (NSC), an alternative north/south connection, would be completed in 2030. The subsequent subsections further describe analysis assumptions, methodology, and results.

Analysis Methodology

Analysis Scenarios

To assess the effects of the proposed corridor improvements on traffic operations along North Division Street and adjoining streets, the following scenarios were evaluated under AM and PM peak hour conditions:

- **Existing (2023)**: Traffic conditions reflected by intersection turning movement counts collected in 2023[1].
- **Design Year (2030) – No Build**: Projected future traffic conditions at the study intersections without BRT corridor improvements but including traffic from other planned projects in the study area and traffic growth due to land use changes. This scenario assumes the completion of the NSC, offering an alternative north/south connection in the study area.
- **Design Year (2030) – Build**: Projected future traffic conditions at the study intersections with BRT corridor improvements, including traffic from other planned projects in the study area and traffic growth due to land use changes. This scenario assumes the completion of the NSC, offering an alternative north/south connection in the study area.
- **Horizon Year (2050) – No Build**: Projected future traffic conditions at the study intersections without BRT corridor improvements but including traffic from other planned projects in the study area and traffic growth due to land use changes. This scenario assumes the completion of the NSC, offering an alternative north/south connection in the study area.
- **Horizon Year (2050) – Build**: Projected future traffic conditions at the study intersections with BRT corridor improvements, including traffic from other planned projects in the study area and traffic growth due to land use changes. This scenario assumes the completion of the NSC, offering an alternative north/south connection in the study area.

[1] Supplementary counts collected in 2024 were also incorporated in the analysis.

Traffic Volumes

This analysis considers traffic operations during the weekday AM and PM peak hours. Intersection turning movement counts were collected during the analysis periods in 2023[1] at the 26 study intersections. These counts were used to analyze existing conditions. The collected counts are provided in **Appendix A**.

For the design and horizon years, traffic forecasts were based on data from Iteris' travel demand modeling efforts. A technical memorandum completed in 2022 by Iteris, Inc., detailed in **Appendix B**, outlines the travel demand forecasting methodology. The volumes for the future year scenarios were estimated as follows:

- **Design Year (2030)** – "No Build" volumes were calculated based on linear interpolation of the percentage growth between 2023 counts and 2050 forecasts. For the "Build" scenario, the percentage difference between the 2050 "Build" and "No Build" scenarios was applied to 2030 "No Build" forecasts.
- **Horizon Year (2050)** – For the "No Build" Scenario, forecasts were estimated based on 2023 counts and growth between 2022 and 2050 model volumes. Model volumes indicated high volume reductions on North Division Street. Consequently, the project team closely reviewed the model data and opted for reasonable reduction factors ranging between 5 percent and 30 percent to represent the changes in lane configurations.

Summary tables of the assumed traffic volumes are provided in **Appendix C**.

Level of Service

As mentioned earlier, the traffic operations analysis documented in this memorandum is based on intersection level of service (LOS). LOS describes the degree of congestion based on average delay per vehicle. LOS is measured quantitatively and reported on a scale from A to F. **Table 2** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections based on the Highway Capacity Manual (HCM), 7th Edition methodology[2]. In evaluating LOS at the study intersections, the project team utilized Synchro (version 12), referencing the performance standard in the next section.

[2] HCM 2000 was utilized for instances where HCM 7th was not compatible because of intersection configuration.

Table 2: Level of Service (LOS) Descriptions

Level of Service	Description	Signalized Intersection Delay (seconds)	Unsignalized Intersection Delay (seconds)
A	Free-flowing conditions	≤ 10	0-10
B	Stable flow (slight delays)	>10-20	>10-15
C	Stable flow (acceptable delays)	>20-35	>15-25
D	Approaching unstable flow (tolerable delay)	>35-55	>25-35
E	Unstable flow (intolerable delay)	>55-80	>35-50
F	Forced flow (congested and queues fail to clear)	>80	>50

Source: Highway Capacity Manual (HCM), 7th Edition
Notes:
There are different quantitative evaluations for signalized and unsignalized intersections. For signalized and all-way stop-controlled intersections, LOS is provided for the overall intersection. For side-street stop-controlled intersections, LOS is provided for the worst-performing movement.

Performance Standards

Table 3 outlines LOS targets used to identify traffic impacts and guide the development of necessary mitigation measures. Additionally, performance metrics and targets for multimodal facilities are tabulated. Potential mitigation measures are triggered by any intersections that meet the LOS standard in the future "No Build" scenario but do not meet that standard in the "Build" scenario.

Table 3. Performance Metrics

Mode	Metric	Agency	Target
Vehicle	Intersection Level of Service & Delay	WSDOT	LOS D (25 - 40 seconds) during AM and PM peak hours
		City of Spokane	LOS F, not to exceed 90 seconds of intersection delay within the Downtown, CBD, zones 1-6, and including the intersection of Sprague Avenue and Division Street, east along Sprague Avenue to Sherman Street
		Spokane County	LOS D (25- 40 seconds) for signalized intersections
Transit	Delay	N/A	Delay to transit vehicles in seconds by study intersection
			LOS standards will be the target.

Source: WSDOT, City of Spokane, Spokane County, Fehr & Peers, 2024.

Existing Conditions (2023)

Existing traffic volumes, lane configurations, and signal timings were used to calculate delay and LOS at the study intersections for existing AM and PM peak hour conditions. **Table 4** summarizes the Synchro LOS results. LOS reports are detailed in **Appendix D**. The results show that the study intersections meet the adopted LOS standards except for the following:

- City of Spokane Facilities
  - North Division Street & West Wellesley Avenue during the PM peak hour
- WSDOT Facilities
  - North Division Street & Fred Meyer Driveway during the PM peak hour
- Spokane County Facilities
  - East Hastings/Farwell Road & North Perry Street during the PM peak hour

Traffic volumes at these facilities are higher during the PM peak hour compared to the AM peak hour, resulting in more congestion and higher LOS grades.

Table 4: Existing Conditions LOS Results

ID	Street	AM		PM	
		LOS	Delay	LOS	Delay
1	West 2nd Avenue & South Wall Street	B	19	C	21
2	North Howard Street & Sprague Avenue*	B	11	B	12
3	North Browne Street & Sprague Avenue*	B	14	B	15
4	North Browne Street & West Spokane Falls Boulevard*	B	15	B	16
5	North Division Street & West North River Road*	B	15	B	13
6	North Division Street & West Boone Avenue*	B	13	B	12
7	North Ruby Street & East Boone Avenue	A	2	A	3
8	North Division Street & West Sharp Avenue*	A	9	A	7
9	North Ruby Street & East Sharp Avenue*	B	14	B	19
10	North Division Street & West Mission Avenue*	B	14	B	12
11	North Ruby Street & East Mission Avenue*	B	13	B	17
12	North Division Street & West Indiana Avenue*	C	22	C	32
13	North Ruby Street & East Indiana Avenue*	B	20	D	40
14	North Division Street & East Montgomery Avenue*	A	4	A	3
15	North Ruby Street & East Montgomery Avenue*	A	5	A	4
16	North Division Street & West Buckeye Ave/East North Foothills Drive	C	24	C	21
17	North Ruby Street & East North Foothills Drive*	B	16	C	24
18	North Division Street & West Garland Avenue/East Empire Avenue	C	20	B	15
19	**North Division Street & West Wellesley Avenue**	C	32	**E**	**66**
20	North Division Street & West Francis Avenue	C	22	D	51
21	North Division Street & West Cascade Way/Lincoln Road	B	16	D	38
22	North Division Street & East Holland Avenue	B	14	C	18
23	North Division Street & West Hawthorne Road	C	22	C	34
24	**North Division Street & Fred Meyer Driveway**	B	12	**E**	**43**
25	North Division Street & East Hastings Road	D	45	D	54
26	**East Hastings/Farwell Road & North Perry Street**	D	32	**F**	**67**

Source: Fehr & Peers, 2024.
Notes: *Intersections analyzed using HCM 2000; HCM 7th edition was used for the rest of the intersections.
Facilities that do not meet the LOS standard, in either the AM or PM, are in bold text.

Design Year (2030)

The Design Year analysis investigates traffic operations along North Division Street in 2030 when construction of the corridor improvements is anticipated to be complete. Construction of the North Spokane Corridor is also assumed to be complete and open. The "No Build" scenario represents a network without the proposed configurations in **Figure 1** and **Figure 2**, and the "Build" scenario incorporates changes in roadway configuration as a result of the project. As noted earlier, traffic volumes used for the analysis are based on existing 2023 counts and 2050 forecasts.

Under the "Build" scenario, the following stop-controlled study intersections would be signalized as part of the corridor improvements to provide safer, more accessible crossings for pedestrians, connecting to the Hastings Park & Ride facility and improved transit stops:

- North Division Street & Fred Meyer Driveway – a new traffic signal is proposed to provide a marked crosswalk over North Division Street. Transit connections between the project bus line and the Hastings Park & Ride would be safer and more accessible for riders.
- East Hastings/Farwell Road & North Perry Road – a new traffic signal is proposed to provide two marked crosswalks over East Hastings/Farwell Road, providing safe connections between the proposed transit stops and adjacent neighborhoods.

2030 No Build

The estimated 2030 "No Build" traffic volumes, existing lane configurations, and optimized signal timings were used to determine delay and LOS at the study intersections under the "No Build" scenario during the AM and PM peak hours. The intersection LOS results are presented in **Table 5**. LOS reports are detailed in **Appendix D**. All the study intersections meet the adopted LOS standards except for the following:

- City of Spokane Facilities
  - North Division Street & West Wellesley Avenue during the PM peak hour
- WSDOT Facilities
  - North Division Street & Hastings Road during the PM peak hour
  - North Division Street & Fred Meyer Driveway during the PM peak hour
- Spokane County Facilities
  - East Hastings/Farwell Road & North Perry Street during the AM and PM peak hours

Background traffic growth stemming from land use and increase in population results in higher delays in the study area compared to existing conditions. Furthermore, a shift in traffic patterns due to the opening of the North Spokane Corridor is anticipated to increase the eastbound and westbound volumes on intersecting streets with North Division Street.

Table 5: 2030 No Build LOS Results

Int ID	Intersection	AM		PM	
		LOS	Delay	LOS	Delay
1	West 2nd Avenue & South Wall Street	B	19	C	23
2	North Howard Street & Sprague Avenue*	B	11	B	12
3	North Browne Street & Sprague Avenue*	B	15	B	16
4	North Browne Street & West Spokane Falls Boulevard*	B	15	B	16
5	North Division Street & West North River Road*	B	16	B	15
6	North Division Street & West Boone Avenue*	B	13	B	14
7	North Ruby Street & East Boone Avenue	A	3	A	4
8	North Division Street & West Sharp Avenue*	A	8	A	8
9	North Ruby Street & East Sharp Avenue*	B	15	B	19
10	North Division Street & West Mission Avenue*	B	14	B	11
11	North Ruby Street & East Mission Avenue*	B	14	B	17
12	North Division Street & West Indiana Avenue*	C	24	C	33
13	North Ruby Street & East Indiana Avenue *	C	22	C	34
14	North Division Street & East Montgomery Avenue*	A	5	A	4
15	North Ruby Street & East Montgomery Avenue*	A	6	A	5
16	North Division Street & West Buckeye Avenue/East North Foothills Drive	C	24	C	22
17	North Ruby Street & East North Foothills Drive*	C	21	C	27
18	North Division Street & West Garland Avenue/East Empire Avenue	C	21	B	16
19	**North Division Street & West Wellesley Avenue**	C	35	**E**	**70**
20	North Division Street & West Francis Avenue	C	23	D	52
21	North Division Street & West Cascade Way/Lincoln Rd	B	18	D	40
22	North Division Street & East Holland Avenue	B	14	C	19
23	North Division Street & West Hawthorne Road	A	9	C	33
24	**North Division Street & Fred Meyer Driveway**	B	13	**E**	**47**
25	**North Division Street & East Hastings Road**	D	46	**E**	**59**
26	**East Hastings/Farwell Road & North Perry Street**	**F**	**117**	**F**	**>150**

Source: Fehr & Peers, 2024.
Notes: *Intersections analyzed using HCM 2000; HCM 7th edition was used for the rest of the intersections.
Facilities that do not meet the LOS standard, in either the AM or PM, are highlighted and in bold text.

2030 Build

The Future 2030 "Build" traffic volumes, lane configurations/geometric updates illustrated in **Figure 1** and **Figure 2**, and optimized signal timings were used to calculate delay and LOS at the study intersections for AM and PM peak hour conditions. LOS results for the 2030 "Build" scenario are shown in **Table 6**. LOS reports are detailed in **Appendix D**. All the study intersections meet the adopted LOS standards except for:

- City of Spokane Facilities
    - North Division Street & West Wellesley Avenue during the PM peak hour
- WSDOT Facilities
    - North Division Street & East Hastings Road during the PM peak hour

The resulting delays are anticipated to be similar to the "No Build" conditions, with delays being attributed to changes in land use, population growth and the shift in traffic patterns because of the North Spokane Corridor. Though the LPA converts an existing general purpose travel lane to a BAT lane at the North Division Street & West Wellesley Avenue intersection, the LOS letter grade is maintained at LOS E. There are no vehicle lane reductions at the North Division Street & East Hastings Road intersection; the LOS letter grade is the same as the "No Build" scenario. Notably, LOS improvements are expected at locations that would be signalized as part of the North Division Street project: East Hastings/Farwell Road & North Perry Street and North Division Street & Fred Meyer Driveway. The project LPA would enhance the corridor rather than cause operational impacts.

Table 6: 2030 Build LOS Results

ID	Street	AM		PM	
		LOS	Delay	LOS	Delay
1	West 2nd Avenue & South Wall Street	B	19	C	22
2	North Howard Street & Sprague Avenue*	B	11	B	12
3	North Browne Street & Sprague Avenue*	B	15	B	16
4	North Browne Street & West Spokane Falls Boulevard*	B	15	B	16
5	North Division Street & West North River Road*	B	15	B	14
6	North Division Street & West Boone Avenue*	B	15	B	13
7	North Ruby Street & East Boone Avenue	A	4	A	7
8	North Division Street & West Sharp Avenue*	B	11	A	9
9	North Ruby Street & East Sharp Avenue*	C	24	D	35
10	North Division Street & West Mission Avenue*	C	22	A	10
11	North Ruby Street & East Mission Avenue*	B	15	C	32
12	North Division Street & West Indiana Avenue*	C	28	C	32
13	North Ruby Street & East Indiana Avenue *	C	30	D	51
14	North Division Street & East Montgomery Avenue*	A	6	A	5
15	North Ruby Street & East Montgomery Avenue*	A	6	A	7
16	North Division Street & West Buckeye Avenue/East North Foothills Drive	C	28	C	22
17	North Ruby Street & East North Foothills Drive*	C	22	D	41
18	North Division Street & West Garland Avenue/East Empire Avenue	C	24	B	19
19	**North Division Street & West Wellesley Avenue**	D	40	**E**	**76**
20	North Division Street & West Francis Avenue	C	25	D	55
21	North Division Street & West Cascade Way/Lincoln Rd	B	19	D	39
22	North Division Street & East Holland Avenue	B	14	C	19
23	North Division Street & West Hawthorne Road	C	25	C	33
24	North Division Street & Fred Meyer Driveway	A	2	B	11
25	**North Division Street & East Hastings Road**	D	46	**E**	**58**
26	East Hastings/Farwell Road & North Perry Street	A	10	A	9

Source: Fehr & Peers, 2025.
Notes: *Intersections analyzed using HCM 2000; HCM 7th edition was used for the rest of the intersections.
Facilities that do not meet the LOS standard, in either the AM or PM, are in bold text.

Horizon Year (2050)

The Horizon Year analysis investigates traffic operations along North Division Street in 2050 (20 years after construction completion of the proposed corridor improvements). The North Spokane Corridor is assumed to be operational in the horizon year. The "No Build" scenario represents a network without the proposed configurations in **Figure 1** and **Figure 2**, and the "Build" scenario incorporates changes in roadway configuration as a result of the project. As described in prior sections, traffic volumes under 2050 conditions used for this analysis were calculated using 2023 counts and growth between 2022 and 2050 model volumes.

Under the "Build" scenario as with the 2030 conditions, the following stop-controlled study intersections would be signalized as part of the corridor improvements to provide safer, more accessible crossings for pedestrians, connecting to the Hastings Park & Ride facility and improved transit stops:

- North Division Street & Fred Meyer Driveway – a new traffic signal is proposed to provide a marked crosswalk over North Division Street. Transit connections between the project bus line and the Hastings Park & Ride would be safer and more accessible for riders.
- East Hastings/Farwell Road & North Perry Road – a new traffic signal is proposed to provide two marked crosswalks over East Hastings/Farwell Road, providing safe connections between the proposed transit stops and adjacent neighborhoods.

2050 No Build

The estimated 2050 "No Build" traffic volumes, existing lane configurations, and optimized signal timings were used to determine delay and LOS at the study intersections under the "No Build" scenario during the AM and PM peak hours. The intersection LOS results are presented in **Table 7**. LOS reports are detailed in **Appendix D**. All the study intersections meet the adopted LOS standards except for the following:

- City of Spokane Facilities
  - North Division Street & West Wellesley Avenue during the PM peak hour
- WSDOT Facilities
  - North Division Street & East Hastings Road during the PM peak hour
  - North Division Street & Fred Meyer Driveway during the PM peak hour
- Spokane County Facilities
  - East Hastings/Farwell Road & North Perry Street during the AM and PM peak hours

Similar to the 2030 "No Build" conditions, background traffic growth from land use and population increase results in higher intersection delays compared to existing conditions.

Additionally, the opening of the North Spokane Corridor is expected to shift traffic patterns, increasing eastbound and westbound volumes on streets intersecting with North Division Street.

Table 7: 2050 No Build LOS Results

Int ID	Intersection Name	AM		PM	
		LOS	Delay	LOS	Delay
1	West 2nd Avenue & South Wall Street	C	22	C	28
2	North Howard Street & Sprague Avenue*	B	11	B	14
3	North Browne Street & Sprague Avenue*	D	45	B	17
4	North Browne Street & West Spokane Falls Boulevard*	B	18	B	17
5	North Division Street & West North River Road*	B	17	B	17
6	North Division Street & West Boone Avenue*	B	15	C	19
7	North Ruby Street & East Boone Avenue	A	4	A	7
8	North Division Street & West Sharp Avenue*	A	9	B	17
9	North Ruby Street & East Sharp Avenue*	B	17	C	25
10	North Division Street & East Mission Avenue*	B	15	B	14
11	North Ruby Street & East Mission Avenue*	B	17	C	23
12	North Division Street & West Indiana Avenue*	C	31	D	36
13	North Ruby Street & East Indiana Avenue *	C	24	D	37
14	North Division Street & East Montgomery Avenue*	A	8	A	6
15	North Ruby Street & East Montgomery Avenue*	A	8	A	7
16	North Division Street & West Buckeye Avenue/East North Foothills Drive	C	25	C	24
17	North Ruby Street & East North Foothills Drive*	C	21	C	33
18	North Division Street & West Garland Avenue/East Empire Avenue	C	24	B	19
19	**North Division Street & West Wellesley Avenue**	D	40	**F**	**85**
20	North Division Street & West Francis Avenue	C	25	D	42
21	North Division Street & West Cascade Way/Lincoln Rd	C	21	C	33
22	North Division Street & East Holland Avenue	B	15	C	24
23	North Division Street & West Hawthorne Road	D	37	D	54
24	**North Division Street & Fred Meyer Driveway**	B	13	**F**	**52**
25	**North Division Street & East Hastings Road**	**E**	**63**	**E**	**78**
26	**East Hastings/Farwell Road & North Perry Street**	**F**	**>150**	**F**	**>150**

Source: Fehr & Peers, 2025.
Notes: *Intersections analyzed using HCM 2000; HCM 7th edition was used for the rest of the intersections.
Facilities that do not meet the LOS standard, in either the AM or PM, are in bold text.

2050 Build

Future 2050 "Build" traffic volumes, lane configurations/geometric updates illustrated in **Figure 1** and **Figure 2**, and optimized signal timings were used to calculate delay and LOS at the study intersections for AM and PM peak hour conditions. LOS results for the 2050 "Build" scenario are shown in **Table 8**. LOS reports are detailed in **Appendix D**. All the study intersections meet the adopted LOS standards except for the following:

- City of Spokane Facilities
    - North Ruby Street & East Sharp Avenue during the PM peak hour
    - North Ruby Street & East Indiana Avenue during the PM peak hour
    - North Ruby Street & East North Foothills Drive during the PM peak hour
    - North Division Street & West Wellesley Avenue during the PM peak hour
    - North Division Street & West Francis Avenue during the PM peak hour
- WSDOT Facilities
    - North Division Street & East Hastings Road during the AM and PM peak hours

While the six intersections do not meet WSDOT or the City of Spokane's LOS standards under 2050 Build conditions, four of these meet the standards under 2030 Build conditions. The results of the project construction in 2030 reflect the change in capacity in north/south travel lanes at North Ruby Street & East Sharp Avenue, North Ruby Street & East Indiana Avenue, North Ruby Street & East North Foothills Drive and North Division Street & West Francis. Therefore, as opposed to 2030 Build, the 2050 Build conditions mostly reflect growth in land use and travel demand. Similar to 2030 Build scenario, LOS improvements are expected at locations that would be signalized as part of the North Division Street project: East Hastings/Farwell Road & North Perry Street and North Division Street & Fred Meyer Driveway.

Table 8: 2050 Build LOS Results

Int ID	Intersection Name	AM		PM	
		LOS	Delay	LOS	Delay
1	West 2nd Avenue & South Wall Street	C	22	C	28
2	North Howard Street & Sprague Avenue*	B	11	B	13
3	North Browne Street & Sprague Avenue*	D	45	B	17
4	North Browne Street & West Spokane Falls Boulevard*	B	18	B	16
5	North Division Street & West North River Road*	B	16	B	16
6	North Division Street & West Boone Avenue*	C	17	B	14
7	North Ruby Street & East Boone Avenue	A	7	B	11
8	North Division Street & West Sharp Avenue*	B	11	B	11
9	**North Ruby Street & East Sharp Avenue***	C	21	**E**	**56**
10	North Division Street & West Mission Avenue*	C	22	B	11
11	North Ruby Street & East Mission Avenue*	B	20	D	38
12	North Division Street & West Indiana Avenue*	D	39	C	33
13	**North Ruby Street & East Indiana Avenue ***	D	51	**E**	**80**
14	North Division Street & East Montgomery Avenue*	A	9	A	7
15	North Ruby Street & East Montgomery Avenue*	A	9	A	10
16	North Division Street & West Buckeye Avenue/East North Foothills Drive	C	31	C	23
17	**North Ruby Street & East North Foothills Drive***	C	24	**E**	**60**
18	North Division Street & West Garland Avenue/East Empire Avenue	C	26	C	21
19	**North Division Street & West Wellesley Avenue**	D	44	**F**	**92**
20	**North Division Street & West Francis Avenue**	C	29	**E**	**62**
21	North Division Street & West Cascade Way/Lincoln Rd	B	19	D	47
22	North Division Street & East Holland Avenue	B	15	C	24
23	North Division Street & West Hawthorne Road	D	37	D	51
24	North Division Street & Fred Meyer Driveway	A	2	B	11
25	**North Division Street & East Hastings Road**	**E**	**63**	**E**	**78**
26	East Hastings/Farwell Road & North Perry Street	B	10	A	10

Source: Fehr & Peers, 2025.
Notes: *Intersections analyzed using HCM 2000; HCM 7th edition was used for the rest of the intersections.
Facilities that do not meet the LOS standard, in either the AM or PM, are in bold text.

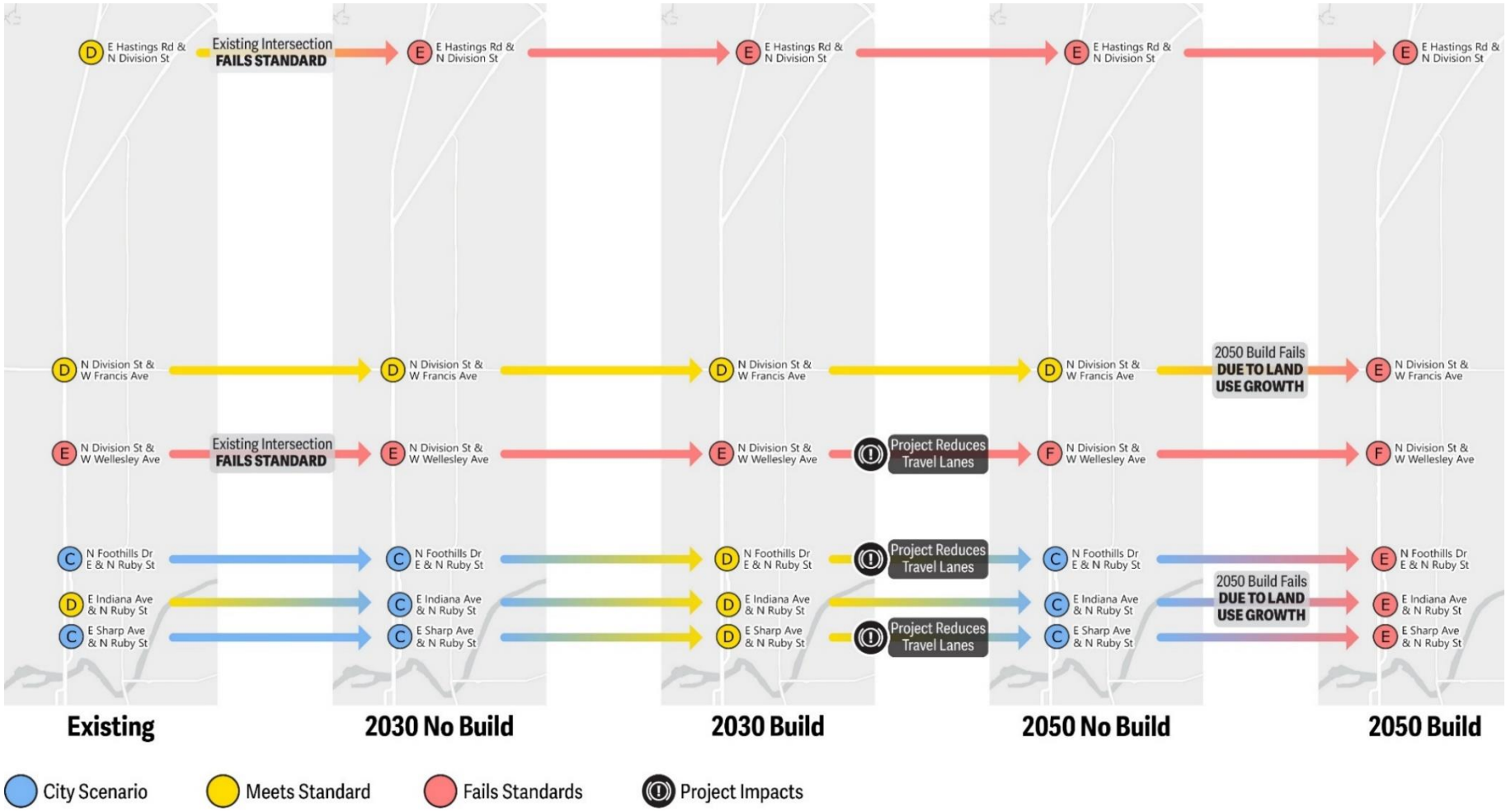
Key Findings

The study intersections are anticipated to operate at an acceptable level of service under existing (2023), design year (2030), and horizon year (2050) conditions except for the following:

- City of Spokane Facilities
  - North Division Street & West Wellesley Avenue during the PM peak hour
  - North Division Street & Fred Meyer Driveway during the PM peak hour
  - North Ruby Street & East Sharp Avenue during the PM peak hour
  - North Ruby Street & East Indiana Avenue during the PM peak hour
  - North Ruby Street & East North Foothills Drive during the PM peak hour
  - North Division Street & West Francis Avenue during the PM peak hour
- WSDOT Facilities
  - North Division Street & East Hastings Road during the AM and PM peak hours
- Spokane County Facilities
  - East Hastings/Farwell Road & North Perry Street during the AM and PM peak hour

Higher intersection delays across the evaluated scenarios compared to existing conditions result from background traffic growth from land use and population. Additionally, the opening of the North Spokane Corridor is expected to shift traffic patterns, increasing eastbound and westbound volumes on streets intersecting North Division Street. As illustrated in **Figure 4**, implementing the LPA for Division Street Bus Rapid Transit (BRT) Project reduces vehicle travels lanes but does not impact LOS and delay at the study intersections. The LOS results associated with the project construction in 2030 reflect the change in capacity in north/south travel lanes at North Ruby Street & East Sharp Avenue, North Ruby Street & East Indiana Avenue, North Ruby Street & East North Foothills Drive and North Division Street & West Francis. Therefore, as opposed to 2030 Build, the 2050 Build conditions mostly reflect growth in land use and travel demand.

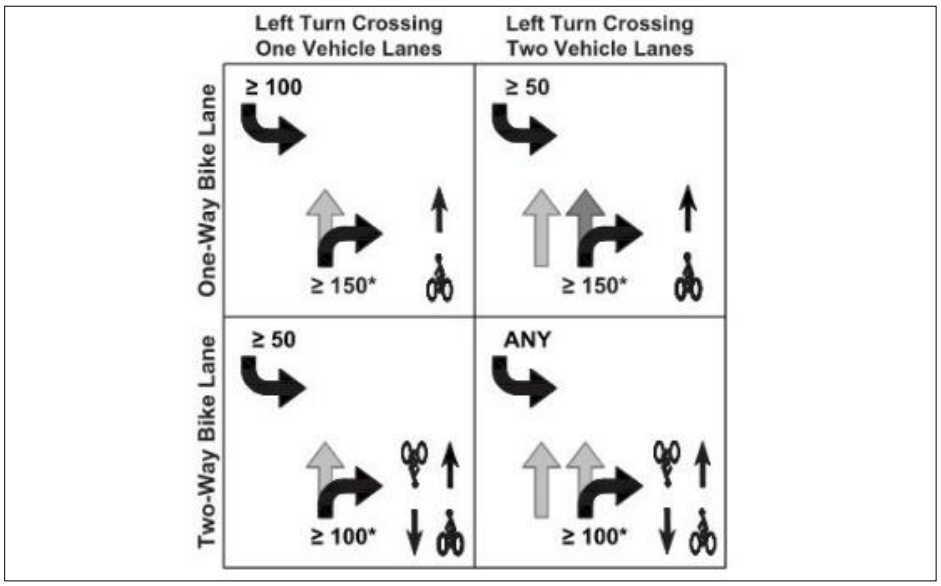
Figure 4: Evaluation Summary



Considerations for Bike Signals/Phases

In addition to the analysis documented in previous sections, the project team evaluated the introduction of bike signals along North Ruby Street. This effort stemmed from stakeholder discussions to facilitate safe bike movements on the proposed two-way protected bikeway. Per AASHTO guidance (**Figure 5**), a separate, protected bike phase is recommended if there are more than 100 right-turning vehicles at an intersection with a two-way protected bikeway.

Figure 5: Recommended Hourly Turning Traffic Thresholds for Time Separated Bicycle Movements



Source: AASHTO. Guide for the Development of Bike Facilities. 5th Edition. 2024

With the implementation of the LPA as shown in **Figure 2**, the separate, protected bike phases would be needed at the following locations:

- 2030 Build Conditions
  - North Ruby Street & East Sharp Avenue
  - North Ruby Street & East Mission Avenue
  - North Ruby Street & East North Foothills Drive
- 2050 Build Scenarios
  - North Ruby Street & East Sharp Avenue
  - North Ruby Street & East Mission Avenue
  - North Ruby Street & East North Foothills Drive
  - North Ruby Street & East Indiana Avenue

Analysis Summary

To account for the separate, protected bike phases at the noted location along North Ruby Street, signal timing adjustments were incorporated as follows:

- A new signal timing phase for exclusively for bikes and pedestrians to provide protected bike movements
- A new signal timing phase for right turning movements, which provides dedicated time for turning vehicles while bikes are required to stop/wait

Optimized signal timings were used to calculate delay and LOS at the study intersections for AM and PM peak hour conditions. LOS results for "Build Bike Signal" scenarios are shown in **Table 9** and **Table 10**. LOS reports are detailed in **Appendix D**. The results are similar to those for the 2030 and 2050 Build scenarios outlined in **Table 7** and **Table 8**. However, it is worth noting that the east/west movements at the study intersections would experience higher delays under the "Build Bike Signal" scenarios. The green time allocated to the separate, protected bike phases would limit the time available for minor movements. Overall, the analysis indicates that introducing signals/phases along North Ruby Street would have a minimal effect on intersection LOS delay and LOS letter grades.

Table 9: 2030 "Build Bike Signal" LOS Results

ID	Street	AM		PM	
		LOS	Delay	LOS	Delay
1	West 2nd Avenue & South Wall Street	B	19	C	22
2	North Howard Street & Sprague Avenue*	B	11	B	12
3	North Browne Street & Sprague Avenue*	B	15	B	16
4	North Browne Street & West Spokane Falls Boulevard*	B	15	B	16
5	North Division Street & West North River Road*	B	15	B	14
6	North Division Street & West Boone Avenue*	B	15	B	13
7	North Ruby Street & East Boone Avenue	A	4	A	7
8	North Division Street & West Sharp Avenue*	A	10	B	12
9	North Ruby Street & East Sharp Avenue*	B	16	D	46
10	North Division Street & West Mission Avenue*	C	23	B	10
11	North Ruby Street & East Mission Avenue*	C	20	C	23
12	North Division Street & West Indiana Avenue*	C	28	C	35
13	North Ruby Street & East Indiana Avenue *	C	24	D	49
14	North Division Street & East Montgomery Avenue*	A	6	A	5
15	North Ruby Street & East Montgomery Avenue*	A	6	A	6
16	North Division Street & West Buckeye Avenue/East North Foothills Drive	C	29	C	22
17	North Ruby Street & East North Foothills Drive*	B	18	D	42
18	North Division Street & West Garland Avenue/East Empire Avenue	C	24	B	19
19	**North Division Street & West Wellesley Avenue**	D	40	**E**	**76**
20	North Division Street & West Francis Avenue	C	25	D	55
21	North Division Street & West Cascade Way/Lincoln Rd	B	19	D	39
22	North Division Street & East Holland Avenue	B	14	C	19
23	North Division Street & West Hawthorne Road	C	25	C	33
24	North Division Street & Fred Meyer Driveway	A	3	B	11
25	**North Division Street & East Hastings Road**	D	46	**E**	**58**
26	East Hastings/Farwell Road & North Perry Street	A	10	A	9

Source: Fehr & Peers, 2025.
Notes: *Intersections analyzed using HCM 2000; HCM 7th edition was used for the rest of the intersections.
Facilities that do not meet the LOS standard, in either the AM or PM, are in bold text.

Table 10: 2050 "Build Bike Signal" LOS Results

Int ID	Intersection Name	AM		PM	
		LOS	Delay	LOS	Delay
1	West 2nd Avenue & South Wall Street	C	22	C	28
2	North Howard Street & Sprague Avenue*	B	11	B	13
3	North Browne Street & Sprague Avenue*	D	45	B	17
4	North Browne Street & West Spokane Falls Boulevard*	B	18	B	16
5	North Division Street & West North River Road*	B	16	B	16
6	North Division Street & West Boone Avenue*	C	17	B	14
7	North Ruby Street & East Boone Avenue	A	7	B	11
8	North Division Street & West Sharp Avenue*	B	11	B	15
9	**North Ruby Street & East Sharp Avenue***	B	19	**E**	**60**
10	North Division Street & West Mission Avenue*	C	23	B	13
11	North Ruby Street & East Mission Avenue*	C	24	D	43
12	North Division Street & West Indiana Avenue*	D	38	D	35
13	**North Ruby Street & East Indiana Avenue ***	D	41	**E**	**71**
14	North Division Street & East Montgomery Avenue*	A	8	A	7
15	North Ruby Street & East Montgomery Avenue*	A	8	A	9
16	North Division Street & West Buckeye Avenue/East North Foothills Drive	C	31	C	23
17	**North Ruby Street & East North Foothills Drive***	B	20	**E**	**61**
18	North Division Street & West Garland Avenue/East Empire Avenue	C	26	C	21
19	**North Division Street & West Wellesley Avenue**	D	44	**F**	**92**
20	**North Division Street & West Francis Avenue**	C	29	**E**	**62**
21	North Division Street & West Cascade Way/Lincoln Rd	B	19	D	47
22	North Division Street & East Holland Avenue	B	15	D	24
23	North Division Street & West Hawthorne Road	D	37	D	51
24	North Division Street & Fred Meyer Driveway	A	2	B	11
25	**North Division Street & East Hastings Road**	**E**	**63**	**E**	**78**
26	East Hastings/Farwell Road & North Perry Street	B	10	A	10

Source: Fehr & Peers, 2025.
Notes: *Intersections analyzed using HCM 2000; HCM 7th edition was used for the rest of the intersections.
Facilities that do not meet the LOS standard, in either the AM or PM, are in bold text.

CONCLUSION

The documented traffic analysis examined the traffic impacts associated with implementing the Locally Preferred Alternative (LPA) for Division Street Bus Rapid Transit (BRT) Project. The LPA repurposes one of the general-purpose lanes to a BAT lane on North Division Street in each direction from US 395/US 2 or the "Y" to East Cleveland Avenue. The North Division Street/Ruby Street couplet between East Cleveland Avenue and North River Drive would modify Division Street from four general-purpose lanes to three general-purpose lanes and a BAT lane. Ruby Street would be modified from four general purpose lanes to two general purpose lanes, a BAT lane, and a protected bikeway.

The study intersections are anticipated to operate at an acceptable level of service under existing (2023), design year (2030), and horizon year (2050) conditions except for the following:

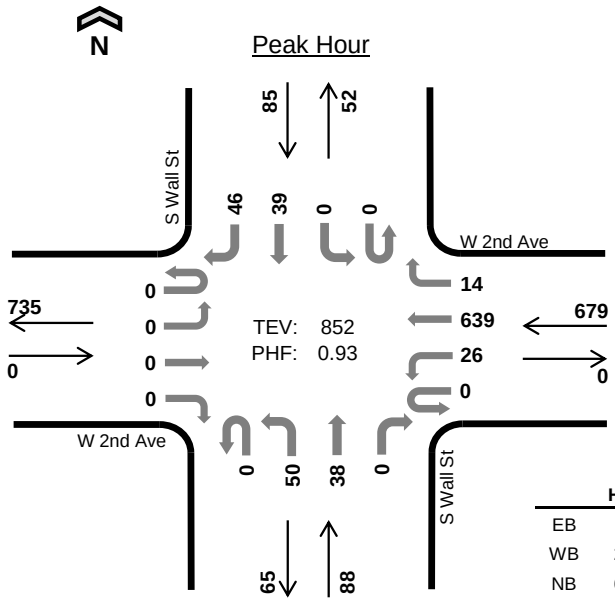
- City of Spokane Facilities
    - North Division Street & West Wellesley Avenue during the PM peak hour
    - North Division Street & Fred Meyer Driveway during the PM peak hour
    - North Ruby Street & East Sharp Avenue during the PM peak hour
    - North Ruby Street & East Indiana Avenue during the PM peak hour
    - North Ruby Street & East North Foothills Drive during the PM peak hour
    - North Division Street & West Francis Avenue during the PM peak hour
- WSDOT Facilities
    - North Division Street & East Hastings Road during the AM and PM peak hours
- Spokane County Facilities
    - East Hastings/Farwell Road & North Perry Street during the AM and PM peak hour

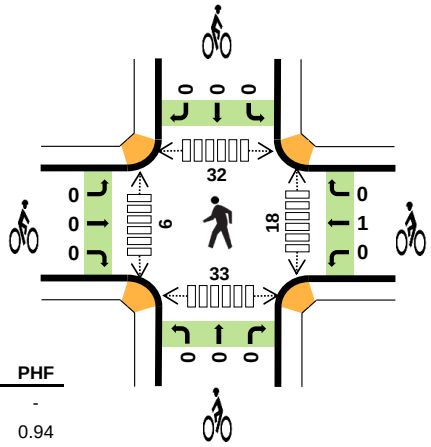
Higher intersection delays across the evaluated scenarios compared to existing conditions result from background traffic growth from land use and population. Additionally, the opening of the North Spokane Corridor is expected to shift traffic patterns, increasing eastbound and westbound volumes on streets intersecting N Division Street. The LPA reduces vehicle travels lanes but does not impact LOS and delay at the study intersections under 2030 conditions. The LOS results associated with the project construction in 2030 reflect the change in capacity in north/south travel lanes at North Ruby Street & East Sharp Avenue, North Ruby Street & East Indiana Avenue, North Ruby Street & East North Foothills Drive and North Division Street & West Francis. Therefore, as opposed to 2030 Build, the 2050 Build conditions mostly reflect growth in land use and travel demand. Stemming off stakeholder discussion, the project team also evaluated the introduction of bike signals along North Ruby Street referencing AASHTO guidance. Overall, the analysis indicates that introducing signals/phases along North Ruby Street would have a minimal effect on intersection LOS delay and LOS letter grades. However, the east/west movements at the study intersections would experience higher delays.

Appendix A: Existing Year (2023) Traffic Counts

S Wall St
W 2nd Ave

Date: 10/30/2024
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	-	-
WB	2.5%	0.94
NB	6.8%	0.65
SB	14.1%	0.73
TOTAL	4.1%	0.93

Three-Hour Count Summaries

Interval Start		W 2nd Ave Eastbound				W 2nd Ave Westbound				S Wall St Northbound				S Wall St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	0	0	0	0	8	161	3	0	23	11	0	0	0	9	14	229	0
8:00 AM		0	0	0	0	0	8	156	3	0	9	11	0	0	0	11	9	207	0
8:15 AM		0	0	0	0	0	5	171	4	0	8	8	0	0	0	5	8	209	0
8:30 AM		0	0	0	0	0	5	151	4	0	10	8	0	0	0	14	15	207	852
Peak Hour	All	0	0	0	0	0	26	639	14	0	50	38	0	0	0	39	46	852	0
	HV	0	0	0	0	0	1	16	0	0	0	6	0	0	0	9	3	35	0
	HV%	-	-	-	-	-	4%	3%	0%	-	0%	16%	-	-	-	23%	7%	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:45 AM	0	6	2	3	*11*	0	0	0	0	*0*	5	2	10	4	*21*
8:00 AM	0	2	1	3	*6*	0	0	0	0	*0*	3	3	4	10	*20*
8:15 AM	0	5	2	1	*8*	0	0	0	0	*0*	6	0	12	10	*28*
8:30 AM	0	4	1	5	*10*	0	1	0	0	*1*	4	1	6	9	*20*
Peak Hour	0	17	6	12	*35*	0	1	0	0	*1*	18	6	32	33	*89*

Three-Hour Count Summaries

Interval Start	W 2nd Ave Eastbound				W 2nd Ave Westbound				S Wall St Northbound				S Wall St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	2	40	2	0	2	3	0	0	0	7	1	57	0
6:15 AM	0	0	0	0	0	5	61	1	0	1	1	0	0	0	4	3	76	0
6:30 AM	0	0	0	0	0	3	57	4	0	2	2	0	0	0	3	4	75	0
6:45 AM	0	0	0	0	0	3	78	0	0	3	4	0	0	0	4	8	100	308
7:00 AM	0	0	0	0	0	4	83	3	0	1	5	0	0	0	9	6	111	362
7:15 AM	0	0	0	0	0	4	106	1	0	6	7	0	0	0	7	6	137	423
7:30 AM	0	0	0	0	0	7	125	4	0	16	6	0	0	0	4	7	169	517
7:45 AM	**0**	**0**	**0**	**0**	**0**	**8**	**161**	**3**	**0**	**23**	**11**	**0**	**0**	**0**	**9**	**14**	**229**	646
8:00 AM	**0**	**0**	**0**	**0**	**0**	**8**	**156**	**3**	**0**	**9**	**11**	**0**	**0**	**0**	**11**	**9**	**207**	742
8:15 AM	**0**	**0**	**0**	**0**	**0**	**5**	**171**	**4**	**0**	**8**	**8**	**0**	**0**	**0**	**5**	**8**	**209**	814
8:30 AM	**0**	**0**	**0**	**0**	**0**	**5**	**151**	**4**	**0**	**10**	**8**	**0**	**0**	**0**	**14**	**15**	**207**	**852**
8:45 AM	0	0	0	0	0	5	150	3	0	9	8	0	0	0	10	10	195	818
Count Total	0	0	0	0	0	59	1,339	32	0	90	74	0	0	0	87	91	1,772	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**26**	**639**	**14**	**0**	**50**	**38**	**0**	**0**	**0**	**39**	**46**	**852**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**1**	**16**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**9**	**3**	**35**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**4%**	**3%**	**0%**	**-**	**0%**	**16%**	**-**	**-**	**-**	**23%**	**7%**	**4%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	1	1	2	*4*	0	0	0	0	*0*	0	0	5	0	*5*
6:15 AM	0	1	1	2	*4*	0	1	0	0	*1*	0	0	6	1	*7*
6:30 AM	0	3	1	2	*6*	0	0	0	0	*0*	0	0	7	4	*11*
6:45 AM	0	2	2	1	*5*	0	0	0	0	*0*	0	0	8	2	*10*
7:00 AM	0	5	2	2	*9*	0	0	0	0	*0*	1	0	7	4	*12*
7:15 AM	0	4	1	1	*6*	0	0	0	0	*0*	3	4	9	10	*26*
7:30 AM	0	15	1	1	*17*	0	0	0	0	*0*	2	0	5	5	*12*
7:45 AM	**0**	**6**	**2**	**3**	***11***	**0**	**0**	**0**	**0**	***0***	**5**	**2**	**10**	**4**	*21*
8:00 AM	**0**	**2**	**1**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**3**	**3**	**4**	**10**	*20*
8:15 AM	**0**	**5**	**2**	**1**	***8***	**0**	**0**	**0**	**0**	***0***	**6**	**0**	**12**	**10**	*28*
8:30 AM	**0**	**4**	**1**	**5**	***10***	**0**	**1**	**0**	**0**	***1***	**4**	**1**	**6**	**9**	***20***
8:45 AM	0	5	2	1	*8*	0	0	0	0	*0*	9	1	8	6	*24*
Count Total	0	53	17	24	*94*	0	2	0	0	*2*	33	11	87	65	*196*
Peak Hour	**0**	**17**	**6**	**12**	***35***	**0**	**1**	**0**	**0**	***1***	**18**	**6**	**32**	**33**	***89***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W 2nd Ave Eastbound				W 2nd Ave Westbound				S Wall St Northbound				S Wall St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	4	0
6:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	4	0
6:30 AM	0	0	0	0	0	0	3	0	0	0	1	0	0	0	2	0	6	0
6:45 AM	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	5	19
7:00 AM	0	0	0	0	0	1	4	0	0	0	2	0	0	0	2	0	9	24
7:15 AM	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	1	6	26
7:30 AM	0	0	0	0	0	1	14	0	0	0	1	0	0	0	1	0	17	37
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**1**	**11**	43
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**1**	**6**	40
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**8**	42
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**10**	**35**
8:45 AM	0	0	0	0	0	1	4	0	0	0	2	0	0	0	0	1	8	32
Count Total	0	0	0	0	0	4	49	0	0	0	17	0	0	0	17	7	94	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**16**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**9**	**3**	**35**	**0**

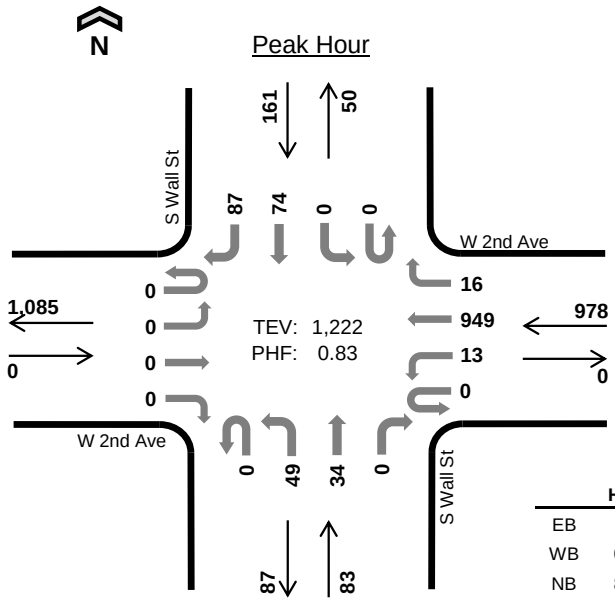
Three-Hour Count Summaries - Bikes

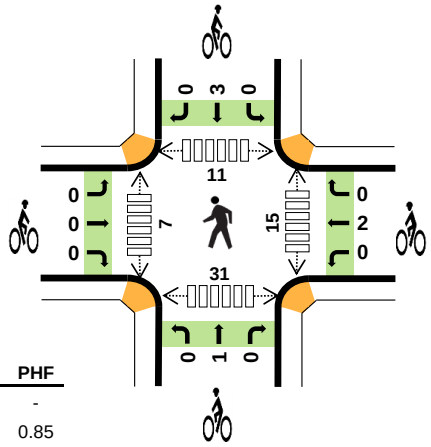
Interval Start	W 2nd Ave Eastbound			W 2nd Ave Westbound			S Wall St Northbound			S Wall St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	2	0	0	0	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Wall St
W 2nd Ave

Date: 10/29/2024
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	-	-
WB	0.3%	0.85
NB	8.4%	0.80
SB	3.7%	0.62
TOTAL	1.3%	0.83

Three-Hour Count Summaries

Interval Start		W 2nd Ave Eastbound				W 2nd Ave Westbound				S Wall St Northbound				S Wall St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	0	0	0	0	4	219	3	0	8	10	0	0	0	16	18	278	0
4:45 PM		0	0	0	0	0	4	221	5	0	13	11	0	0	0	16	25	295	0
5:00 PM		0	0	0	0	0	2	282	2	0	11	4	0	0	0	33	32	366	0
5:15 PM		0	0	0	0	0	3	227	6	0	17	9	0	0	0	9	12	283	1,222
Peak Hour	All	0	0	0	0	0	13	949	16	0	49	34	0	0	0	74	87	1,222	0
	HV	0	0	0	0	0	0	3	0	0	1	6	0	0	0	4	2	16	0
	HV%	-	-	-	-	-	0%	0%	0%	-	2%	18%	-	-	-	5%	2%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	1	1	1	*3*	0	1	0	1	*2*	2	1	2	4	*9*
4:45 PM	0	1	3	2	*6*	0	1	0	0	*1*	2	1	2	11	*16*
5:00 PM	0	0	1	3	*4*	0	0	0	0	*0*	6	4	2	11	*23*
5:15 PM	0	1	2	0	*3*	0	0	1	2	*3*	5	1	5	5	*16*
Peak Hour	0	3	7	6	*16*	0	2	1	3	*6*	15	7	11	31	*64*

Three-Hour Count Summaries

Interval Start	W 2nd Ave Eastbound				W 2nd Ave Westbound				S Wall St Northbound				S Wall St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	1	211	3	0	12	8	0	0	0	14	11	260	0
3:15 PM	0	0	0	0	0	0	218	1	0	15	9	0	0	0	11	11	265	0
3:30 PM	0	0	0	0	0	2	210	3	0	17	2	0	0	0	11	10	255	0
3:45 PM	0	0	0	0	0	7	210	1	0	11	12	0	0	0	15	19	275	1,055
4:00 PM	0	0	0	0	0	5	232	2	0	11	3	0	0	0	23	13	289	1,084
4:15 PM	0	0	0	0	0	2	212	3	0	10	11	0	0	0	15	13	266	1,085
4:30 PM	**0**	**0**	**0**	**0**	**0**	**4**	**219**	**3**	**0**	**8**	**10**	**0**	**0**	**0**	**16**	**18**	**278**	1,108
4:45 PM	**0**	**0**	**0**	**0**	**0**	**4**	**221**	**5**	**0**	**13**	**11**	**0**	**0**	**0**	**16**	**25**	**295**	1,128
5:00 PM	**0**	**0**	**0**	**0**	**0**	**2**	**282**	**2**	**0**	**11**	**4**	**0**	**0**	**0**	**33**	**32**	**366**	1,205
5:15 PM	**0**	**0**	**0**	**0**	**0**	**3**	**227**	**6**	**0**	**17**	**9**	**0**	**0**	**0**	**9**	**12**	**283**	**1,222**
5:30 PM	0	0	0	0	0	1	168	1	0	8	3	0	0	0	6	23	210	1,154
5:45 PM	0	0	0	0	0	3	197	2	0	4	9	0	0	0	14	20	249	1,108
Count Total	0	0	0	0	0	34	2,607	32	0	137	91	0	0	0	183	207	3,291	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**13**	**949**	**16**	**0**	**49**	**34**	**0**	**0**	**0**	**74**	**87**	**1,222**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**4**	**2**	**16**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**0%**	**0%**	**-**	**2%**	**18%**	**-**	**-**	**-**	**5%**	**2%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	1	2	*3*	0	1	1	0	*2*	3	4	1	22	*30*
3:15 PM	0	3	3	2	*8*	0	1	0	0	*1*	1	1	1	3	*6*
3:30 PM	0	3	2	1	*6*	0	0	0	0	*0*	2	3	1	6	*12*
3:45 PM	0	0	2	2	*4*	0	0	0	0	*0*	4	1	2	11	*18*
4:00 PM	0	2	1	2	*5*	0	0	0	0	*0*	4	0	4	10	*18*
4:15 PM	0	2	2	1	*5*	0	0	0	0	*0*	2	1	3	9	*15*
4:30 PM	**0**	**1**	**1**	**1**	***3***	**0**	**1**	**0**	**1**	***2***	**2**	**1**	**2**	**4**	*9*
4:45 PM	**0**	**1**	**3**	**2**	***6***	**0**	**1**	**0**	**0**	***1***	**2**	**1**	**2**	**11**	*16*
5:00 PM	**0**	**0**	**1**	**3**	***4***	**0**	**0**	**0**	**0**	***0***	**6**	**4**	**2**	**11**	*23*
5:15 PM	**0**	**1**	**2**	**0**	***3***	**0**	**0**	**1**	**2**	***3***	**5**	**1**	**5**	**5**	***16***
5:30 PM	0	0	1	2	*3*	0	0	0	0	*0*	2	0	4	8	*14*
5:45 PM	0	0	3	3	*6*	0	0	1	0	*1*	6	0	4	5	*15*
Count Total	0	13	22	21	*56*	0	4	3	3	*10*	39	17	31	105	*192*
Peak Hour	**0**	**3**	**7**	**6**	***16***	**0**	**2**	**1**	**3**	***6***	**15**	**7**	**11**	**31**	***64***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W 2nd Ave Eastbound				W 2nd Ave Westbound				S Wall St Northbound				S Wall St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
3:15 PM	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	2	8	0
3:30 PM	0	0	0	0	0	0	3	0	0	1	1	0	0	0	0	1	6	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	4	21
4:00 PM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	5	23
4:15 PM	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	1	5	20
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	17
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**1**	**6**	19
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**1**	**4**	18
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**16**
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	16
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	2	6	16
Count Total	0	0	0	0	0	0	13	0	0	2	20	0	0	0	11	10	56	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**4**	**2**	**16**	**0**

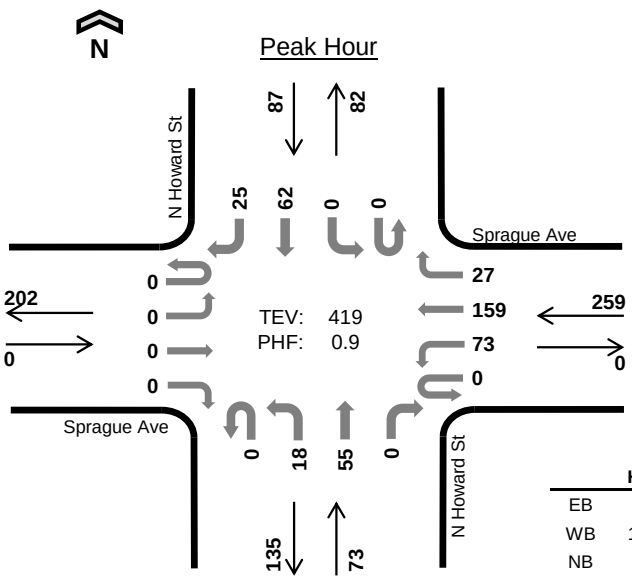
Three-Hour Count Summaries - Bikes

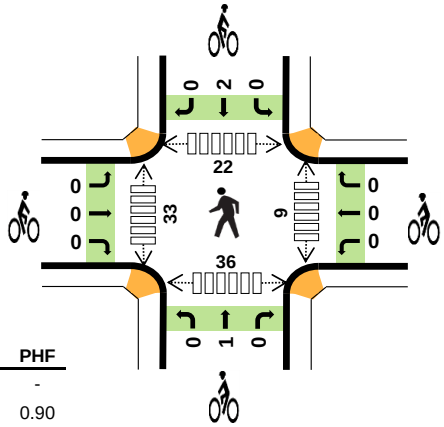
Interval Start	W 2nd Ave Eastbound			W 2nd Ave Westbound			S Wall St Northbound			S Wall St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0
3:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	2
4:45 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	**6**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Count Total	0	0	0	1	3	0	0	3	0	0	3	0	10	0
Peak Hour	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**6**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Howard St
Sprague Ave

Date: 12/14/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	-	-
WB	15.1%	0.90
NB	5.5%	0.87
SB	9.2%	0.73
TOTAL	12.2%	0.90

Three-Hour Count Summaries

Interval Start		Sprague Ave Eastbound				Sprague Ave Westbound				N Howard St Northbound				N Howard St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	0	0	0	0	21	46	5	0	5	16	0	0	0	19	4	116	0
8:00 AM		0	0	0	0	0	16	46	7	0	6	14	0	0	0	10	7	106	0
8:15 AM		0	0	0	0	0	22	38	6	0	2	13	0	0	0	14	3	98	0
8:30 AM		0	0	0	0	0	14	29	9	0	5	12	0	0	0	19	11	99	419
Peak Hour	All	0	0	0	0	0	73	159	27	0	18	55	0	0	0	62	25	419	0
	HV	0	0	0	0	0	0	37	2	0	1	3	0	0	0	1	7	51	0
	HV%	-	-	-	-	-	0%	23%	7%	-	6%	5%	-	-	-	2%	28%	12%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:45 AM	0	7	0	2	*9*	0	0	1	2	*3*	1	6	5	12	*24*
8:00 AM	0	11	2	2	*15*	0	0	0	0	*0*	1	4	4	12	*21*
8:15 AM	0	12	1	1	*14*	0	0	0	0	*0*	1	16	9	5	*31*
8:30 AM	0	9	1	3	*13*	0	0	0	0	*0*	6	7	4	7	*24*
Peak Hour	0	39	4	8	*51*	0	0	1	2	*3*	9	33	22	36	*100*

Three-Hour Count Summaries

Interval Start	Sprague Ave Eastbound				Sprague Ave Westbound				N Howard St Northbound				N Howard St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	4	12	0	0	0	2	0	0	0	1	2	21	0
6:15 AM	0	0	0	0	0	9	15	1	0	3	2	0	0	0	2	4	36	0
6:30 AM	0	0	0	0	0	7	20	1	0	4	3	0	0	0	4	2	41	0
6:45 AM	0	0	0	0	0	12	27	1	0	2	3	0	0	0	6	2	53	151
7:00 AM	0	0	0	0	0	8	27	1	0	2	6	0	0	0	8	1	53	183
7:15 AM	0	0	0	0	0	11	23	6	0	2	4	0	0	0	9	7	62	209
7:30 AM	0	0	0	0	0	20	23	2	0	1	6	0	0	0	12	3	67	235
7:45 AM	**0**	**0**	**0**	**0**	**0**	**21**	**46**	**5**	**0**	**5**	**16**	**0**	**0**	**0**	**19**	**4**	**116**	298
8:00 AM	**0**	**0**	**0**	**0**	**0**	**16**	**46**	**7**	**0**	**6**	**14**	**0**	**0**	**0**	**10**	**7**	**106**	351
8:15 AM	**0**	**0**	**0**	**0**	**0**	**22**	**38**	**6**	**0**	**2**	**13**	**0**	**0**	**0**	**14**	**3**	**98**	387
8:30 AM	**0**	**0**	**0**	**0**	**0**	**14**	**29**	**9**	**0**	**5**	**12**	**0**	**0**	**0**	**19**	**11**	**99**	**419**
8:45 AM	0	0	0	0	0	11	43	4	0	2	7	0	0	0	10	4	81	384
Count Total	0	0	0	0	0	155	349	43	0	34	88	0	0	0	114	50	833	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**73**	**159**	**27**	**0**	**18**	**55**	**0**	**0**	**0**	**62**	**25**	**419**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**2**	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**7**	**51**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**23%**	**7%**	**-**	**6%**	**5%**	**-**	**-**	**-**	**2%**	**28%**	**12%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	7	1	2	*10*	0	0	0	0	*0*	1	2	10	1	*14*
6:15 AM	0	5	0	2	*7*	0	0	0	0	*0*	1	0	7	3	*11*
6:30 AM	0	11	1	1	*13*	0	0	0	0	*0*	0	2	2	1	*5*
6:45 AM	0	8	1	2	*11*	0	0	0	0	*0*	2	0	2	3	*7*
7:00 AM	0	8	1	1	*10*	0	0	0	0	*0*	1	2	1	4	*8*
7:15 AM	0	6	1	4	*11*	0	0	0	0	*0*	0	4	4	4	*12*
7:30 AM	0	10	2	1	*13*	0	0	0	0	*0*	0	10	7	8	*25*
7:45 AM	**0**	**7**	**0**	**2**	***9***	**0**	**0**	**1**	**2**	***3***	**1**	**6**	**5**	**12**	*24*
8:00 AM	**0**	**11**	**2**	**2**	***15***	**0**	**0**	**0**	**0**	***0***	**1**	**4**	**4**	**12**	*21*
8:15 AM	**0**	**12**	**1**	**1**	***14***	**0**	**0**	**0**	**0**	***0***	**1**	**16**	**9**	**5**	*31*
8:30 AM	**0**	**9**	**1**	**3**	***13***	**0**	**0**	**0**	**0**	***0***	**6**	**7**	**4**	**7**	***24***
8:45 AM	0	9	1	2	*12*	0	0	0	0	*0*	5	10	13	8	*36*
Count Total	0	103	12	23	*138*	0	0	1	2	*3*	19	63	68	68	*218*
Peak Hour	**0**	**39**	**4**	**8**	***51***	**0**	**0**	**1**	**2**	***3***	**9**	**33**	**22**	**36**	***100***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Sprague Ave Eastbound				Sprague Ave Westbound				N Howard St Northbound				N Howard St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	7	0	0	0	1	0	0	0	0	2	10	0
6:15 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	2	7	0
6:30 AM	0	0	0	0	0	0	10	1	0	0	1	0	0	0	0	1	13	0
6:45 AM	0	0	0	0	0	0	8	0	0	0	1	0	0	0	0	2	11	41
7:00 AM	0	0	0	0	0	0	8	0	0	0	1	0	0	0	0	1	10	41
7:15 AM	0	0	0	0	0	0	6	0	0	0	1	0	0	0	0	4	11	45
7:30 AM	0	0	0	0	0	0	10	0	0	0	2	0	0	0	0	1	13	45
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	43
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**	**15**	48
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**14**	51
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**13**	**51**
8:45 AM	0	0	0	0	0	0	9	0	0	0	1	0	0	0	0	2	12	54
Count Total	0	0	0	0	0	0	100	3	0	1	11	0	0	0	1	22	138	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**2**	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**7**	**51**	**0**

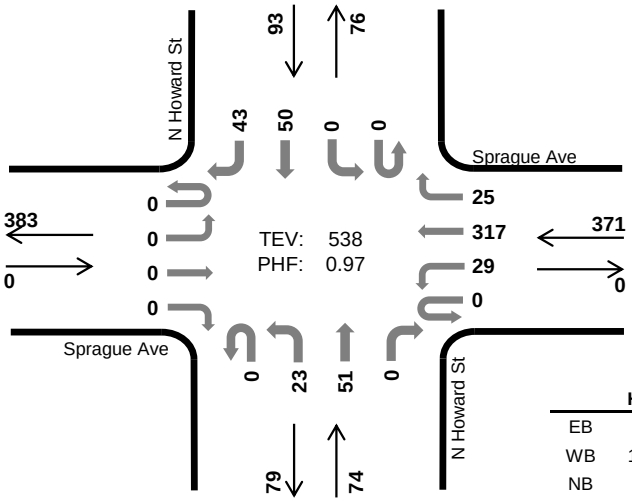
Three-Hour Count Summaries - Bikes

Interval Start	Sprague Ave Eastbound			Sprague Ave Westbound			N Howard St Northbound			N Howard St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	1	0	0	2	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	**0**

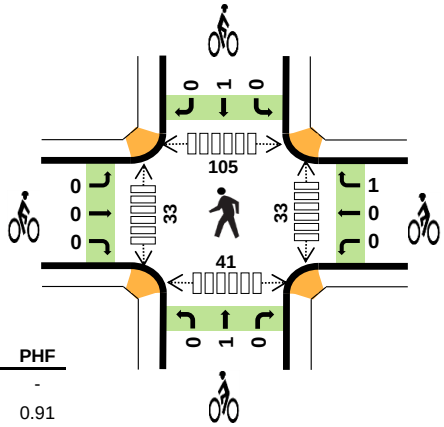
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Howard St
Sprague Ave

Peak Hour



Date: 12/14/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	-	-
WB	11.1%	0.91
NB	6.8%	0.84
SB	4.3%	0.83
TOTAL	9.3%	0.97

Three-Hour Count Summaries

Interval Start		Sprague Ave Eastbound				Sprague Ave Westbound				N Howard St Northbound				N Howard St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	6	74	8	0	7	15	0	0	0	12	10	132	0
4:15 PM		0	0	0	0	0	9	79	6	0	5	12	0	0	0	14	12	137	0
4:30 PM		0	0	0	0	0	10	89	3	0	7	13	0	0	0	9	8	139	0
4:45 PM		0	0	0	0	0	4	75	8	0	4	11	0	0	0	15	13	130	538
Peak Hour	All	0	0	0	0	0	29	317	25	0	23	51	0	0	0	50	43	538	0
	HV	0	0	0	0	0	0	40	1	0	0	5	0	0	0	0	4	50	0
	HV%	-	-	-	-	-	0%	13%	4%	-	0%	10%	-	-	-	0%	9%	9%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	10	2	1	*13*	0	0	0	0	*0*	10	11	31	9	*61*
4:15 PM	0	7	1	1	*9*	0	0	0	0	*0*	6	9	30	7	*52*
4:30 PM	0	15	1	1	*17*	0	0	1	1	*2*	9	8	19	16	*52*
4:45 PM	0	9	1	1	*11*	0	1	0	0	*1*	8	5	25	9	*47*
Peak Hour	0	41	5	4	*50*	0	1	1	1	*3*	33	33	105	41	*212*

Three-Hour Count Summaries

Interval Start	Sprague Ave Eastbound				Sprague Ave Westbound				N Howard St Northbound				N Howard St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	5	59	5	0	8	13	0	0	0	13	3	106	0
3:15 PM	0	0	0	0	0	7	57	10	0	5	15	0	0	0	10	10	114	0
3:30 PM	0	0	0	0	0	5	65	4	0	5	19	0	0	0	7	9	114	0
3:45 PM	0	0	0	0	0	9	59	6	1	6	15	0	0	0	9	12	117	451
4:00 PM	**0**	**0**	**0**	**0**	**0**	**6**	**74**	**8**	**0**	**7**	**15**	**0**	**0**	**0**	**12**	**10**	**132**	477
4:15 PM	**0**	**0**	**0**	**0**	**0**	**9**	**79**	**6**	**0**	**5**	**12**	**0**	**0**	**0**	**14**	**12**	**137**	500
4:30 PM	**0**	**0**	**0**	**0**	**0**	**10**	**89**	**3**	**0**	**7**	**13**	**0**	**0**	**0**	**9**	**8**	**139**	525
4:45 PM	**0**	**0**	**0**	**0**	**0**	**4**	**75**	**8**	**0**	**4**	**11**	**0**	**0**	**0**	**15**	**13**	**130**	**538**
5:00 PM	0	0	0	0	0	7	61	9	0	13	11	0	0	0	13	9	123	529
5:15 PM	0	0	0	0	0	6	53	7	0	3	11	0	0	0	16	7	103	495
5:30 PM	0	0	0	0	0	2	77	8	0	5	14	0	0	0	8	8	122	478
5:45 PM	0	0	0	0	0	3	53	2	0	5	7	0	0	0	8	12	90	438
Count Total	0	0	0	0	0	73	801	76	1	73	156	0	0	0	134	113	1,427	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**29**	**317**	**25**	**0**	**23**	**51**	**0**	**0**	**0**	**50**	**43**	**538**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**4**	**50**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**13%**	**4%**	**-**	**0%**	**10%**	**-**	**-**	**-**	**0%**	**9%**	**9%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	10	1	1	*12*	0	0	0	0	*0*	15	8	21	10	*54*
3:15 PM	0	7	1	0	*8*	0	0	0	0	*0*	14	11	21	12	*58*
3:30 PM	0	11	1	1	*13*	0	0	0	0	*0*	2	14	19	11	*46*
3:45 PM	0	8	3	1	*12*	0	0	0	0	*0*	12	13	24	12	*61*
4:00 PM	**0**	**10**	**2**	**1**	***13***	**0**	**0**	**0**	**0**	***0***	**10**	**11**	**31**	**9**	*61*
4:15 PM	**0**	**7**	**1**	**1**	***9***	**0**	**0**	**0**	**0**	***0***	**6**	**9**	**30**	**7**	*52*
4:30 PM	**0**	**15**	**1**	**1**	***17***	**0**	**0**	**1**	**1**	***2***	**9**	**8**	**19**	**16**	*52*
4:45 PM	**0**	**9**	**1**	**1**	***11***	**0**	**1**	**0**	**0**	***1***	**8**	**5**	**25**	**9**	***47***
5:00 PM	0	10	1	1	*12*	0	0	0	1	*1*	13	4	27	16	*60*
5:15 PM	0	9	1	1	*11*	0	0	0	0	*0*	5	10	7	8	*30*
5:30 PM	0	14	2	2	*18*	0	0	1	0	*1*	7	19	17	10	*53*
5:45 PM	0	8	0	1	*9*	0	0	0	0	*0*	10	17	16	15	*58*
Count Total	0	118	15	12	*145*	0	1	2	2	*5*	111	129	257	135	*632*
Peak Hour	**0**	**41**	**5**	**4**	***50***	**0**	**1**	**1**	**1**	***3***	**33**	**33**	**105**	**41**	***212***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Sprague Ave				Sprague Ave				N Howard St				N Howard St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	10	0	0	0	1	0	0	0	0	1	12	0
3:15 PM	0	0	0	0	0	0	7	0	0	0	1	0	0	0	0	0	8	0
3:30 PM	0	0	0	0	0	0	11	0	0	0	1	0	0	0	0	1	13	0
3:45 PM	0	0	0	0	0	0	8	0	0	1	2	0	0	0	0	1	12	45
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**13**	46
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**9**	47
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**17**	51
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**11**	**50**
5:00 PM	0	0	0	0	0	0	10	0	0	0	1	0	0	0	0	1	12	49
5:15 PM	0	0	0	0	0	0	9	0	0	0	1	0	0	0	0	1	11	51
5:30 PM	0	0	0	0	0	0	13	1	0	0	2	0	0	0	0	2	18	52
5:45 PM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	1	9	50
Count Total	0	0	0	0	0	0	116	2	0	1	14	0	0	0	0	12	145	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**4**	**50**	**0**

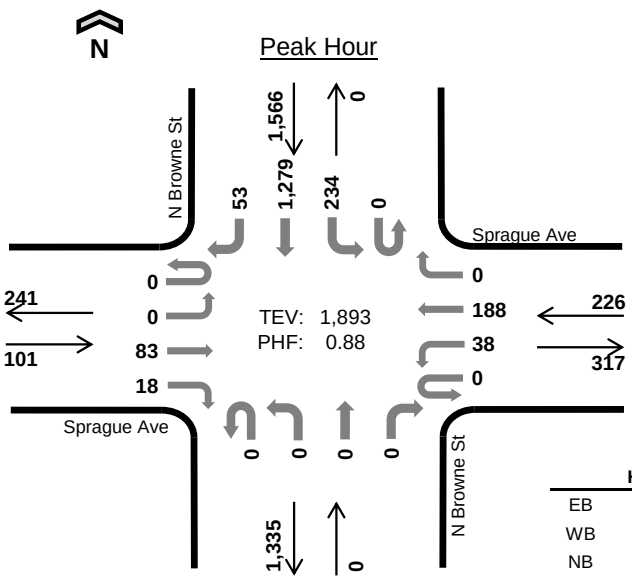
Three-Hour Count Summaries - Bikes

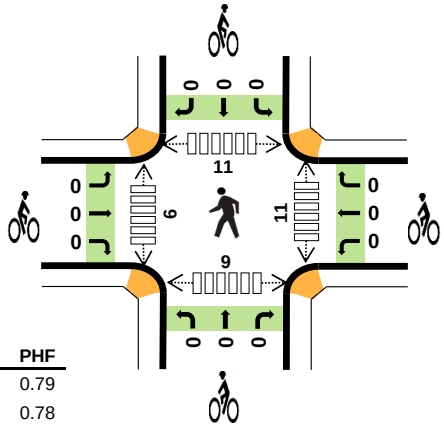
Interval Start	Sprague Ave			Sprague Ave			N Howard St			N Howard St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	2
4:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	1	0	2	0	0	2	0	5	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Browne St
Sprague Ave

Date: 12/13/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	7.9%	0.79
WB	3.5%	0.78
NB	-	-
SB	2.6%	0.89
TOTAL	3.0%	0.88

Three-Hour Count Summaries

Interval Start		Sprague Ave Eastbound				Sprague Ave Westbound				N Browne St Northbound				N Browne St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	0	20	3	0	11	30	0	0	0	0	0	0	66	351	13	494	0
7:45 AM		0	0	22	2	0	14	58	0	0	0	0	0	0	73	354	13	536	0
8:00 AM		0	0	16	6	0	3	55	0	0	0	0	0	0	50	282	10	422	0
8:15 AM		0	0	25	7	0	10	45	0	0	0	0	0	0	45	292	17	441	1,893
Peak Hour	All	0	0	83	18	0	38	188	0	0	0	0	0	0	234	1,279	53	1,893	0
	HV	0	0	5	3	0	2	6	0	0	0	0	0	0	7	33	0	56	0
	HV%	-	-	6%	17%	-	5%	3%	-	-	-	-	-	-	3%	3%	0%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	3	3	0	12	*18*	0	0	0	0	*0*	0	1	0	2	*3*
7:45 AM	1	1	0	14	*16*	0	0	0	0	*0*	2	4	6	2	*14*
8:00 AM	1	2	0	8	*11*	0	0	0	0	*0*	6	1	4	2	*13*
8:15 AM	3	2	0	6	*11*	0	0	0	0	*0*	3	0	1	3	*7*
Peak Hour	8	8	0	40	*56*	0	0	0	0	*0*	11	6	11	9	*37*

Three-Hour Count Summaries

Interval Start	Sprague Ave Eastbound				Sprague Ave Westbound				N Browne St Northbound				N Browne St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	5	0	0	4	5	0	0	0	0	0	0	12	144	4	174	0
6:15 AM	0	0	6	1	0	2	12	0	0	0	0	0	0	17	183	0	221	0
6:30 AM	0	0	9	3	0	6	8	0	0	0	0	0	0	35	259	6	326	0
6:45 AM	0	0	11	3	0	5	25	0	0	0	0	0	0	31	279	8	362	1,083
7:00 AM	0	0	13	7	0	2	13	0	0	0	0	0	0	31	227	10	303	1,212
7:15 AM	0	0	19	4	0	6	22	0	0	0	0	0	0	53	310	5	419	1,410
7:30 AM	**0**	**0**	**20**	**3**	**0**	**11**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**66**	**351**	**13**	**494**	1,578
7:45 AM	**0**	**0**	**22**	**2**	**0**	**14**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**73**	**354**	**13**	**536**	1,752
8:00 AM	**0**	**0**	**16**	**6**	**0**	**3**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**50**	**282**	**10**	**422**	1,871
8:15 AM	**0**	**0**	**25**	**7**	**0**	**10**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**45**	**292**	**17**	**441**	**1,893**
8:30 AM	0	0	16	3	0	6	28	0	0	0	0	0	0	38	343	14	448	1,847
8:45 AM	0	0	18	11	0	4	25	0	0	0	0	0	0	40	287	10	395	1,706
Count Total	0	0	180	50	0	73	326	0	0	0	0	0	0	491	3,311	110	4,541	0
Peak Hour All	**0**	**0**	**83**	**18**	**0**	**38**	**188**	**0**	**0**	**0**	**0**	**0**	**0**	**234**	**1,279**	**53**	**1,893**	**0**
Peak Hour HV	**0**	**0**	**5**	**3**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**33**	**0**	**56**	**0**
Peak Hour HV%	**-**	**-**	**6%**	**17%**	**-**	**5%**	**3%**	**-**	**-**	**-**	**-**	**-**	**-**	**3%**	**3%**	**0%**	**3%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	2	0	3	*6*	0	0	0	0	*0*	1	0	2	4	*7*
6:15 AM	2	2	0	4	*8*	0	0	0	0	*0*	0	6	1	5	*12*
6:30 AM	1	2	0	9	*12*	0	0	0	0	*0*	0	2	0	4	*6*
6:45 AM	2	3	0	9	*14*	0	0	0	0	*0*	0	1	0	5	*6*
7:00 AM	3	1	0	9	*13*	0	0	0	0	*0*	0	0	0	2	*2*
7:15 AM	3	2	0	10	*15*	0	0	0	0	*0*	1	2	2	3	*8*
7:30 AM	**3**	**3**	**0**	**12**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**2**	*3*
7:45 AM	**1**	**1**	**0**	**14**	***16***	**0**	**0**	**0**	**0**	***0***	**2**	**4**	**6**	**2**	*14*
8:00 AM	**1**	**2**	**0**	**8**	***11***	**0**	**0**	**0**	**0**	***0***	**6**	**1**	**4**	**2**	*13*
8:15 AM	**3**	**2**	**0**	**6**	***11***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**1**	**3**	***7***
8:30 AM	2	1	0	16	*19*	0	0	0	0	*0*	1	2	2	2	*7*
8:45 AM	4	1	0	14	*19*	0	0	0	0	*0*	0	3	0	2	*5*
Count Total	26	22	0	114	*162*	0	0	0	0	*0*	14	22	18	36	*90*
Peak Hour	**8**	**8**	**0**	**40**	***56***	**0**	**0**	**0**	**0**	***0***	**11**	**6**	**11**	**9**	***37***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Sprague Ave				Sprague Ave				N Browne St				N Browne St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	1	0	0	1	1	0	0	0	0	0	0	1	2	0	6	0
6:15 AM	0	0	1	1	0	0	2	0	0	0	0	0	0	0	4	0	8	0
6:30 AM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	8	1	12	0
6:45 AM	0	0	1	1	0	1	2	0	0	0	0	0	0	0	9	0	14	40
7:00 AM	0	0	1	2	0	0	1	0	0	0	0	0	0	0	9	0	13	47
7:15 AM	0	0	2	1	0	0	2	0	0	0	0	0	0	0	10	0	15	54
7:30 AM	**0**	**0**	**2**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**0**	**18**	60
7:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**11**	**0**	**16**	62
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**0**	**11**	60
8:15 AM	**0**	**0**	**1**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**11**	**56**
8:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	16	0	19	57
8:45 AM	0	0	1	3	0	0	1	0	0	0	0	0	0	0	14	0	19	60
Count Total	0	0	15	11	0	5	17	0	0	0	0	0	0	8	105	1	162	0
Peak Hour	**0**	**0**	**5**	**3**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**33**	**0**	**56**	**0**

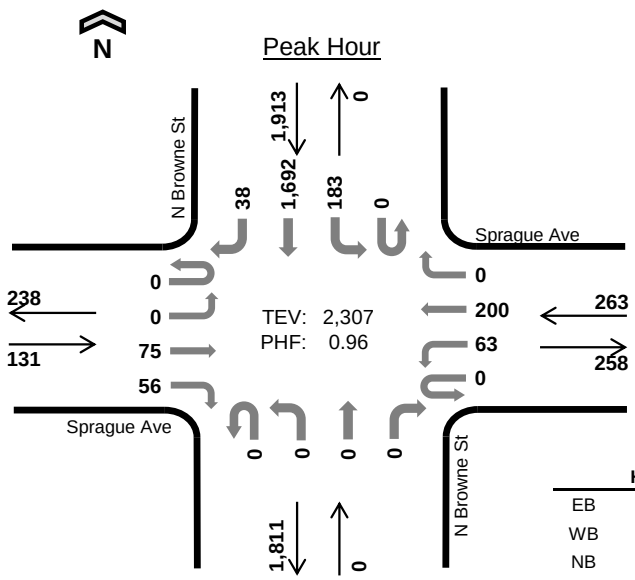
Three-Hour Count Summaries - Bikes

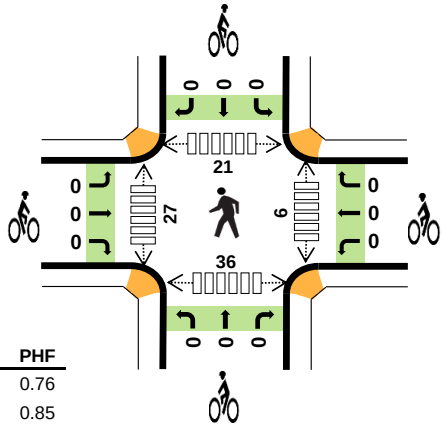
Interval Start	Sprague Ave			Sprague Ave			N Browne St			N Browne St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Browne St
Sprague Ave

Date: 12/13/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:30 PM to 4:30 PM





	HV %:	PHF
EB	4.6%	0.76
WB	1.9%	0.85
NB	-	-
SB	2.5%	0.93
TOTAL	2.6%	0.96

Three-Hour Count Summaries

Interval Start		Sprague Ave Eastbound				Sprague Ave Westbound				N Browne St Northbound				N Browne St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM		0	0	16	9	0	13	44	0	0	0	0	0	0	54	431	12	579	0
3:45 PM		0	0	11	20	0	13	64	0	0	0	0	0	0	46	419	11	584	0
4:00 PM		0	0	18	14	0	14	43	0	0	0	0	0	0	46	457	11	603	0
4:15 PM		0	0	30	13	0	23	49	0	0	0	0	0	0	37	385	4	541	2,307
Peak Hour	All	0	0	75	56	0	63	200	0	0	0	0	0	0	183	1,692	38	2,307	0
	HV	0	0	4	2	0	0	5	0	0	0	0	0	0	4	43	1	59	0
	HV%	-	-	5%	4%	-	0%	3%	-	-	-	-	-	-	2%	3%	3%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:30 PM	1	1	0	16	*18*	0	0	0	0	*0*	3	7	4	11	*25*
3:45 PM	2	1	0	11	*14*	0	0	0	0	*0*	2	3	10	9	*24*
4:00 PM	1	2	0	10	*13*	0	0	0	0	*0*	0	15	1	3	*19*
4:15 PM	2	1	0	11	*14*	0	0	0	0	*0*	1	2	6	13	*22*
Peak Hour	6	5	0	48	*59*	0	0	0	0	*0*	6	27	21	36	*90*

Three-Hour Count Summaries

Interval Start	Sprague Ave Eastbound				Sprague Ave Westbound				N Browne St Northbound				N Browne St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	13	19	0	9	41	0	0	0	0	0	0	43	444	10	579	0
3:15 PM	0	0	26	10	0	9	46	0	0	0	0	0	0	46	376	9	522	0
3:30 PM	**0**	**0**	**16**	**9**	**0**	**13**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**54**	**431**	**12**	**579**	0
3:45 PM	**0**	**0**	**11**	**20**	**0**	**13**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**419**	**11**	**584**	2,264
4:00 PM	**0**	**0**	**18**	**14**	**0**	**14**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**457**	**11**	**603**	2,288
4:15 PM	**0**	**0**	**30**	**13**	**0**	**23**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**385**	**4**	**541**	**2,307**
4:30 PM	0	0	30	19	0	17	50	0	0	0	0	0	0	35	375	1	527	2,255
4:45 PM	0	0	19	14	0	3	55	0	0	0	0	0	0	43	360	6	500	2,171
5:00 PM	0	0	43	12	0	12	50	0	0	0	0	0	0	29	342	9	497	2,065
5:15 PM	0	0	34	17	0	14	43	0	0	0	0	0	0	50	322	6	486	2,010
5:30 PM	0	0	23	7	0	9	48	0	0	0	0	0	0	32	332	7	458	1,941
5:45 PM	0	0	10	6	0	10	33	0	0	0	0	0	0	37	339	12	447	1,888
Count Total	0	0	273	160	0	146	566	0	0	0	0	0	0	498	4,582	98	6,323	0
Peak Hour All	**0**	**0**	**75**	**56**	**0**	**63**	**200**	**0**	**0**	**0**	**0**	**0**	**0**	**183**	**1,692**	**38**	**2,307**	**0**
Peak Hour HV	**0**	**0**	**4**	**2**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**43**	**1**	**59**	**0**
Peak Hour HV%	**-**	**-**	**5%**	**4%**	**-**	**0%**	**3%**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**3%**	**3%**	**3%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	3	2	0	9	*14*	0	0	0	0	*0*	1	3	4	3	*11*
3:15 PM	0	2	0	8	*10*	0	0	0	0	*0*	1	2	1	9	*13*
3:30 PM	**1**	**1**	**0**	**16**	***18***	**0**	**0**	**0**	**0**	***0***	**3**	**7**	**4**	**11**	*25*
3:45 PM	**2**	**1**	**0**	**11**	***14***	**0**	**0**	**0**	**0**	***0***	**2**	**3**	**10**	**9**	*24*
4:00 PM	**1**	**2**	**0**	**10**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**15**	**1**	**3**	*19*
4:15 PM	**2**	**1**	**0**	**11**	***14***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**6**	**13**	***22***
4:30 PM	1	1	0	11	*13*	0	0	0	0	*0*	1	2	6	3	*12*
4:45 PM	3	3	0	6	*12*	0	0	0	0	*0*	1	4	6	7	*18*
5:00 PM	2	1	0	5	*8*	0	0	0	0	*0*	1	9	1	13	*24*
5:15 PM	3	1	0	8	*12*	0	0	0	0	*0*	1	7	5	8	*21*
5:30 PM	2	1	0	3	*6*	0	0	0	0	*0*	3	5	7	4	*19*
5:45 PM	2	1	0	2	*5*	0	0	0	0	*0*	2	7	4	4	*17*
Count Total	22	17	0	100	*139*	0	0	0	0	*0*	17	66	55	87	*225*
Peak Hour	**6**	**5**	**0**	**48**	***59***	**0**	**0**	**0**	**0**	***0***	**6**	**27**	**21**	**36**	***90***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Sprague Ave				Sprague Ave				N Browne St				N Browne St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	2	1	0	0	2	0	0	0	0	0	0	2	6	1	14	0
3:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	2	6	0	10	0
3:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**14**	**0**	**18**	0
3:45 PM	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1**	**14**	56
4:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**0**	**13**	55
4:15 PM	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**14**	**59**
4:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	1	10	0	13	54
4:45 PM	0	0	2	1	0	1	2	0	0	0	0	0	0	0	6	0	12	52
5:00 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	5	0	8	47
5:15 PM	0	0	1	2	0	0	1	0	0	0	0	0	0	1	7	0	12	45
5:30 PM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	3	0	6	38
5:45 PM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	2	0	5	31
Count Total	0	0	14	8	0	1	16	0	0	0	0	0	0	10	88	2	139	0
Peak Hour	**0**	**0**	**4**	**2**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**43**	**1**	**59**	**0**

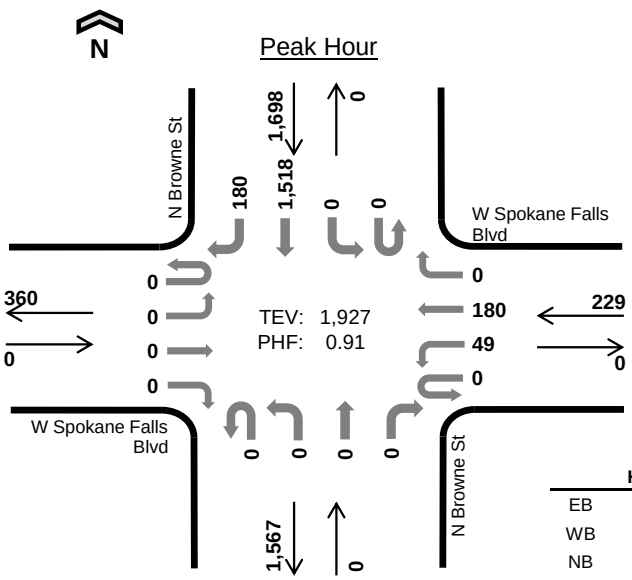
Three-Hour Count Summaries - Bikes

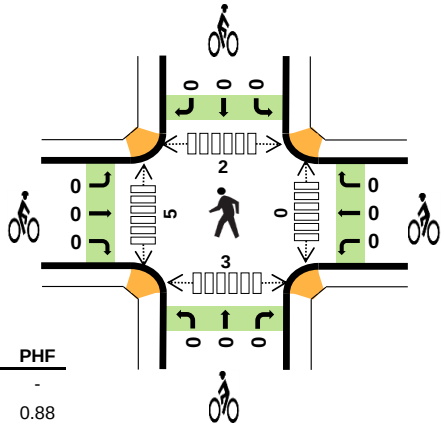
Interval Start	Sprague Ave			Sprague Ave			N Browne St			N Browne St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Browne St
W Spokane Falls Blvd

Date: 12/13/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	-	-
WB	7.4%	0.88
NB	-	-
SB	2.9%	0.90
TOTAL	3.4%	0.91

Three-Hour Count Summaries

Interval Start		W Spokane Falls Blvd Eastbound				W Spokane Falls Blvd Westbound				N Browne St Northbound				N Browne St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	0	0	0	0	12	35	0	0	0	0	0	0	0	413	38	498	0
7:45 AM		0	0	0	0	0	11	48	0	0	0	0	0	0	0	426	47	532	0
8:00 AM		0	0	0	0	0	7	58	0	0	0	0	0	0	0	352	35	452	0
8:15 AM		0	0	0	0	0	19	39	0	0	0	0	0	0	0	327	60	445	1,927
Peak Hour	All	0	0	0	0	0	49	180	0	0	0	0	0	0	0	1,518	180	1,927	0
	HV	0	0	0	0	0	1	16	0	0	0	0	0	0	0	43	6	66	0
	HV%	-	-	-	-	-	2%	9%	-	-	-	-	-	-	-	3%	3%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	2	0	15	*17*	0	0	0	0	*0*	0	1	0	2	*3*
7:45 AM	0	7	0	15	*22*	0	0	0	0	*0*	0	3	1	0	*4*
8:00 AM	0	4	0	8	*12*	0	0	0	0	*0*	0	1	1	0	*2*
8:15 AM	0	4	0	11	*15*	0	0	0	0	*0*	0	0	0	1	*1*
Peak Hour	0	17	0	49	*66*	0	0	0	0	*0*	0	5	2	3	*10*

Three-Hour Count Summaries

Interval Start	W Spokane Falls Blvd Eastbound				W Spokane Falls Blvd Westbound				N Browne St Northbound				N Browne St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	2	13	0	0	0	0	0	0	0	146	14	175	0
6:15 AM	0	0	0	0	0	1	16	0	0	0	0	0	0	0	185	9	211	0
6:30 AM	0	0	0	0	0	4	16	0	0	0	0	0	0	0	266	23	309	0
6:45 AM	0	0	0	0	0	10	25	0	0	0	0	0	0	0	311	24	370	1,065
7:00 AM	0	0	0	0	0	7	24	0	0	0	0	0	0	0	249	23	303	1,193
7:15 AM	0	0	0	0	0	10	24	0	0	0	0	0	0	0	364	28	426	1,408
7:30 AM	**0**	**0**	**0**	**0**	**0**	**12**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**413**	**38**	**498**	1,597
7:45 AM	**0**	**0**	**0**	**0**	**0**	**11**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**426**	**47**	**532**	1,759
8:00 AM	**0**	**0**	**0**	**0**	**0**	**7**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**352**	**35**	**452**	1,908
8:15 AM	**0**	**0**	**0**	**0**	**0**	**19**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**327**	**60**	**445**	**1,927**
8:30 AM	0	0	0	0	0	17	38	0	0	0	0	0	0	0	368	34	457	1,886
8:45 AM	0	0	0	0	0	15	48	0	0	0	0	0	0	0	317	36	416	1,770
Count Total	0	0	0	0	0	115	384	0	0	0	0	0	0	0	3,724	371	4,594	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**49**	**180**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,518**	**180**	**1,927**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**1**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**6**	**66**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**2%**	**9%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**3%**	**3%**	**3%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	1	0	4	*5*	0	0	0	0	*0*	0	1	2	0	*3*
6:15 AM	0	4	0	5	*9*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	0	0	0	9	*9*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	0	1	0	8	*9*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	0	0	7	*7*	0	0	0	0	*0*	0	0	0	1	*1*
7:15 AM	0	2	0	10	*12*	0	0	0	0	*0*	0	3	0	1	*4*
7:30 AM	**0**	**2**	**0**	**15**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**2**	*3*
7:45 AM	**0**	**7**	**0**	**15**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**1**	**0**	*4*
8:00 AM	**0**	**4**	**0**	**8**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	*2*
8:15 AM	**0**	**4**	**0**	**11**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
8:30 AM	0	4	0	13	*17*	0	0	0	0	*0*	0	0	0	1	*1*
8:45 AM	0	3	0	12	*15*	0	0	0	0	*0*	0	2	2	0	*4*
Count Total	0	32	0	117	*149*	0	0	0	0	*0*	0	11	6	6	*23*
Peak Hour	**0**	**17**	**0**	**49**	***66***	**0**	**0**	**0**	**0**	***0***	**0**	**5**	**2**	**3**	***10***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Spokane Falls Blvd				W Spokane Falls Blvd				N Browne St				N Browne St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1	5	0
6:15 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	1	9	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	9	0
6:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7	1	9	32
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	7	34
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	8	2	12	37
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**1**	**17**	45
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**2**	**22**	58
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**12**	63
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**2**	**15**	**66**
8:30 AM	0	0	0	0	0	1	3	0	0	0	0	0	0	0	11	2	17	66
8:45 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	11	1	15	59
Count Total	0	0	0	0	0	3	29	0	0	0	0	0	0	0	99	18	149	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**6**	**66**	**0**

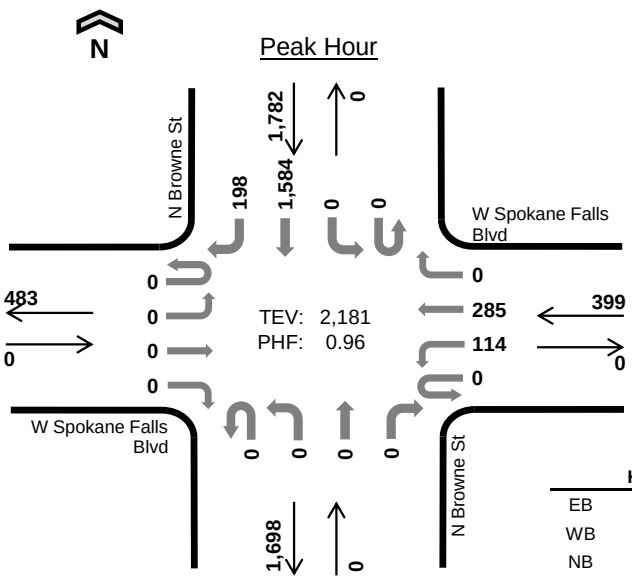
Three-Hour Count Summaries - Bikes

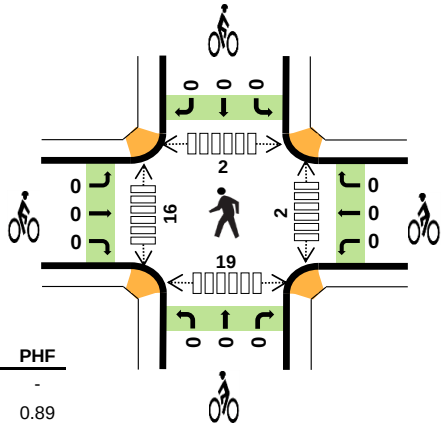
Interval Start	W Spokane Falls Blvd			W Spokane Falls Blvd			N Browne St			N Browne St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Browne St
W Spokane Falls Blvd

Date: 12/13/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:30 PM to 4:30 PM





	HV %:	PHF
EB	-	-
WB	1.3%	0.89
NB	-	-
SB	2.5%	0.97
TOTAL	2.3%	0.96

Three-Hour Count Summaries

Interval Start		W Spokane Falls Blvd Eastbound				W Spokane Falls Blvd Westbound				N Browne St Northbound				N Browne St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM		0	0	0	0	0	31	51	0	0	0	0	0	0	0	408	50	540	0
3:45 PM		0	0	0	0	0	24	72	0	0	0	0	0	0	0	409	39	544	0
4:00 PM		0	0	0	0	0	33	79	0	0	0	0	0	0	0	415	43	570	0
4:15 PM		0	0	0	0	0	26	83	0	0	0	0	0	0	0	352	66	527	2,181
Peak Hour	All	0	0	0	0	0	114	285	0	0	0	0	0	0	0	1,584	198	2,181	0
	HV	0	0	0	0	0	2	3	0	0	0	0	0	0	0	40	5	50	0
	HV%	-	-	-	-	-	2%	1%	-	-	-	-	-	-	-	3%	3%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:30 PM	0	3	0	12	*15*	0	0	0	0	*0*	2	2	1	6	*11*
3:45 PM	0	1	0	11	*12*	0	0	0	0	*0*	0	2	1	3	*6*
4:00 PM	0	0	0	12	*12*	0	0	0	0	*0*	0	2	0	2	*4*
4:15 PM	0	1	0	10	*11*	0	0	0	0	*0*	0	10	0	8	*18*
Peak Hour	0	5	0	45	*50*	0	0	0	0	*0*	2	16	2	19	*39*

Three-Hour Count Summaries

Interval Start	W Spokane Falls Blvd Eastbound				W Spokane Falls Blvd Westbound				N Browne St Northbound				N Browne St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	22	57	0	0	0	0	0	0	0	428	48	555	0
3:15 PM	0	0	0	0	0	20	53	0	0	0	0	0	0	0	385	36	494	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**31**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**408**	**50**	**540**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**24**	**72**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**409**	**39**	**544**	2,133
4:00 PM	**0**	**0**	**0**	**0**	**0**	**33**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**415**	**43**	**570**	2,148
4:15 PM	**0**	**0**	**0**	**0**	**0**	**26**	**83**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**352**	**66**	**527**	**2,181**
4:30 PM	0	0	0	0	0	14	61	0	0	0	0	0	0	0	330	61	466	2,107
4:45 PM	0	0	0	0	0	13	75	0	0	0	0	0	0	0	313	54	455	2,018
5:00 PM	0	0	0	0	0	22	84	0	0	0	0	0	0	0	251	81	438	1,886
5:15 PM	0	0	0	0	0	26	75	0	0	0	0	0	0	0	287	64	452	1,811
5:30 PM	0	0	0	0	0	13	73	0	0	0	0	0	0	0	322	88	496	1,841
5:45 PM	0	0	0	0	0	16	51	0	0	0	0	0	0	0	316	73	456	1,842
Count Total	0	0	0	0	0	260	814	0	0	0	0	0	0	0	4,216	703	5,993	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**114**	**285**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,584**	**198**	**2,181**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**5**	**50**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**2%**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**3%**	**3%**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	3	0	12	*15*	0	0	0	0	*0*	0	2	2	8	*12*
3:15 PM	0	4	0	8	*12*	0	0	0	0	*0*	0	4	0	4	*8*
3:30 PM	**0**	**3**	**0**	**12**	***15***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**1**	**6**	*11*
3:45 PM	**0**	**1**	**0**	**11**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**1**	**3**	*6*
4:00 PM	**0**	**0**	**0**	**12**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**2**	*4*
4:15 PM	**0**	**1**	**0**	**10**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**10**	**0**	**8**	***18***
4:30 PM	0	1	0	15	*16*	0	0	0	0	*0*	0	4	3	4	*11*
4:45 PM	0	3	0	6	*9*	0	0	0	0	*0*	0	0	0	6	*6*
5:00 PM	0	1	0	6	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	1	0	8	*9*	0	0	0	0	*0*	0	2	1	6	*9*
5:30 PM	0	4	0	4	*8*	0	0	0	0	*0*	0	1	0	11	*12*
5:45 PM	0	2	0	3	*5*	0	0	0	0	*0*	0	9	1	0	*10*
Count Total	0	24	0	107	*131*	0	0	0	0	*0*	2	38	9	58	*107*
Peak Hour	**0**	**5**	**0**	**45**	***50***	**0**	**0**	**0**	**0**	***0***	**2**	**16**	**2**	**19**	***39***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Spokane Falls Blvd				W Spokane Falls Blvd				N Browne St				N Browne St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	10	2	15	0
3:15 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	7	1	12	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**1**	**15**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**2**	**12**	54
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**1**	**12**	51
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**1**	**11**	**50**
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	11	4	16	51
4:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5	1	9	48
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	1	7	43
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7	1	9	41
5:30 PM	0	0	0	0	0	1	3	0	0	0	0	0	0	0	2	2	8	33
5:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	1	5	29
Count Total	0	0	0	0	0	5	19	0	0	0	0	0	0	0	89	18	131	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**5**	**50**	**0**

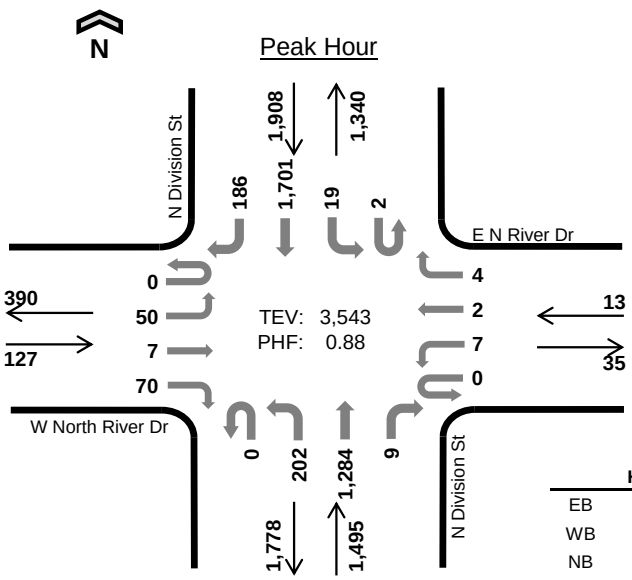
Three-Hour Count Summaries - Bikes

Interval Start	W Spokane Falls Blvd			W Spokane Falls Blvd			N Browne St			N Browne St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

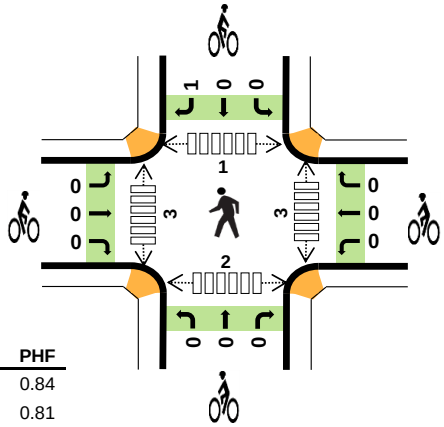
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W North River Dr

Date: 12/12/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.6%	0.84
WB	0.0%	0.81
NB	3.2%	0.88
SB	2.7%	0.88
TOTAL	2.9%	0.88



Three-Hour Count Summaries

Interval Start		W North River Dr Eastbound				E N River Dr Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	5	1	15	0	2	0	2	0	39	343	1	1	3	419	36	867	0
7:45 AM		0	9	5	21	0	2	1	1	0	67	354	2	0	9	471	63	1,005	0
8:00 AM		0	17	1	20	0	3	0	1	0	56	306	5	0	4	385	44	842	0
8:15 AM		0	19	0	14	0	0	1	0	0	40	281	1	1	3	426	43	829	3,543
Peak Hour	All	0	50	7	70	0	7	2	4	0	202	1,284	9	2	19	1,701	186	3,543	0
	HV	0	1	0	1	0	0	0	0	0	0	47	1	0	0	50	1	101	0
	HV%	-	2%	0%	1%	-	0%	0%	0%	-	0%	4%	11%	0%	0%	3%	1%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	13	12	*25*	0	0	0	1	*1*	0	0	0	1	*1*
7:45 AM	0	0	13	9	*22*	0	0	0	0	*0*	2	2	1	0	*5*
8:00 AM	1	0	8	15	*24*	0	0	0	0	*0*	1	1	0	1	*3*
8:15 AM	1	0	14	15	*30*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	2	0	48	51	*101*	0	0	0	1	*1*	3	3	1	2	*9*

Three-Hour Count Summaries

Interval Start	W North River Dr Eastbound				E N River Dr Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	3	0	0	1	1	0	11	80	1	0	0	156	9	262	0
6:15 AM	0	0	0	4	0	0	0	0	1	10	100	1	0	0	223	6	345	0
6:30 AM	0	3	0	5	0	1	0	1	1	19	148	1	0	2	301	16	498	0
6:45 AM	0	5	0	14	0	0	1	3	0	38	212	2	0	0	311	27	613	1,718
7:00 AM	0	6	0	10	0	1	0	2	0	31	203	4	0	1	259	20	537	1,993
7:15 AM	0	12	1	6	0	0	1	0	0	30	266	1	1	0	433	36	787	2,435
7:30 AM	**0**	**5**	**1**	**15**	**0**	**2**	**0**	**2**	**0**	**39**	**343**	**1**	**1**	**3**	**419**	**36**	**867**	2,804
7:45 AM	**0**	**9**	**5**	**21**	**0**	**2**	**1**	**1**	**0**	**67**	**354**	**2**	**0**	**9**	**471**	**63**	**1,005**	3,196
8:00 AM	**0**	**17**	**1**	**20**	**0**	**3**	**0**	**1**	**0**	**56**	**306**	**5**	**0**	**4**	**385**	**44**	**842**	3,501
8:15 AM	**0**	**19**	**0**	**14**	**0**	**0**	**1**	**0**	**0**	**40**	**281**	**1**	**1**	**3**	**426**	**43**	**829**	**3,543**
8:30 AM	0	10	0	13	0	2	3	0	0	38	299	3	2	4	376	35	785	3,461
8:45 AM	0	8	1	11	0	2	1	1	0	41	327	2	0	4	343	27	768	3,224
Count Total	0	94	9	136	0	13	9	12	2	420	2,919	24	5	30	4,103	362	8,138	0
Peak Hour All	**0**	**50**	**7**	**70**	**0**	**7**	**2**	**4**	**0**	**202**	**1,284**	**9**	**2**	**19**	**1,701**	**186**	**3,543**	**0**
Peak Hour HV	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**1**	**0**	**0**	**50**	**1**	**101**	**0**
Peak Hour HV%	**-**	**2%**	**0%**	**1%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**4%**	**11%**	**0%**	**0%**	**3%**	**1%**	**3%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	4	10	*14*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	8	9	*17*	0	0	0	0	*0*	0	1	0	0	*1*
6:30 AM	0	0	11	6	*17*	0	0	0	0	*0*	2	0	0	0	*2*
6:45 AM	0	0	7	10	*17*	0	0	0	0	*0*	1	0	0	0	*1*
7:00 AM	0	0	14	7	*21*	0	0	0	0	*0*	1	1	0	0	*2*
7:15 AM	0	0	20	9	*29*	0	0	0	0	*0*	0	2	0	0	*2*
7:30 AM	**0**	**0**	**13**	**12**	***25***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**1**	*1*
7:45 AM	**0**	**0**	**13**	**9**	***22***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**1**	**0**	*5*
8:00 AM	**1**	**0**	**8**	**15**	***24***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**1**	*3*
8:15 AM	**1**	**0**	**14**	**15**	***30***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	1	1	16	6	*24*	0	0	0	0	*0*	1	0	1	0	*2*
8:45 AM	0	1	23	9	*33*	0	0	0	0	*0*	2	2	0	0	*4*
Count Total	3	2	151	117	*273*	0	0	0	1	*1*	10	9	2	2	*23*
Peak Hour	**2**	**0**	**48**	**51**	***101***	**0**	**0**	**0**	**1**	***1***	**3**	**3**	**1**	**2**	***9***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W North River Dr				E N River Dr				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	10	0	14	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	1	17	0
6:30 AM	0	0	0	0	0	0	0	0	0	1	10	0	0	0	5	1	17	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0	17	65
7:00 AM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	7	0	21	72
7:15 AM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	9	0	29	84
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**11**	**1**	**25**	92
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**9**	**0**	**22**	97
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**15**	**0**	**24**	100
8:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**1**	**0**	**0**	**15**	**0**	**30**	**101**
8:30 AM	0	0	0	1	0	0	1	0	0	1	15	0	0	1	5	0	24	100
8:45 AM	0	0	0	0	0	1	0	0	0	2	20	1	0	0	8	1	33	111
Count Total	0	1	0	2	0	1	1	0	0	5	144	2	0	1	112	4	273	0
Peak Hour	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**1**	**0**	**0**	**50**	**1**	**101**	**0**

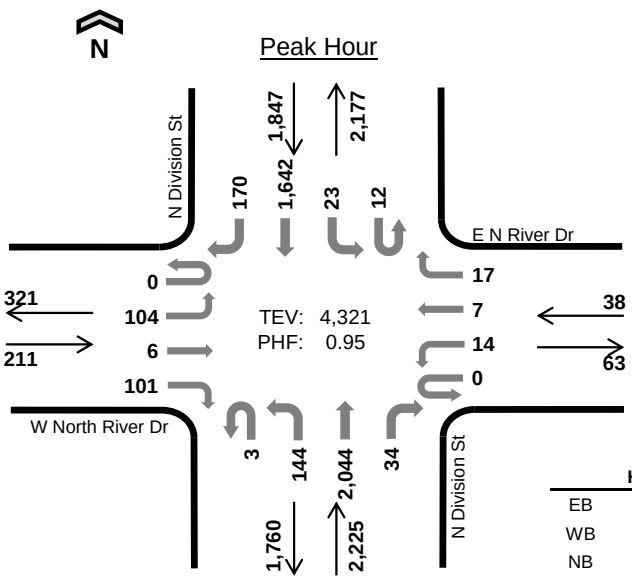
Three-Hour Count Summaries - Bikes

Interval Start	W North River Dr			E N River Dr			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	1
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**

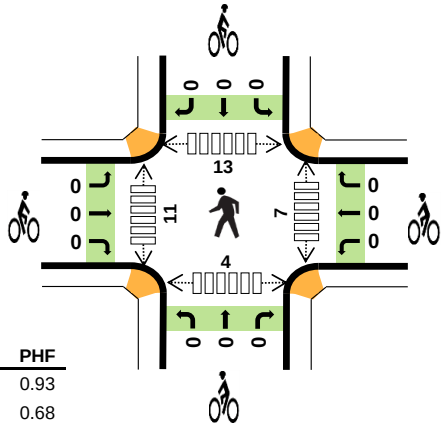
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W North River Dr

Date: 12/12/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:45 PM to 4:45 PM



	HV %:	PHF
EB	1.4%	0.93
WB	5.3%	0.68
NB	1.4%	0.96
SB	2.2%	0.92
TOTAL	1.8%	0.95



Three-Hour Count Summaries

Interval Start		W North River Dr Eastbound				E N River Dr Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:45 PM		0	30	3	18	0	1	2	3	1	43	496	10	2	6	408	44	1,067	0
4:00 PM		0	29	2	25	0	7	1	6	0	33	521	9	3	5	457	36	1,134	0
4:15 PM		0	17	1	29	0	4	3	5	2	28	488	13	6	6	362	40	1,004	0
4:30 PM		0	28	0	29	0	2	1	3	0	40	539	2	1	6	415	50	1,116	4,321
Peak Hour	All	0	104	6	101	0	14	7	17	3	144	2,044	34	12	23	1,642	170	4,321	0
	HV	0	0	0	3	0	1	1	0	0	0	31	1	0	0	39	2	78	0
	HV%	-	0%	0%	3%	-	7%	14%	0%	0%	0%	2%	3%	0%	0%	2%	1%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:45 PM	0	1	6	9	*16*	0	0	0	0	*0*	2	3	0	0	*5*
4:00 PM	1	0	9	11	*21*	0	0	0	0	*0*	2	2	0	1	*5*
4:15 PM	2	0	11	13	*26*	0	0	0	0	*0*	1	3	12	2	*18*
4:30 PM	0	1	6	8	*15*	0	0	0	0	*0*	2	3	1	1	*7*
Peak Hour	3	2	32	41	*78*	0	0	0	0	*0*	7	11	13	4	*35*

Three-Hour Count Summaries

Interval Start	W North River Dr Eastbound				E N River Dr Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	23	1	24	0	4	0	6	1	37	451	9	7	7	421	47	1,038	0
3:15 PM	0	24	1	23	0	10	1	3	1	33	415	9	7	11	398	22	958	0
3:30 PM	0	23	0	21	0	2	0	1	1	34	503	6	1	4	408	45	1,049	0
3:45 PM	**0**	**30**	**3**	**18**	**0**	**1**	**2**	**3**	**1**	**43**	**496**	**10**	**2**	**6**	**408**	**44**	**1,067**	4,112
4:00 PM	**0**	**29**	**2**	**25**	**0**	**7**	**1**	**6**	**0**	**33**	**521**	**9**	**3**	**5**	**457**	**36**	**1,134**	4,208
4:15 PM	**0**	**17**	**1**	**29**	**0**	**4**	**3**	**5**	**2**	**28**	**488**	**13**	**6**	**6**	**362**	**40**	**1,004**	4,254
4:30 PM	**0**	**28**	**0**	**29**	**0**	**2**	**1**	**3**	**0**	**40**	**539**	**2**	**1**	**6**	**415**	**50**	**1,116**	**4,321**
4:45 PM	0	26	2	21	0	1	2	2	3	36	475	0	6	3	357	45	979	4,233
5:00 PM	0	42	1	37	0	1	5	3	1	45	500	4	5	2	368	44	1,058	4,157
5:15 PM	0	34	3	24	0	3	2	5	0	24	466	8	4	9	328	50	960	4,113
5:30 PM	0	27	1	21	0	3	0	3	0	30	397	10	6	4	377	34	913	3,910
5:45 PM	0	21	2	22	0	1	2	4	0	18	332	7	3	12	355	38	817	3,748
Count Total	0	324	17	294	0	39	19	44	10	401	5,583	87	51	75	4,654	495	12,093	0
Peak Hour All	**0**	**104**	**6**	**101**	**0**	**14**	**7**	**17**	**3**	**144**	**2,044**	**34**	**12**	**23**	**1,642**	**170**	**4,321**	**0**
Peak Hour HV	**0**	**0**	**0**	**3**	**0**	**1**	**1**	**0**	**0**	**0**	**31**	**1**	**0**	**0**	**39**	**2**	**78**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**3%**	**-**	**7%**	**14%**	**0%**	**0%**	**0%**	**2%**	**3%**	**0%**	**0%**	**2%**	**1%**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	6	13	*19*	0	0	0	0	*0*	0	0	0	14	*14*
3:15 PM	0	0	9	14	*23*	0	0	0	0	*0*	2	3	0	3	*8*
3:30 PM	0	0	7	6	*13*	0	0	0	0	*0*	1	0	0	0	*1*
3:45 PM	**0**	**1**	**6**	**9**	***16***	**0**	**0**	**0**	**0**	***0***	**2**	**3**	**0**	**0**	*5*
4:00 PM	**1**	**0**	**9**	**11**	***21***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**0**	**1**	*5*
4:15 PM	**2**	**0**	**11**	**13**	***26***	**0**	**0**	**0**	**0**	***0***	**1**	**3**	**12**	**2**	*18*
4:30 PM	**0**	**1**	**6**	**8**	***15***	**0**	**0**	**0**	**0**	***0***	**2**	**3**	**1**	**1**	***7***
4:45 PM	0	0	4	7	*11*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	1	0	3	3	*7*	0	0	0	0	*0*	6	1	2	0	*9*
5:15 PM	0	0	5	5	*10*	0	0	0	0	*0*	5	2	0	7	*14*
5:30 PM	0	0	5	4	*9*	0	0	0	0	*0*	4	2	0	0	*6*
5:45 PM	0	0	3	4	*7*	0	0	0	0	*0*	5	1	0	0	*6*
Count Total	4	2	74	97	*177*	0	0	0	0	*0*	30	20	15	28	*93*
Peak Hour	**3**	**2**	**32**	**41**	***78***	**0**	**0**	**0**	**0**	***0***	**7**	**11**	**13**	**4**	***35***

Three-Hour Count Summaries - Heavy Vehicles

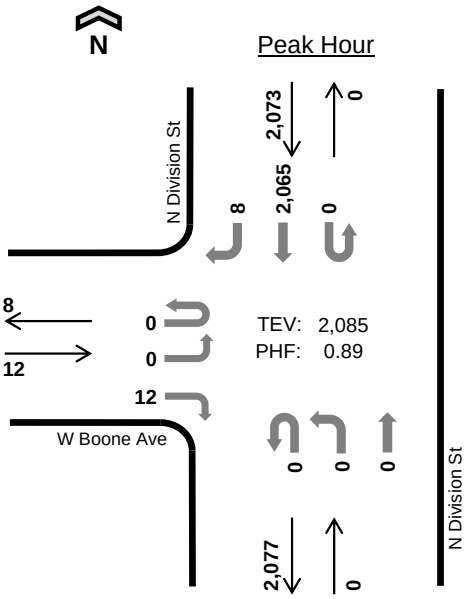
Interval Start	W North River Dr				E N River Dr				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12	1	19	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	8	0	0	0	14	0	23	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	13	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**8**	**1**	**16**	71
4:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**10**	**1**	**21**	73
4:15 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1**	**0**	**0**	**13**	**0**	**26**	76
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**8**	**0**	**15**	**78**
4:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0	11	73
5:00 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	3	0	7	59
5:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	10	43
5:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	9	37
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	33
Count Total	0	1	0	3	0	1	1	0	0	1	72	1	0	0	94	3	177	0
Peak Hour	**0**	**0**	**0**	**3**	**0**	**1**	**1**	**0**	**0**	**0**	**31**	**1**	**0**	**0**	**39**	**2**	**78**	**0**

Three-Hour Count Summaries - Bikes

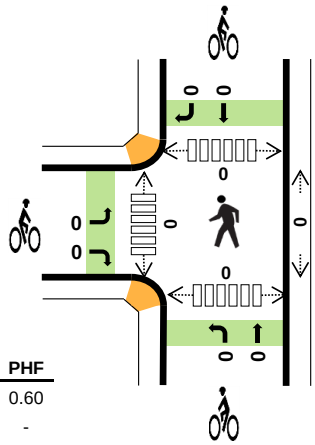
Interval Start	W North River Dr			E N River Dr			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W Boone Ave



Date: 10/30/2024
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	0.0%	0.60
WB	-	-
NB	-	-
SB	1.5%	0.89
TOTAL	1.5%	0.89

Three-Hour Count Summaries

Interval Start		W Boone Ave Eastbound				0 Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	0	0	2	0	0	0	0	0	0	0	0	0	0	470	2	474	0
7:30 AM		0	0	0	2	0	0	0	0	0	0	0	0	0	0	516	1	519	0
7:45 AM		0	0	0	3	0	0	0	0	0	0	0	0	0	0	578	3	584	0
8:00 AM		0	0	0	5	0	0	0	0	0	0	0	0	0	0	501	2	508	2,085
Peak Hour	All	0	0	0	12	0	0	0	0	0	0	0	0	0	0	2,065	8	2,085	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	32	0
	HV%	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	2%	0%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:15 AM	0	0	0	8	*8*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	9	*9*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	0	0	0	13	*13*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	0	0	32	*32*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	W Boone Ave				0				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	166	1	168	0
6:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	248	0	249	0
6:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	317	1	319	0
6:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	386	4	392	1,128
7:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	336	0	339	1,299
7:15 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**470**	**2**	**474**	1,524
7:30 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**516**	**1**	**519**	1,724
7:45 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**578**	**3**	**584**	1,916
8:00 AM	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**501**	**2**	**508**	**2,085**
8:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	463	5	470	2,081
8:30 AM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	456	5	466	2,028
8:45 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	489	3	496	1,940
Count Total	0	0	0	31	0	0	0	0	0	0	0	0	0	0	4,926	27	4,984	0
Peak Hour All	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,065**	**8**	**2,085**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**32**	**0**
Peak Hour HV%	**-**	**-**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**0%**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	0	4	*4*	0	0	0	0	*0*	0	1	0	0	*1*
6:15 AM	0	0	0	5	*5*	0	0	0	0	*0*	0	1	0	0	*1*
6:30 AM	0	0	0	9	*9*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	0	0	0	11	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	0	0	16	*16*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**0**	**0**	**0**	**8**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**0**	**0**	**0**	**9**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**0**	**0**	**13**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	0	0	0	10	*10*	0	0	0	0	*0*	0	3	0	0	*3*
8:30 AM	0	0	0	13	*13*	1	0	0	0	*1*	0	0	0	0	*0*
8:45 AM	0	0	0	13	*13*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	0	113	*113*	1	0	0	0	*1*	0	5	0	0	*5*
Peak Hr	**0**	**0**	**0**	**32**	***32***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

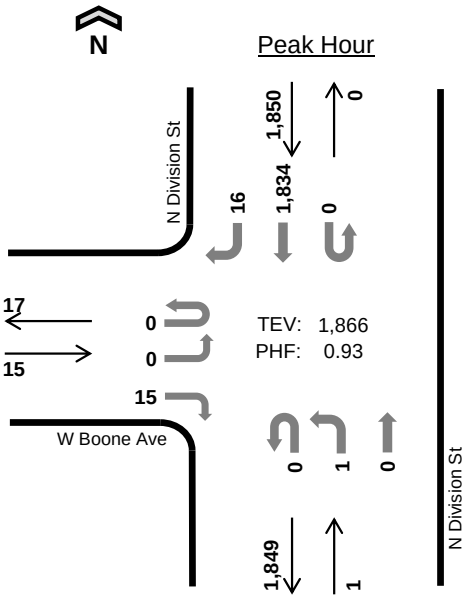
Interval Start	W Boone Ave				0				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	11	29
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	16	41
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**8**	44
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**9**	44
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	35
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**13**	**32**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	34
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	38
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	49
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112	1	113	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**32**	**0**

Three-Hour Count Summaries - Bikes

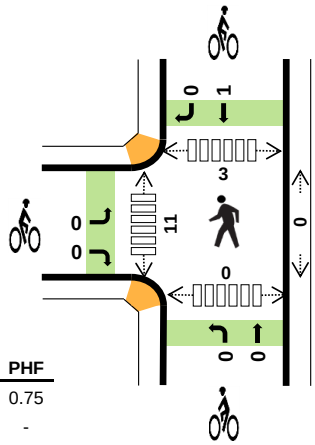
Interval Start	W Boone Ave			0			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W Boone Ave



Date: 10/29/2024
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	0.0%	0.75
WB	-	-
NB	0.0%	0.25
SB	1.5%	0.93
TOTAL	1.5%	0.93

Three-Hour Count Summaries

Interval Start		W Boone Ave Eastbound				0 Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	0	0	2	0	0	0	0	0	0	0	0	0	0	496	3	501	0
3:15 PM		0	0	0	5	0	0	0	0	0	0	0	0	0	0	436	5	446	0
3:30 PM		0	0	0	3	0	0	0	0	0	1	0	0	0	0	433	0	437	0
3:45 PM		0	0	0	5	0	0	0	0	0	0	0	0	0	0	469	8	482	1,866
Peak Hour	All	0	0	0	15	0	0	0	0	0	1	0	0	0	0	1,834	16	1,866	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	28	0
	HV%	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	2%	0%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	0	9	*9*	0	0	0	0	*0*	0	3	0	0	*3*
3:15 PM	0	0	0	7	*7*	0	0	0	1	*1*	0	3	0	0	*3*
3:30 PM	0	0	0	4	*4*	0	0	0	0	*0*	0	1	0	0	*1*
3:45 PM	0	0	0	8	*8*	0	0	0	0	*0*	0	4	3	0	*7*
Peak Hour	0	0	0	28	*28*	0	0	0	1	*1*	0	11	3	0	*14*

Three-Hour Count Summaries

Interval Start	W Boone Ave				0				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**496**	**3**	**501**	0
3:15 PM	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**436**	**5**	**446**	0
3:30 PM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**433**	**0**	**437**	0
3:45 PM	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**469**	**8**	**482**	**1,866**
4:00 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	440	6	451	1,816
4:15 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	427	6	438	1,808
4:30 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	464	3	471	1,842
4:45 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	453	5	463	1,823
5:00 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	443	8	455	1,827
5:15 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	461	4	468	1,857
5:30 PM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	367	5	379	1,765
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	414	2	417	1,719
Count Total	0	0	0	49	0	0	0	0	0	1	0	0	0	0	5,303	55	5,408	0
Peak Hour All	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1,834**	**16**	**1,866**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**28**	**0**
Peak Hour HV%	**-**	**-**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**-**	**-**	**-**	**2%**	**0%**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	**0**	**0**	**0**	**9**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**0**	**0**	*3*
3:15 PM	**0**	**0**	**0**	**7**	***7***	**0**	**0**	**0**	**1**	***1***	**0**	**3**	**0**	**0**	*3*
3:30 PM	**0**	**0**	**0**	**4**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
3:45 PM	**0**	**0**	**0**	**8**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**3**	**0**	***7***
4:00 PM	0	0	0	5	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	10	*10*	0	0	0	0	*0*	0	0	1	0	*1*
4:30 PM	0	0	0	1	*1*	0	0	0	1	*1*	0	2	1	0	*3*
4:45 PM	0	0	0	6	*6*	0	0	0	0	*0*	0	3	0	0	*3*
5:00 PM	0	0	0	7	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	0	6	*6*	0	0	0	0	*0*	0	1	0	0	*1*
5:30 PM	0	0	0	3	*3*	0	0	0	0	*0*	0	1	0	0	*1*
5:45 PM	0	0	0	4	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	0	70	*70*	0	0	0	2	*2*	0	18	5	0	*23*
Peak Hr	**0**	**0**	**0**	**28**	***28***	**0**	**0**	**0**	**1**	***1***	**0**	**11**	**3**	**0**	***14***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Boone Ave				0				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**9**	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**7**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**8**	**28**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	24
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	27
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	24
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	22
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	24
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	20
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	22
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	20
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	0	70	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**28**	**0**

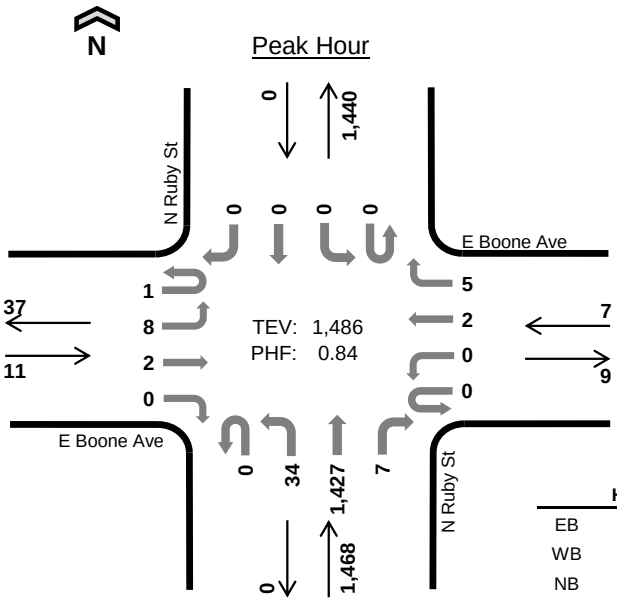
Three-Hour Count Summaries - Bikes

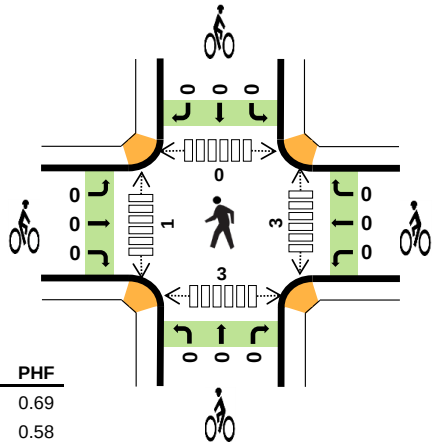
Interval Start	W Boone Ave			0			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	2	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Ruby St
E Boone Ave

Date: 10/30/2024
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	0.0%	0.69
WB	0.0%	0.58
NB	3.1%	0.83
SB	-	-
TOTAL	3.1%	0.84

Three-Hour Count Summaries

Interval Start		E Boone Ave Eastbound				E Boone Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	3	1	0	0	0	1	2	0	5	387	1	0	0	0	0	400	0
7:45 AM		0	2	0	0	0	0	0	1	0	12	423	5	0	0	0	0	443	0
8:00 AM		0	1	1	0	0	0	1	2	0	10	304	1	0	0	0	0	320	0
8:15 AM		1	2	0	0	0	0	0	0	0	7	313	0	0	0	0	0	323	1,486
Peak Hour	All	1	8	2	0	0	0	2	5	0	34	1,427	7	0	0	0	0	1,486	0
	HV	0	0	0	0	0	0	0	0	0	1	45	0	0	0	0	0	46	0
	HV%	0%	0%	0%	-	-	-	0%	0%	-	3%	3%	0%	-	-	-	-	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	10	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	16	0	*16*	0	0	0	0	*0*	0	0	0	2	*2*
8:00 AM	0	0	10	0	*10*	0	0	0	0	*0*	1	1	0	0	*2*
8:15 AM	0	0	10	0	*10*	0	0	0	0	*0*	2	0	0	1	*3*
Peak Hour	0	0	46	0	*46*	0	0	0	0	*0*	3	1	0	3	*7*

Three-Hour Count Summaries

Interval Start	E Boone Ave Eastbound				E Boone Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	1	0	0	0	0	0	0	0	5	88	0	0	0	0	0	94	0
6:15 AM	0	3	0	0	0	0	0	1	0	2	115	1	0	0	0	0	122	0
6:30 AM	0	1	0	0	0	0	0	0	0	3	153	2	0	0	0	0	159	0
6:45 AM	0	0	0	0	0	0	0	0	0	4	218	2	0	0	0	0	224	599
7:00 AM	0	0	0	0	0	0	1	1	0	5	83	0	0	0	0	0	90	595
7:15 AM	0	2	0	0	0	0	1	0	0	4	78	2	0	0	0	0	87	560
7:30 AM	**0**	**3**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**5**	**387**	**1**	**0**	**0**	**0**	**0**	**400**	801
7:45 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**12**	**423**	**5**	**0**	**0**	**0**	**0**	**443**	1,020
8:00 AM	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**10**	**304**	**1**	**0**	**0**	**0**	**0**	**320**	1,250
8:15 AM	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**313**	**0**	**0**	**0**	**0**	**0**	**323**	**1,486**
8:30 AM	0	1	4	0	0	0	0	0	0	4	318	3	0	0	0	0	330	1,416
8:45 AM	0	0	0	0	0	0	2	1	0	13	365	1	0	0	0	0	382	1,355
Count Total	1	16	6	0	0	0	6	8	0	74	2,845	18	0	0	0	0	2,974	0
Peak Hour All	**1**	**8**	**2**	**0**	**0**	**0**	**2**	**5**	**0**	**34**	**1,427**	**7**	**0**	**0**	**0**	**0**	**1,486**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**45**	**0**	**0**	**0**	**0**	**0**	**46**	**0**
Peak Hour HV%	**0%**	**0%**	**0%**	**-**	**-**	**-**	**0%**	**0%**	**-**	**3%**	**3%**	**0%**	**-**	**-**	**-**	**-**	**3%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	4	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	1	0	3	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	0	0	9	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	0	0	7	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	0	4	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	14	0	*14*	0	0	0	0	*0*	0	0	1	0	*1*
7:30 AM	**0**	**0**	**10**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**0**	**16**	**0**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	*2*
8:00 AM	**0**	**0**	**10**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**0**	*2*
8:15 AM	**0**	**0**	**10**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**1**	***3***
8:30 AM	1	0	13	0	*14*	0	0	0	0	*0*	2	1	0	2	*5*
8:45 AM	0	0	13	0	*13*	0	0	0	0	*0*	0	0	0	3	*3*
Count Total	2	0	113	0	*115*	0	0	0	0	*0*	5	2	1	8	*16*
Peak Hour	**0**	**0**	**46**	**0**	***46***	**0**	**0**	**0**	**0**	***0***	**3**	**1**	**0**	**3**	***7***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Boone Ave				E Boone Ave				N Ruby St				N Ruby St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	9	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	24
7:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	24
7:15 AM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	14	34
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**10**	35
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**0**	**0**	**0**	**0**	**0**	**16**	44
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**10**	50
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**10**	**46**
8:30 AM	0	1	0	0	0	0	0	0	0	0	13	0	0	0	0	0	14	50
8:45 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	13	47
Count Total	0	2	0	0	0	0	0	0	0	1	111	1	0	0	0	0	115	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**45**	**0**	**0**	**0**	**0**	**0**	**46**	**0**

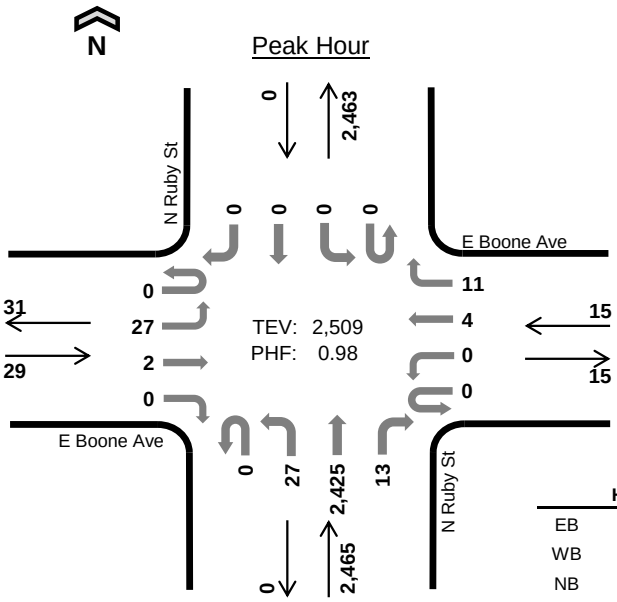
Three-Hour Count Summaries - Bikes

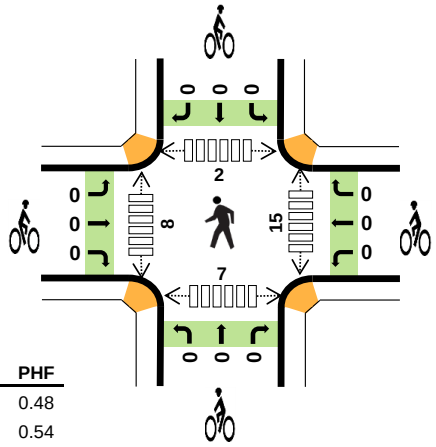
Interval Start	E Boone Ave			E Boone Ave			N Ruby St			N Ruby St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Ruby St
E Boone Ave

Date: 10/29/2024
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	0.0%	0.48
WB	0.0%	0.54
NB	0.8%	0.99
SB	-	-
TOTAL	0.8%	0.98

Three-Hour Count Summaries

Interval Start		E Boone Ave Eastbound				E Boone Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	7	1	0	0	0	1	6	0	10	613	2	0	0	0	0	640	0
4:45 PM		0	15	0	0	0	0	0	0	0	5	614	6	0	0	0	0	640	0
5:00 PM		0	0	0	0	0	0	3	2	0	3	602	3	0	0	0	0	613	0
5:15 PM		0	5	1	0	0	0	0	3	0	9	596	2	0	0	0	0	616	2,509
Peak Hour	All	0	27	2	0	0	0	4	11	0	27	2,425	13	0	0	0	0	2,509	0
	HV	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	20	0
	HV%	-	0%	0%	-	-	-	0%	0%	-	0%	1%	0%	-	-	-	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	8	0	*8*	0	0	0	0	*0*	2	2	0	4	*8*
4:45 PM	0	0	3	0	*3*	0	0	0	0	*0*	9	4	1	1	*15*
5:00 PM	0	0	3	0	*3*	0	0	0	0	*0*	1	2	1	1	*5*
5:15 PM	0	0	6	0	*6*	0	0	0	0	*0*	3	0	0	1	*4*
Peak Hour	0	0	20	0	*20*	0	0	0	0	*0*	15	8	2	7	*32*

Three-Hour Count Summaries

Interval Start	E Boone Ave Eastbound				E Boone Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	5	0	0	0	0	2	0	0	7	517	2	0	0	0	0	533	0
3:15 PM	0	6	1	0	0	0	1	2	0	8	508	4	0	0	0	0	530	0
3:30 PM	0	8	0	0	0	0	1	1	0	4	542	3	0	0	0	0	559	0
3:45 PM	0	4	2	0	0	0	0	1	0	9	538	2	0	0	0	0	556	2,178
4:00 PM	0	8	1	0	0	0	0	3	0	9	626	2	0	0	0	0	649	2,294
4:15 PM	0	9	1	0	0	0	1	6	0	4	553	3	0	0	0	0	577	2,341
4:30 PM	**0**	**7**	**1**	**0**	**0**	**0**	**1**	**6**	**0**	**10**	**613**	**2**	**0**	**0**	**0**	**0**	**640**	2,422
4:45 PM	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**614**	**6**	**0**	**0**	**0**	**0**	**640**	2,506
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**3**	**602**	**3**	**0**	**0**	**0**	**0**	**613**	2,470
5:15 PM	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**9**	**596**	**2**	**0**	**0**	**0**	**0**	**616**	**2,509**
5:30 PM	0	10	0	0	0	0	0	1	0	5	479	4	0	0	0	0	499	2,368
5:45 PM	0	5	0	0	0	0	1	4	0	2	435	2	0	0	0	0	449	2,177
Count Total	0	82	7	0	0	0	10	29	0	75	6,623	35	0	0	0	0	6,861	0
Peak Hour All	**0**	**27**	**2**	**0**	**0**	**0**	**4**	**11**	**0**	**27**	**2,425**	**13**	**0**	**0**	**0**	**0**	**2,509**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**20**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**-**	**-**	**-**	**0%**	**0%**	**-**	**0%**	**1%**	**0%**	**-**	**-**	**-**	**-**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	4	0	*4*	0	0	0	0	*0*	0	0	0	1	*1*
3:15 PM	0	0	10	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	0	0	4	0	*4*	0	0	0	0	*0*	2	0	2	0	*4*
3:45 PM	0	0	9	0	*9*	1	0	0	0	*1*	0	0	0	0	*0*
4:00 PM	0	0	6	0	*6*	0	0	0	0	*0*	1	2	0	0	*3*
4:15 PM	0	0	12	0	*12*	0	0	0	0	*0*	3	1	0	2	*6*
4:30 PM	**0**	**0**	**8**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**0**	**4**	*8*
4:45 PM	**0**	**0**	**3**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**9**	**4**	**1**	**1**	*15*
5:00 PM	**0**	**0**	**3**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**1**	**1**	*5*
5:15 PM	**0**	**0**	**6**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**1**	***4***
5:30 PM	0	0	4	0	*4*	0	0	0	0	*0*	0	0	2	1	*3*
5:45 PM	0	0	2	0	*2*	0	0	0	0	*0*	2	2	0	5	*9*
Count Total	0	0	71	0	*71*	1	0	0	0	*1*	23	13	6	16	*58*
Peak Hour	**0**	**0**	**20**	**0**	***20***	**0**	**0**	**0**	**0**	***0***	**15**	**8**	**2**	**7**	***32***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Boone Ave				E Boone Ave				N Ruby St				N Ruby St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	27
4:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	29
4:15 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	12	31
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**8**	35
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	29
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	26
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**20**
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	16
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	15
Count Total	0	0	0	0	0	0	0	0	0	0	71	0	0	0	0	0	71	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**20**	**0**

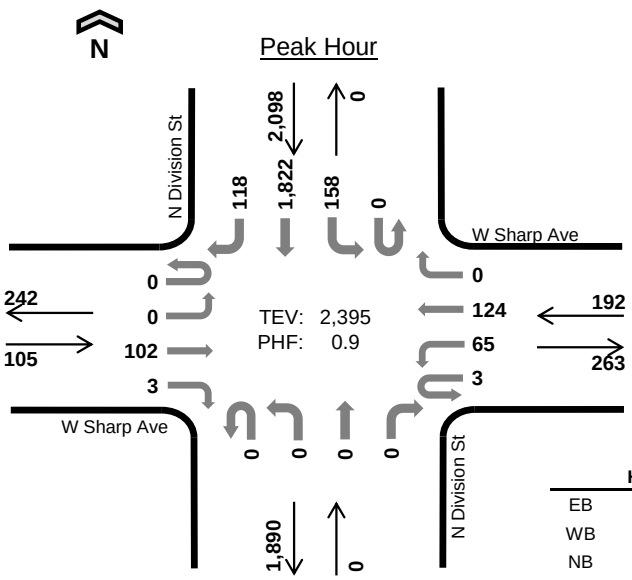
Three-Hour Count Summaries - Bikes

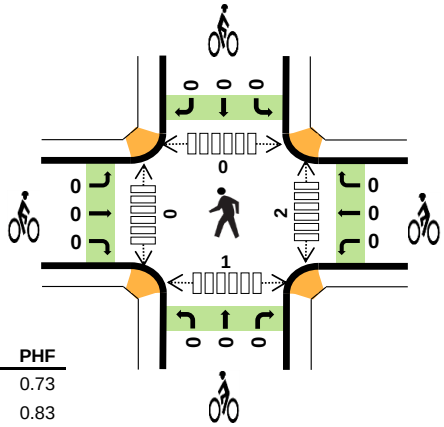
Interval Start	E Boone Ave			E Boone Ave			N Ruby St			N Ruby St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W Sharp Ave

Date: 12/13/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	1.9%	0.73
WB	2.1%	0.83
NB	-	-
SB	2.3%	0.91
TOTAL	2.3%	0.90

Three-Hour Count Summaries

Interval Start		W Sharp Ave Eastbound				W Sharp Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	0	25	0	1	17	29	0	0	0	0	0	0	42	461	26	601	0
7:45 AM		0	0	35	1	1	16	37	0	0	0	0	0	0	39	509	26	664	0
8:00 AM		0	0	24	1	0	8	25	0	0	0	0	0	0	47	432	33	570	0
8:15 AM		0	0	18	1	1	24	33	0	0	0	0	0	0	30	420	33	560	2,395
Peak Hour	All	0	0	102	3	3	65	124	0	0	0	0	0	0	158	1,822	118	2,395	0
	HV	0	0	2	0	0	2	2	0	0	0	0	0	0	1	46	2	55	0
	HV%	-	-	2%	0%	0%	3%	2%	-	-	-	-	-	-	1%	3%	2%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	1	0	11	*12*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	1	1	0	16	*18*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	0	1	0	10	*11*	0	0	0	0	*0*	1	0	0	0	*1*
8:15 AM	1	1	0	12	*14*	0	0	0	0	*0*	1	0	0	1	*2*
Peak Hour	2	4	0	49	*55*	0	0	0	0	*0*	2	0	0	1	*3*

Three-Hour Count Summaries

Interval Start	W Sharp Ave Eastbound				W Sharp Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	2	1	0	3	7	0	0	0	0	0	0	10	161	10	194	0
6:15 AM	0	0	6	0	0	6	5	0	0	0	0	0	0	8	230	9	264	0
6:30 AM	0	0	15	0	0	5	14	0	0	0	0	0	0	15	336	27	412	0
6:45 AM	0	0	6	0	0	5	13	0	0	0	0	0	0	14	330	14	382	1,252
7:00 AM	0	0	14	0	0	12	13	0	0	0	0	0	0	25	306	13	383	1,441
7:15 AM	0	0	10	0	1	10	20	0	0	0	0	0	0	30	427	27	525	1,702
7:30 AM	**0**	**0**	**25**	**0**	**1**	**17**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**461**	**26**	**601**	1,891
7:45 AM	**0**	**0**	**35**	**1**	**1**	**16**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**509**	**26**	**664**	2,173
8:00 AM	**0**	**0**	**24**	**1**	**0**	**8**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**432**	**33**	**570**	2,360
8:15 AM	**0**	**0**	**18**	**1**	**1**	**24**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**420**	**33**	**560**	**2,395**
8:30 AM	0	0	29	3	1	20	32	0	0	0	0	0	0	29	406	16	536	2,330
8:45 AM	0	0	25	0	1	10	29	0	0	0	0	0	0	35	381	19	500	2,166
Count Total	0	0	209	7	6	136	257	0	0	0	0	0	0	324	4,399	253	5,591	0
Peak Hour All	**0**	**0**	**102**	**3**	**3**	**65**	**124**	**0**	**0**	**0**	**0**	**0**	**0**	**158**	**1,822**	**118**	**2,395**	**0**
Peak Hour HV	**0**	**0**	**2**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**46**	**2**	**55**	**0**
Peak Hour HV%	**-**	**-**	**2%**	**0%**	**0%**	**3%**	**2%**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**3%**	**2%**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	2	0	7	*9*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	0	0	0	8	*8*	0	0	0	0	*0*	0	0	0	1	*1*
6:45 AM	0	1	0	8	*9*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	0	0	11	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	7	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**0**	**1**	**0**	**11**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**1**	**1**	**0**	**16**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**1**	**0**	**10**	***11***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
8:15 AM	**1**	**1**	**0**	**12**	***14***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**1**	***2***
8:30 AM	2	0	0	13	*15*	1	0	0	0	*1*	0	2	0	0	*2*
8:45 AM	1	3	0	12	*16*	0	0	0	0	*0*	1	0	0	1	*2*
Count Total	5	10	0	117	*132*	1	0	0	0	*1*	3	2	0	3	*8*
Peak Hour	**2**	**4**	**0**	**49**	***55***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**1**	***3***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Sharp Ave				W Sharp Ave				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
6:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6	1	9	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0
6:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	0	9	28
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	37
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	7	35
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1**	**12**	39
7:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**18**	48
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**1**	**11**	48
8:15 AM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**0**	**14**	**55**
8:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	12	1	15	58
8:45 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	12	0	16	56
Count Total	0	0	4	1	0	5	5	0	0	0	0	0	0	2	111	4	132	0
Peak Hour	**0**	**0**	**2**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**46**	**2**	**55**	**0**

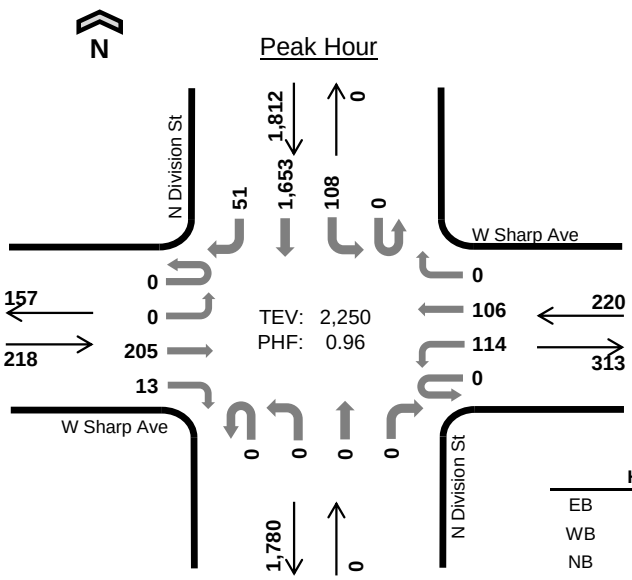
Three-Hour Count Summaries - Bikes

Interval Start	W Sharp Ave			W Sharp Ave			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

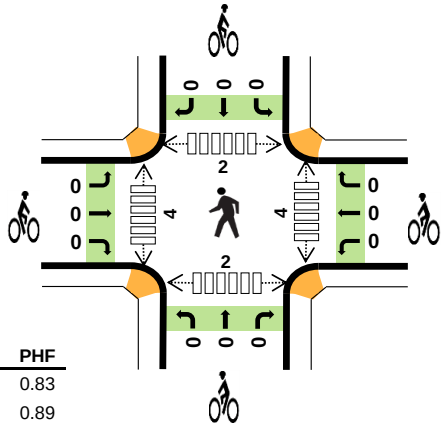
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W Sharp Ave

Date: 12/13/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:45 PM to 4:45 PM



	HV %:	PHF
EB	0.9%	0.83
WB	0.9%	0.89
NB	-	-
SB	2.2%	0.95
TOTAL	2.0%	0.96



Three-Hour Count Summaries

Interval Start		W Sharp Ave Eastbound				W Sharp Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:45 PM		0	0	39	3	0	26	30	0	0	0	0	0	0	28	438	11	575	0
4:00 PM		0	0	60	6	0	33	26	0	0	0	0	0	0	22	426	15	588	0
4:15 PM		0	0	43	1	0	24	19	0	0	0	0	0	0	29	412	11	539	0
4:30 PM		0	0	63	3	0	31	31	0	0	0	0	0	0	29	377	14	548	2,250
Peak Hour	All	0	0	205	13	0	114	106	0	0	0	0	0	0	108	1,653	51	2,250	0
	HV	0	0	2	0	0	0	2	0	0	0	0	0	0	3	36	1	44	0
	HV%	-	-	1%	0%	-	0%	2%	-	-	-	-	-	-	3%	2%	2%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:45 PM	1	1	0	11	*13*	0	0	0	0	*0*	1	0	0	0	*1*
4:00 PM	0	0	0	7	*7*	0	0	0	0	*0*	0	1	2	0	*3*
4:15 PM	0	1	0	14	*15*	0	0	0	0	*0*	3	2	0	1	*6*
4:30 PM	1	0	0	8	*9*	0	0	0	0	*0*	0	1	0	1	*2*
Peak Hour	2	2	0	40	*44*	0	0	0	0	*0*	4	4	2	2	*12*

Three-Hour Count Summaries

Interval Start	W Sharp Ave Eastbound				W Sharp Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	54	0	0	28	30	0	0	0	0	0	0	29	424	18	583	0
3:15 PM	0	0	38	0	0	22	22	0	0	0	0	0	0	32	403	14	531	0
3:30 PM	0	0	46	3	1	29	21	0	0	0	0	0	0	24	376	16	516	0
3:45 PM	**0**	**0**	**39**	**3**	**0**	**26**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**438**	**11**	**575**	2,205
4:00 PM	**0**	**0**	**60**	**6**	**0**	**33**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**426**	**15**	**588**	2,210
4:15 PM	**0**	**0**	**43**	**1**	**0**	**24**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**412**	**11**	**539**	2,218
4:30 PM	**0**	**0**	**63**	**3**	**0**	**31**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**377**	**14**	**548**	**2,250**
4:45 PM	0	0	37	5	1	28	29	0	0	0	0	0	0	48	393	18	559	2,234
5:00 PM	0	0	64	3	1	43	43	0	0	0	0	0	0	43	357	15	569	2,215
5:15 PM	0	0	37	1	0	32	38	0	0	0	0	0	0	38	382	19	547	2,223
5:30 PM	0	0	39	3	0	25	20	0	0	0	0	0	0	30	331	9	457	2,132
5:45 PM	0	0	27	2	0	24	37	0	0	0	0	0	0	29	305	12	436	2,009
Count Total	0	0	547	30	3	345	346	0	0	0	0	0	0	381	4,624	172	6,448	0
Peak Hour All	**0**	**0**	**205**	**13**	**0**	**114**	**106**	**0**	**0**	**0**	**0**	**0**	**0**	**108**	**1,653**	**51**	**2,250**	**0**
Peak Hour HV	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**36**	**1**	**44**	**0**
Peak Hour HV%	**-**	**-**	**1%**	**0%**	**-**	**0%**	**2%**	**-**	**-**	**-**	**-**	**-**	**-**	**3%**	**2%**	**2%**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	1	0	0	12	*13*	0	0	0	2	*2*	0	1	1	2	*4*
3:15 PM	2	0	0	9	*11*	0	0	0	0	*0*	0	0	1	0	*1*
3:30 PM	0	0	0	9	*9*	0	0	0	0	*0*	2	2	2	0	*6*
3:45 PM	**1**	**1**	**0**	**11**	***13***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
4:00 PM	**0**	**0**	**0**	**7**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**0**	*3*
4:15 PM	**0**	**1**	**0**	**14**	***15***	**0**	**0**	**0**	**0**	***0***	**3**	**2**	**0**	**1**	*6*
4:30 PM	**1**	**0**	**0**	**8**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	***2***
4:45 PM	0	0	0	6	*6*	0	0	0	0	*0*	1	3	1	0	*5*
5:00 PM	0	1	0	6	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	1	1	0	6	*8*	0	0	0	0	*0*	1	0	0	0	*1*
5:30 PM	0	0	0	2	*2*	0	0	0	0	*0*	1	0	0	1	*2*
5:45 PM	0	0	0	4	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	6	4	0	94	*104*	0	0	0	2	*2*	9	10	7	5	*31*
Peak Hour	**2**	**2**	**0**	**40**	***44***	**0**	**0**	**0**	**0**	***0***	**4**	**4**	**2**	**2**	***12***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Sharp Ave				W Sharp Ave				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12	0	13	0
3:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	9	0	11	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0
3:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**1**	**13**	46
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**7**	40
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**13**	**0**	**15**	44
4:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**0**	**9**	**44**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6	37
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	0	7	37
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	6	0	8	30
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	23
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	21
Count Total	0	0	6	0	0	0	4	0	0	0	0	0	0	4	87	3	104	0
Peak Hour	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**36**	**1**	**44**	**0**

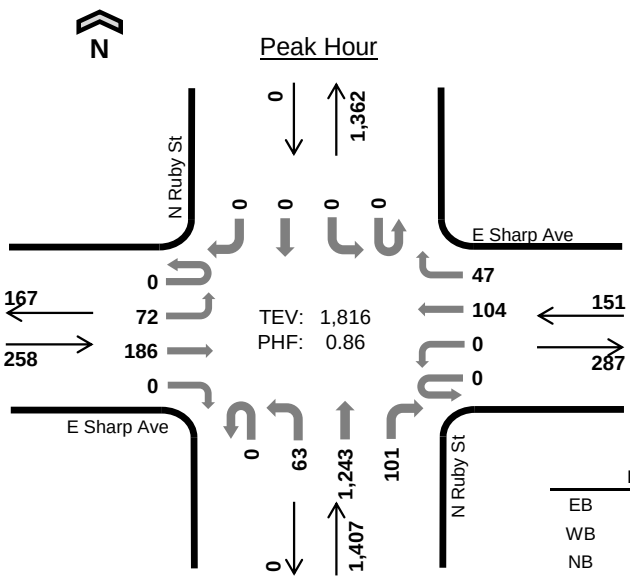
Three-Hour Count Summaries - Bikes

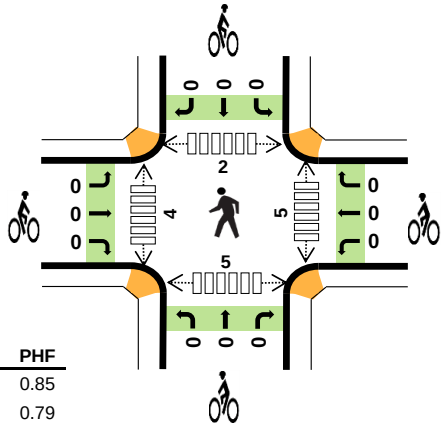
Interval Start	W Sharp Ave			W Sharp Ave			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	2	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Ruby St
E Sharp Ave

Date: 12/13/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	1.2%	0.85
WB	1.3%	0.79
NB	3.5%	0.86
SB	-	-
TOTAL	3.0%	0.86

Three-Hour Count Summaries

Interval Start		E Sharp Ave Eastbound				E Sharp Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	19	45	0	0	0	21	13	0	23	355	20	0	0	0	0	496	0
7:45 AM		0	16	56	0	0	0	34	14	0	12	363	34	0	0	0	0	529	0
8:00 AM		0	20	56	0	0	0	15	16	0	12	261	28	0	0	0	0	408	0
8:15 AM		0	17	29	0	0	0	34	4	0	16	264	19	0	0	0	0	383	1,816
Peak Hour	All	0	72	186	0	0	0	104	47	0	63	1,243	101	0	0	0	0	1,816	0
	HV	0	3	0	0	0	0	1	1	0	2	47	0	0	0	0	0	54	0
	HV%	-	4%	0%	-	-	-	1%	2%	-	3%	4%	0%	-	-	-	-	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	1	12	0	*14*	0	0	0	0	*0*	3	0	2	0	*5*
7:45 AM	1	0	13	0	*14*	0	0	0	0	*0*	0	3	0	4	*7*
8:00 AM	0	1	13	0	*14*	0	0	0	0	*0*	2	0	0	0	*2*
8:15 AM	1	0	11	0	*12*	0	0	0	0	*0*	0	1	0	1	*2*
Peak Hour	3	2	49	0	*54*	0	0	0	0	*0*	5	4	2	5	*16*

Three-Hour Count Summaries

Interval Start	E Sharp Ave Eastbound				E Sharp Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	3	10	0	0	0	4	4	0	6	68	1	0	0	0	0	96	0
6:15 AM	0	3	5	0	0	0	5	6	0	5	102	7	0	0	0	0	133	0
6:30 AM	0	10	16	0	0	0	9	5	0	6	125	13	0	0	0	0	184	0
6:45 AM	1	5	15	0	0	0	15	9	0	6	195	14	0	0	0	0	260	673
7:00 AM	1	11	22	0	0	0	13	8	0	8	165	11	0	0	0	0	239	816
7:15 AM	1	13	27	0	0	0	16	17	0	13	235	21	0	0	0	0	343	1,026
7:30 AM	**0**	**19**	**45**	**0**	**0**	**0**	**21**	**13**	**0**	**23**	**355**	**20**	**0**	**0**	**0**	**0**	**496**	1,338
7:45 AM	**0**	**16**	**56**	**0**	**0**	**0**	**34**	**14**	**0**	**12**	**363**	**34**	**0**	**0**	**0**	**0**	**529**	1,607
8:00 AM	**0**	**20**	**56**	**0**	**0**	**0**	**15**	**16**	**0**	**12**	**261**	**28**	**0**	**0**	**0**	**0**	**408**	1,776
8:15 AM	**0**	**17**	**29**	**0**	**0**	**0**	**34**	**4**	**0**	**16**	**264**	**19**	**0**	**0**	**0**	**0**	**383**	**1,816**
8:30 AM	0	24	36	0	0	0	33	7	0	18	266	21	0	0	0	0	405	1,725
8:45 AM	0	15	46	0	0	0	27	20	0	12	298	21	0	0	0	0	439	1,635
Count Total	3	156	363	0	0	0	226	123	0	137	2,697	210	0	0	0	0	3,915	0
Peak Hour All	**0**	**72**	**186**	**0**	**0**	**0**	**104**	**47**	**0**	**63**	**1,243**	**101**	**0**	**0**	**0**	**0**	**1,816**	**0**
Peak Hour HV	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**47**	**0**	**0**	**0**	**0**	**0**	**54**	**0**
Peak Hour HV%	**-**	**4%**	**0%**	**-**	**-**	**-**	**1%**	**2%**	**-**	**3%**	**4%**	**0%**	**-**	**-**	**-**	**-**	**3%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	6	0	*6*	0	0	0	0	*0*	1	0	0	0	*1*
6:15 AM	0	1	5	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	0	0	11	0	*11*	0	0	0	0	*0*	0	0	0	1	*1*
6:45 AM	0	1	4	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	0	8	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	2	0	15	0	*17*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**1**	**1**	**12**	**0**	***14***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**2**	**0**	*5*
7:45 AM	**1**	**0**	**13**	**0**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**0**	**4**	*7*
8:00 AM	**0**	**1**	**13**	**0**	***14***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	*2*
8:15 AM	**1**	**0**	**11**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	***2***
8:30 AM	0	0	10	0	*10*	1	0	0	0	*1*	4	0	1	0	*5*
8:45 AM	1	1	13	0	*15*	0	0	0	0	*0*	6	0	4	1	*11*
Count Total	6	5	121	0	*132*	1	0	0	0	*1*	16	4	7	7	*34*
Peak Hour	**3**	**2**	**49**	**0**	***54***	**0**	**0**	**0**	**0**	***0***	**5**	**4**	**2**	**5**	***16***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Sharp Ave				E Sharp Ave				N Ruby St				N Ruby St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	0
6:15 AM	0	0	0	0	0	0	1	0	0	0	4	1	0	0	0	0	6	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	0
6:45 AM	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	5	28
7:00 AM	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	8	30
7:15 AM	0	0	2	0	0	0	0	0	0	0	15	0	0	0	0	0	17	41
7:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**14**	44
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**0**	**0**	**0**	**0**	**0**	**14**	53
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**14**	59
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**12**	**54**
8:30 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	50
8:45 AM	0	1	0	0	0	0	1	0	0	3	10	0	0	0	0	0	15	51
Count Total	0	4	2	0	0	0	4	1	0	5	114	2	0	0	0	0	132	0
Peak Hour	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**47**	**0**	**0**	**0**	**0**	**0**	**54**	**0**

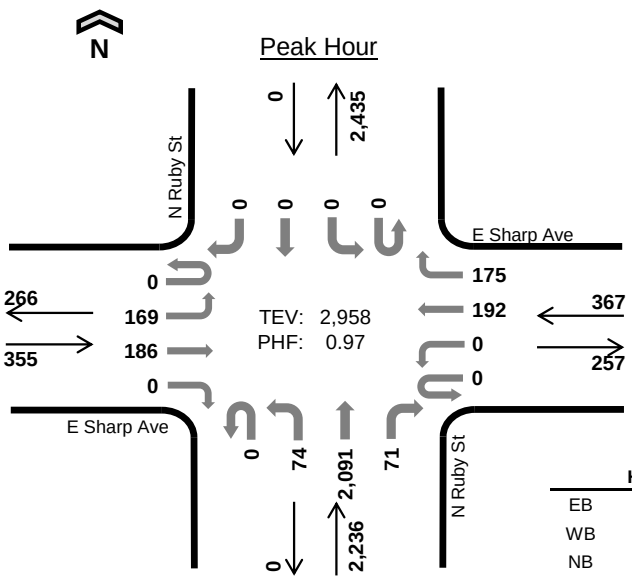
Three-Hour Count Summaries - Bikes

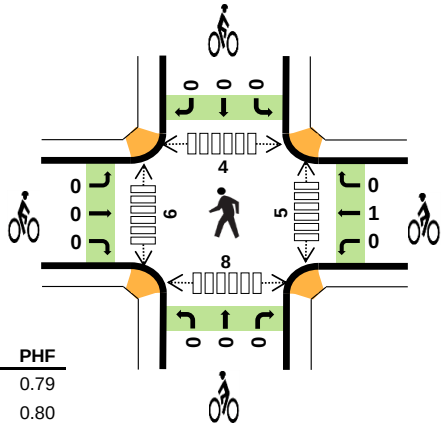
Interval Start	E Sharp Ave			E Sharp Ave			N Ruby St			N Ruby St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Ruby St
E Sharp Ave

Date: 12/13/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	1.1%	0.79
WB	0.8%	0.80
NB	1.2%	0.96
SB	-	-
TOTAL	1.1%	0.97

Three-Hour Count Summaries

Interval Start		E Sharp Ave Eastbound				E Sharp Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	46	38	0	0	0	40	48	0	22	515	13	0	0	0	0	722	0
4:45 PM		0	42	46	0	0	0	46	33	0	13	551	18	0	0	0	0	749	0
5:00 PM		0	54	59	0	0	0	63	51	0	21	498	17	0	0	0	0	763	0
5:15 PM		0	27	43	0	0	0	43	43	0	18	527	23	0	0	0	0	724	2,958
Peak Hour	All	0	169	186	0	0	0	192	175	0	74	2,091	71	0	0	0	0	2,958	0
	HV	0	0	4	0	0	0	2	1	0	0	26	0	0	0	0	0	33	0
	HV%	-	0%	2%	-	-	-	1%	1%	-	0%	1%	0%	-	-	-	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	2	0	8	0	*10*	0	0	0	0	*0*	3	1	1	3	*8*
4:45 PM	0	1	8	0	*9*	0	0	0	0	*0*	0	2	2	2	*6*
5:00 PM	1	1	8	0	*10*	0	1	0	0	*1*	1	1	0	1	*3*
5:15 PM	1	1	2	0	*4*	0	0	0	0	*0*	1	2	1	2	*6*
Peak Hour	4	3	26	0	*33*	0	1	0	0	*1*	5	6	4	8	*23*

Three-Hour Count Summaries

Interval Start	E Sharp Ave Eastbound				E Sharp Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	36	42	0	0	0	37	31	0	10	472	20	0	0	0	0	648	0
3:15 PM	0	27	45	0	0	0	23	39	0	13	428	17	0	0	0	0	592	0
3:30 PM	0	42	26	0	0	0	31	31	0	20	510	10	0	0	0	0	670	0
3:45 PM	0	32	35	0	0	0	36	32	0	21	484	20	0	0	0	0	660	2,570
4:00 PM	0	50	33	0	0	0	34	26	0	12	501	21	0	0	0	0	677	2,599
4:15 PM	0	40	26	0	0	0	28	42	0	10	524	10	0	0	0	0	680	2,687
4:30 PM	**0**	**46**	**38**	**0**	**0**	**0**	**40**	**48**	**0**	**22**	**515**	**13**	**0**	**0**	**0**	**0**	**722**	2,739
4:45 PM	**0**	**42**	**46**	**0**	**0**	**0**	**46**	**33**	**0**	**13**	**551**	**18**	**0**	**0**	**0**	**0**	**749**	2,828
5:00 PM	**0**	**54**	**59**	**0**	**0**	**0**	**63**	**51**	**0**	**21**	**498**	**17**	**0**	**0**	**0**	**0**	**763**	2,914
5:15 PM	**0**	**27**	**43**	**0**	**0**	**0**	**43**	**43**	**0**	**18**	**527**	**23**	**0**	**0**	**0**	**0**	**724**	**2,958**
5:30 PM	0	36	38	0	0	0	32	32	0	13	375	21	0	0	0	0	547	2,783
5:45 PM	0	25	27	0	0	0	50	21	0	13	409	15	0	0	0	0	560	2,594
Count Total	0	457	458	0	0	0	463	429	0	186	5,794	205	0	0	0	0	7,992	0
Peak Hour All	**0**	**169**	**186**	**0**	**0**	**0**	**192**	**175**	**0**	**74**	**2,091**	**71**	**0**	**0**	**0**	**0**	**2,958**	**0**
Peak Hour HV	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**33**	**0**
Peak Hour HV%	**-**	**0%**	**2%**	**-**	**-**	**-**	**1%**	**1%**	**-**	**0%**	**1%**	**0%**	**-**	**-**	**-**	**-**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:00 PM	1	0	13	0	*14*	0	0	0	0	*0*	3	2	1	4	*10*
3:15 PM	2	1	11	0	*14*	0	0	0	0	*0*	2	2	2	1	*7*
3:30 PM	0	0	6	0	*6*	0	0	0	0	*0*	4	0	0	1	*5*
3:45 PM	2	3	5	0	*10*	0	0	0	0	*0*	4	0	6	1	*11*
4:00 PM	0	0	5	0	*5*	0	0	0	0	*0*	1	1	0	2	*4*
4:15 PM	1	0	7	0	*8*	0	0	0	0	*0*	0	1	1	2	*4*
4:30 PM	**2**	**0**	**8**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**3**	**1**	**1**	**3**	*8*
4:45 PM	**0**	**1**	**8**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**2**	**2**	*6*
5:00 PM	**1**	**1**	**8**	**0**	***10***	**0**	**1**	**0**	**0**	***1***	**1**	**1**	**0**	**1**	*3*
5:15 PM	**1**	**1**	**2**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**1**	**2**	***6***
5:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	1	3	*5*
5:45 PM	0	0	8	0	*8*	0	0	0	0	*0*	3	0	2	0	*5*
Count Total	10	7	82	0	*99*	0	1	0	0	*1*	23	12	17	22	*74*
Peak Hour	**4**	**3**	**26**	**0**	***33***	**0**	**1**	**0**	**0**	***1***	**5**	**6**	**4**	**8**	***23***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Sharp Ave				E Sharp Ave				N Ruby St				N Ruby St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	0	0	0	0	0	0	0	0	11	2	0	0	0	0	14	0
3:15 PM	0	1	1	0	0	0	0	1	0	0	11	0	0	0	0	0	14	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	0
3:45 PM	0	1	1	0	0	0	1	2	0	0	5	0	0	0	0	0	10	44
4:00 PM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	35
4:15 PM	0	1	0	0	0	0	0	0	0	1	6	0	0	0	0	0	8	29
4:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**10**	33
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**9**	32
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**10**	37
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**33**
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	24
5:45 PM	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	8	23
Count Total	0	4	6	0	0	0	3	4	0	1	77	4	0	0	0	0	99	0
Peak Hour	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**33**	**0**

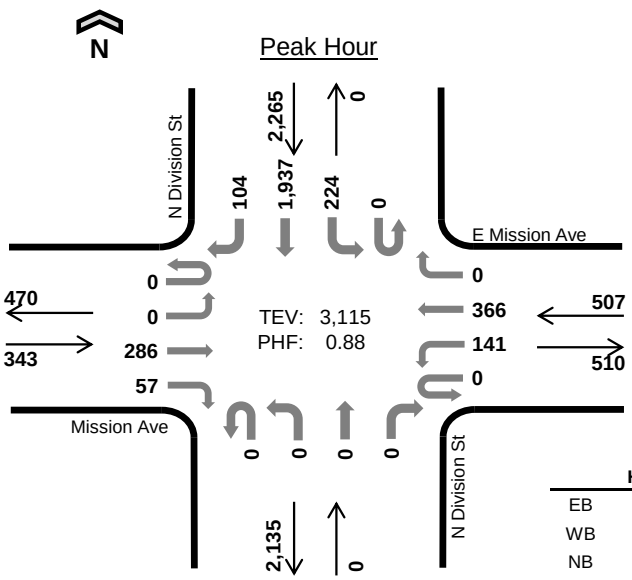
Three-Hour Count Summaries - Bikes

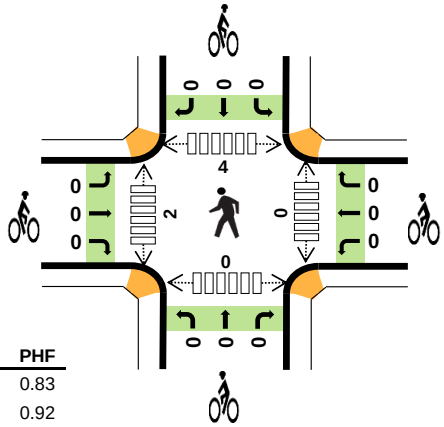
Interval Start	E Sharp Ave			E Sharp Ave			N Ruby St			N Ruby St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
Mission Ave

Date: 12/12/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	5.5%	0.83
WB	3.6%	0.92
NB	-	-
SB	2.8%	0.88
TOTAL	3.2%	0.88

Three-Hour Count Summaries

Interval Start		Mission Ave Eastbound				E Mission Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	0	69	11	0	25	99	0	0	0	0	0	0	69	466	32	771	0
7:45 AM		0	0	83	20	0	44	94	0	0	0	0	0	0	67	551	29	888	0
8:00 AM		0	0	72	11	0	36	89	0	0	0	0	0	0	40	451	26	725	0
8:15 AM		0	0	62	15	0	36	84	0	0	0	0	0	0	48	469	17	731	3,115
Peak Hour	All	0	0	286	57	0	141	366	0	0	0	0	0	0	224	1,937	104	3,115	0
	HV	0	0	19	0	0	2	16	0	0	0	0	0	0	3	57	4	101	0
	HV%	-	-	7%	0%	-	1%	4%	-	-	-	-	-	-	1%	3%	4%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	5	4	0	16	*25*	0	0	0	0	*0*	0	1	0	0	*1*
7:45 AM	4	4	0	13	*21*	0	0	0	0	*0*	0	0	3	0	*3*
8:00 AM	6	5	0	16	*27*	0	0	0	0	*0*	0	1	1	0	*2*
8:15 AM	4	5	0	19	*28*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	19	18	0	64	*101*	0	0	0	0	*0*	0	2	4	0	*6*

Three-Hour Count Summaries

Interval Start	Mission Ave Eastbound				E Mission Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	23	4	0	8	28	0	0	0	0	0	0	32	183	8	286	0
6:15 AM	0	0	37	3	0	6	28	0	0	0	0	0	0	30	251	6	361	0
6:30 AM	0	0	41	6	0	17	21	0	0	0	0	0	0	59	341	6	491	0
6:45 AM	0	0	51	8	0	15	53	0	0	0	0	0	0	81	360	12	580	1,718
7:00 AM	0	0	48	8	0	18	56	0	0	0	0	0	0	60	313	12	515	1,947
7:15 AM	0	0	60	8	0	17	77	0	0	0	0	0	0	65	462	17	706	2,292
7:30 AM	**0**	**0**	**69**	**11**	**0**	**25**	**99**	**0**	**0**	**0**	**0**	**0**	**0**	**69**	**466**	**32**	**771**	2,572
7:45 AM	**0**	**0**	**83**	**20**	**0**	**44**	**94**	**0**	**0**	**0**	**0**	**0**	**0**	**67**	**551**	**29**	**888**	2,880
8:00 AM	**0**	**0**	**72**	**11**	**0**	**36**	**89**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**451**	**26**	**725**	3,090
8:15 AM	**0**	**0**	**62**	**15**	**0**	**36**	**84**	**0**	**0**	**0**	**0**	**0**	**0**	**48**	**469**	**17**	**731**	**3,115**
8:30 AM	0	0	77	10	0	34	80	0	0	0	0	0	0	50	413	12	676	3,020
8:45 AM	0	0	57	11	0	25	73	0	0	0	0	0	0	41	379	21	607	2,739
Count Total	0	0	680	115	0	281	782	0	0	0	0	0	0	642	4,639	198	7,337	0
Peak Hour All	**0**	**0**	**286**	**57**	**0**	**141**	**366**	**0**	**0**	**0**	**0**	**0**	**0**	**224**	**1,937**	**104**	**3,115**	**0**
Peak Hour HV	**0**	**0**	**19**	**0**	**0**	**2**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**57**	**4**	**101**	**0**
Peak Hour HV%	**-**	**-**	**7%**	**0%**	**-**	**1%**	**4%**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**3%**	**4%**	**3%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	3	4	0	9	*16*	0	0	0	0	*0*	0	1	0	0	*1*
6:15 AM	0	2	0	5	*7*	0	0	0	0	*0*	0	3	0	0	*3*
6:30 AM	1	0	0	8	*9*	0	0	0	0	*0*	0	0	1	0	*1*
6:45 AM	1	4	0	8	*13*	0	0	0	0	*0*	0	0	0	1	*1*
7:00 AM	4	5	0	10	*19*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	3	0	13	*17*	0	0	0	0	*0*	1	1	2	2	*6*
7:30 AM	**5**	**4**	**0**	**16**	***25***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
7:45 AM	**4**	**4**	**0**	**13**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	*3*
8:00 AM	**6**	**5**	**0**	**16**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	*2*
8:15 AM	**4**	**5**	**0**	**19**	***28***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	6	1	0	8	*15*	0	0	0	0	*0*	0	0	3	0	*3*
8:45 AM	1	4	0	8	*13*	0	0	0	0	*0*	0	1	1	0	*2*
Count Total	36	41	0	133	*210*	0	0	0	0	*0*	1	8	11	3	*23*
Peak Hour	**19**	**18**	**0**	**64**	***101***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**4**	**0**	***6***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Mission Ave				E Mission Ave				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	3	0	0	2	2	0	0	0	0	0	0	0	8	1	16	0
6:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	4	0	7	0
6:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7	1	9	0
6:45 AM	0	0	1	0	0	1	3	0	0	0	0	0	0	0	8	0	13	45
7:00 AM	0	0	3	1	0	0	5	0	0	0	0	0	0	2	8	0	19	48
7:15 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	1	10	2	17	58
7:30 AM	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**4**	**25**	74
7:45 AM	**0**	**0**	**4**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**21**	82
8:00 AM	**0**	**0**	**6**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**27**	90
8:15 AM	**0**	**0**	**4**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**17**	**0**	**28**	**101**
8:30 AM	0	0	6	0	0	0	1	0	0	0	0	0	0	1	7	0	15	91
8:45 AM	0	0	1	0	0	2	2	0	0	0	0	0	0	0	8	0	13	83
Count Total	0	0	35	1	0	8	33	0	0	0	0	0	0	8	117	8	210	0
Peak Hour	**0**	**0**	**19**	**0**	**0**	**2**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**57**	**4**	**101**	**0**

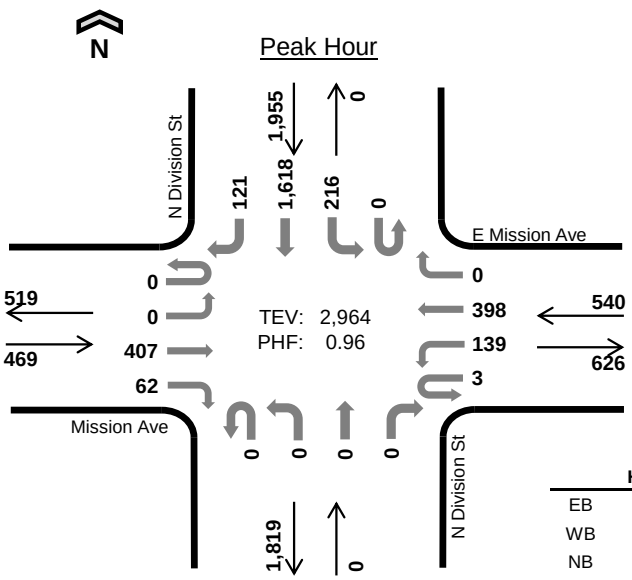
Three-Hour Count Summaries - Bikes

Interval Start	Mission Ave			E Mission Ave			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

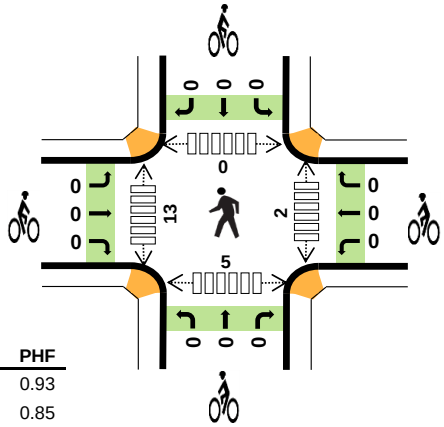
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
Mission Ave

Date: 12/12/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	3.6%	0.93
WB	3.0%	0.85
NB	-	-
SB	2.6%	0.95
TOTAL	2.8%	0.96



Three-Hour Count Summaries

Interval Start		Mission Ave Eastbound				E Mission Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	0	108	18	2	39	100	0	0	0	0	0	0	45	416	24	752	0
3:15 PM		0	0	93	13	0	36	83	0	0	0	0	0	0	53	415	44	737	0
3:30 PM		0	0	107	17	0	27	94	0	0	0	0	0	0	56	376	25	702	0
3:45 PM		0	0	99	14	1	37	121	0	0	0	0	0	0	62	411	28	773	2,964
Peak Hour	All	0	0	407	62	3	139	398	0	0	0	0	0	0	216	1,618	121	2,964	0
	HV	0	0	15	2	0	3	13	0	0	0	0	0	0	5	44	1	83	0
	HV%	-	-	4%	3%	0%	2%	3%	-	-	-	-	-	-	2%	3%	1%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	5	3	0	13	*21*	0	0	0	0	*0*	1	4	0	1	*6*
3:15 PM	5	3	0	22	*30*	0	0	0	0	*0*	1	5	0	0	*6*
3:30 PM	5	5	0	6	*16*	0	0	0	0	*0*	0	2	0	2	*4*
3:45 PM	2	5	0	9	*16*	0	0	0	0	*0*	0	2	0	2	*4*
Peak Hour	17	16	0	50	*83*	0	0	0	0	*0*	2	13	0	5	*20*

Three-Hour Count Summaries

Interval Start	Mission Ave Eastbound				E Mission Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	**0**	**0**	**108**	**18**	**2**	**39**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**45**	**416**	**24**	**752**	0
3:15 PM	**0**	**0**	**93**	**13**	**0**	**36**	**83**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**415**	**44**	**737**	0
3:30 PM	**0**	**0**	**107**	**17**	**0**	**27**	**94**	**0**	**0**	**0**	**0**	**0**	**0**	**56**	**376**	**25**	**702**	0
3:45 PM	**0**	**0**	**99**	**14**	**1**	**37**	**121**	**0**	**0**	**0**	**0**	**0**	**0**	**62**	**411**	**28**	**773**	**2,964**
4:00 PM	0	0	106	17	1	26	120	0	0	0	0	0	0	60	401	14	745	2,957
4:15 PM	0	0	125	14	1	39	100	0	0	0	0	0	0	51	377	10	717	2,937
4:30 PM	0	0	117	18	0	29	91	0	0	0	0	0	0	75	376	15	721	2,956
4:45 PM	0	0	117	13	0	35	106	0	0	0	0	0	0	47	381	25	724	2,907
5:00 PM	0	0	129	15	0	11	98	0	0	0	0	0	0	70	355	12	690	2,852
5:15 PM	0	0	105	18	1	22	85	0	0	0	0	0	0	64	369	18	682	2,817
5:30 PM	0	0	92	9	0	29	67	0	0	0	0	0	0	50	343	22	612	2,708
5:45 PM	0	0	73	13	0	30	67	0	0	0	0	0	0	36	363	16	598	2,582
Count Total	0	0	1,271	179	6	360	1,132	0	0	0	0	0	0	669	4,583	253	8,453	0
Peak Hour All	**0**	**0**	**407**	**62**	**3**	**139**	**398**	**0**	**0**	**0**	**0**	**0**	**0**	**216**	**1,618**	**121**	**2,964**	**0**
Peak Hour HV	**0**	**0**	**15**	**2**	**0**	**3**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**44**	**1**	**83**	**0**
Peak Hour HV%	**-**	**-**	**4%**	**3%**	**0%**	**2%**	**3%**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**3%**	**1%**	**3%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	**5**	**3**	**0**	**13**	***21***	**0**	**0**	**0**	**0**	***0***	**1**	**4**	**0**	**1**	*6*
3:15 PM	**5**	**3**	**0**	**22**	***30***	**0**	**0**	**0**	**0**	***0***	**1**	**5**	**0**	**0**	*6*
3:30 PM	**5**	**5**	**0**	**6**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**2**	*4*
3:45 PM	**2**	**5**	**0**	**9**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**2**	***4***
4:00 PM	2	3	0	12	*17*	0	0	0	0	*0*	0	2	0	0	*2*
4:15 PM	4	2	0	16	*22*	0	0	0	0	*0*	0	1	0	1	*2*
4:30 PM	2	1	0	10	*13*	0	0	0	0	*0*	0	2	0	0	*2*
4:45 PM	3	3	0	10	*16*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	5	2	0	2	*9*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	1	3	0	8	*12*	0	0	0	0	*0*	0	2	0	0	*2*
5:30 PM	1	2	0	8	*11*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	3	0	3	*7*	0	0	0	0	*0*	0	1	0	1	*2*
Count Total	36	35	0	119	*190*	0	0	0	0	*0*	2	21	0	7	*30*
Peak Hour	**17**	**16**	**0**	**50**	***83***	**0**	**0**	**0**	**0**	***0***	**2**	**13**	**0**	**5**	***20***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Mission Ave				E Mission Ave				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	**0**	**0**	**5**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**1**	**21**	0
3:15 PM	**0**	**0**	**5**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**19**	**0**	**30**	0
3:30 PM	**0**	**0**	**3**	**2**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**16**	0
3:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**0**	**16**	**83**
4:00 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	11	1	17	79
4:15 PM	0	0	4	0	0	1	1	0	0	0	0	0	0	1	15	0	22	71
4:30 PM	0	0	1	1	0	0	1	0	0	0	0	0	0	1	9	0	13	68
4:45 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	1	9	0	16	68
5:00 PM	0	0	4	1	0	0	2	0	0	0	0	0	0	1	1	0	9	60
5:15 PM	0	0	1	0	0	1	2	0	0	0	0	0	0	1	7	0	12	50
5:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	7	1	11	48
5:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	3	0	7	39
Count Total	0	0	32	4	0	5	30	0	0	0	0	0	0	10	106	3	190	0
Peak Hour	**0**	**0**	**15**	**2**	**0**	**3**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**44**	**1**	**83**	**0**

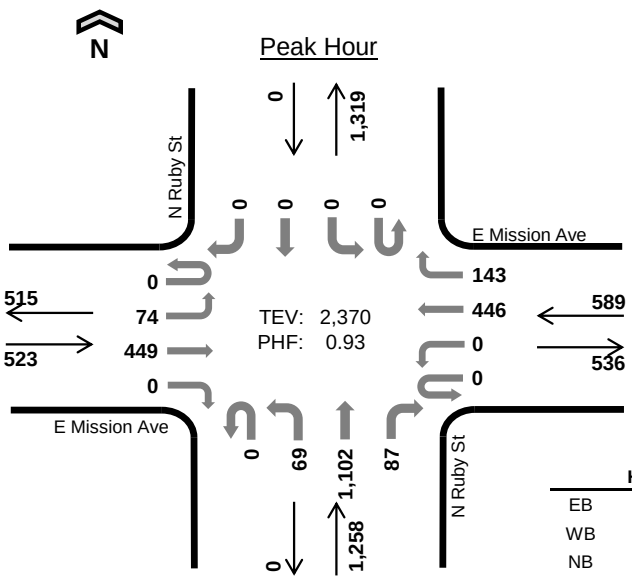
Three-Hour Count Summaries - Bikes

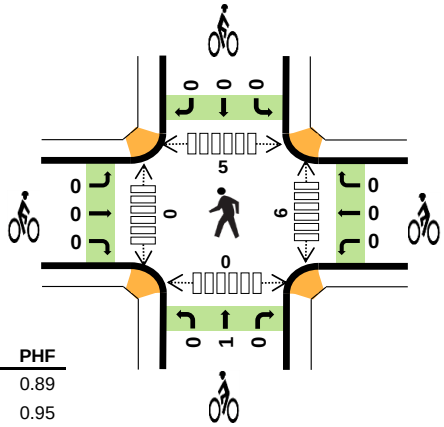
Interval Start	Mission Ave			E Mission Ave			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Ruby St
E Mission Ave

Date: 12/12/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	4.0%	0.89
WB	3.6%	0.95
NB	4.3%	0.93
SB	-	-
TOTAL	4.1%	0.93

Three-Hour Count Summaries

Interval Start		E Mission Ave Eastbound				E Mission Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	17	130	0	0	0	99	44	0	18	296	24	0	0	0	0	628	0
7:45 AM		0	26	121	0	0	0	129	26	0	14	302	21	0	0	0	0	639	0
8:00 AM		0	19	99	0	0	0	102	42	0	19	234	25	0	0	0	0	540	0
8:15 AM		0	12	99	0	0	0	116	31	0	18	270	17	0	0	0	0	563	2,370
Peak Hour	All	0	74	449	0	0	0	446	143	0	69	1,102	87	0	0	0	0	2,370	0
	HV	0	5	16	0	0	0	15	6	0	2	52	0	0	0	0	0	96	0
	HV%	-	7%	4%	-	-	-	3%	4%	-	3%	5%	0%	-	-	-	-	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	6	3	12	0	*21*	0	0	0	0	*0*	1	0	1	0	*2*
7:45 AM	5	6	15	0	*26*	0	0	0	0	*0*	1	0	4	0	*5*
8:00 AM	4	5	10	0	*19*	0	0	1	0	*1*	3	0	0	0	*3*
8:15 AM	6	7	17	0	*30*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	21	21	54	0	*96*	0	0	1	0	*1*	6	0	5	0	*11*

Three-Hour Count Summaries

Interval Start	E Mission Ave Eastbound				E Mission Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	1	56	0	0	0	19	15	0	1	68	4	0	0	0	0	164	0
6:15 AM	0	11	60	0	0	0	25	20	0	4	99	5	0	0	0	0	224	0
6:30 AM	0	9	96	0	0	0	35	22	0	5	128	5	0	0	0	0	300	0
6:45 AM	0	6	132	0	0	0	37	26	0	32	180	8	0	0	0	0	421	1,109
7:00 AM	0	5	106	0	0	0	68	38	0	8	171	10	0	0	0	0	406	1,351
7:15 AM	0	14	113	0	0	0	75	40	0	12	233	9	0	0	0	0	496	1,623
7:30 AM	**0**	**17**	**130**	**0**	**0**	**0**	**99**	**44**	**0**	**18**	**296**	**24**	**0**	**0**	**0**	**0**	**628**	1,951
7:45 AM	**0**	**26**	**121**	**0**	**0**	**0**	**129**	**26**	**0**	**14**	**302**	**21**	**0**	**0**	**0**	**0**	**639**	2,169
8:00 AM	**0**	**19**	**99**	**0**	**0**	**0**	**102**	**42**	**0**	**19**	**234**	**25**	**0**	**0**	**0**	**0**	**540**	2,303
8:15 AM	**0**	**12**	**99**	**0**	**0**	**0**	**116**	**31**	**0**	**18**	**270**	**17**	**0**	**0**	**0**	**0**	**563**	**2,370**
8:30 AM	0	24	110	0	0	0	93	40	0	16	264	20	0	0	0	0	567	2,309
8:45 AM	0	18	84	0	0	0	84	37	0	20	297	13	0	0	0	0	553	2,223
Count Total	0	162	1,206	0	0	0	882	381	0	167	2,542	161	0	0	0	0	5,501	0
Peak Hour All	**0**	**74**	**449**	**0**	**0**	**0**	**446**	**143**	**0**	**69**	**1,102**	**87**	**0**	**0**	**0**	**0**	**2,370**	**0**
Peak Hour HV	**0**	**5**	**16**	**0**	**0**	**0**	**15**	**6**	**0**	**2**	**52**	**0**	**0**	**0**	**0**	**0**	**96**	**0**
Peak Hour HV%	**-**	**7%**	**4%**	**-**	**-**	**-**	**3%**	**4%**	**-**	**3%**	**5%**	**0%**	**-**	**-**	**-**	**-**	**4%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	4	4	6	0	*14*	0	0	0	0	*0*	1	0	1	0	*2*
6:15 AM	2	1	6	0	*9*	0	0	0	0	*0*	0	0	1	0	*1*
6:30 AM	1	2	11	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	2	4	10	0	*16*	0	0	1	0	*1*	3	1	0	2	*6*
7:00 AM	5	6	14	0	*25*	0	0	0	0	*0*	1	1	2	0	*4*
7:15 AM	2	6	21	0	*29*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**6**	**3**	**12**	**0**	***21***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	*2*
7:45 AM	**5**	**6**	**15**	**0**	***26***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**4**	**0**	*5*
8:00 AM	**4**	**5**	**10**	**0**	***19***	**0**	**0**	**1**	**0**	***1***	**3**	**0**	**0**	**0**	*3*
8:15 AM	**6**	**7**	**17**	**0**	***30***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
8:30 AM	7	2	13	0	*22*	0	0	0	0	*0*	1	0	2	0	*3*
8:45 AM	2	5	23	0	*30*	0	0	0	0	*0*	3	0	1	0	*4*
Count Total	46	51	158	0	*255*	0	0	2	0	*2*	15	2	12	2	*31*
Peak Hour	**21**	**21**	**54**	**0**	***96***	**0**	**0**	**1**	**0**	***1***	**6**	**0**	**5**	**0**	***11***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Mission Ave				E Mission Ave				N Ruby St				N Ruby St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	4	0	0	0	4	0	0	0	6	0	0	0	0	0	14	0
6:15 AM	0	1	1	0	0	0	1	0	0	0	6	0	0	0	0	0	9	0
6:30 AM	0	0	1	0	0	0	0	2	0	0	11	0	0	0	0	0	14	0
6:45 AM	0	0	2	0	0	0	4	0	0	1	9	0	0	0	0	0	16	53
7:00 AM	0	1	4	0	0	0	4	2	0	0	14	0	0	0	0	0	25	64
7:15 AM	0	0	2	0	0	0	3	3	0	0	19	2	0	0	0	0	29	84
7:30 AM	**0**	**2**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**21**	91
7:45 AM	**0**	**3**	**2**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**26**	101
8:00 AM	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**2**	**0**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**19**	95
8:15 AM	**0**	**0**	**6**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**30**	**96**
8:30 AM	0	3	4	0	0	0	1	1	0	0	13	0	0	0	0	0	22	97
8:45 AM	0	0	2	0	0	0	4	1	0	1	22	0	0	0	0	0	30	101
Count Total	0	10	36	0	0	0	36	15	0	4	152	2	0	0	0	0	255	0
Peak Hour	**0**	**5**	**16**	**0**	**0**	**0**	**15**	**6**	**0**	**2**	**52**	**0**	**0**	**0**	**0**	**0**	**96**	**0**

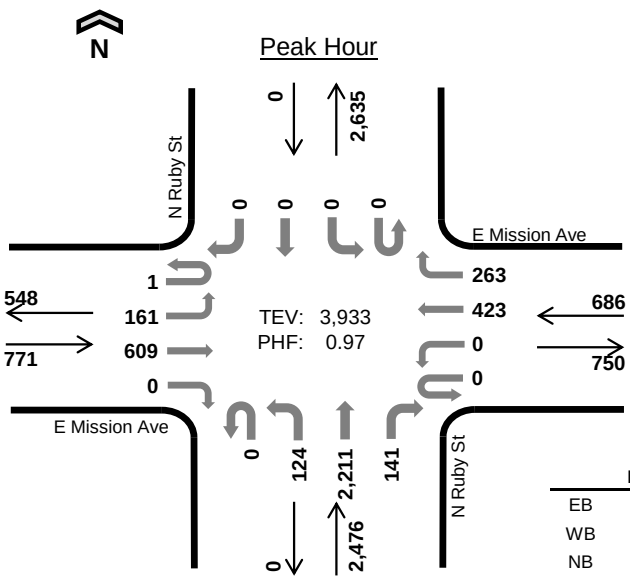
Three-Hour Count Summaries - Bikes

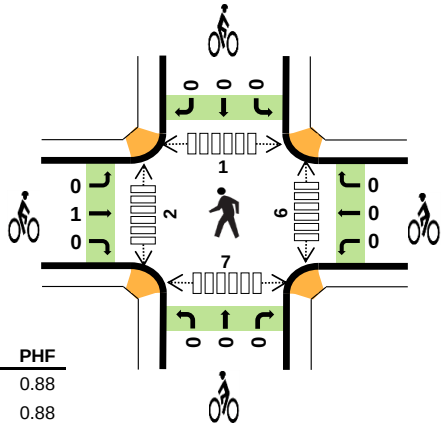
Interval Start	E Mission Ave			E Mission Ave			N Ruby St			N Ruby St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	2	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Ruby St
E Mission Ave

Date: 12/12/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	2.3%	0.88
WB	2.9%	0.88
NB	1.0%	0.90
SB	-	-
TOTAL	1.6%	0.97

Three-Hour Count Summaries

Interval Start		E Mission Ave Eastbound				E Mission Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	42	129	0	0	0	105	73	0	36	538	36	0	0	0	0	959	0
4:30 PM		0	41	165	0	0	0	123	73	0	25	528	41	0	0	0	0	996	0
4:45 PM		1	32	142	0	0	0	97	48	0	32	618	39	0	0	0	0	1,009	0
5:00 PM		0	46	173	0	0	0	98	69	0	31	527	25	0	0	0	0	969	3,933
Peak Hour	All	1	161	609	0	0	0	423	263	0	124	2,211	141	0	0	0	0	3,933	0
	HV	0	4	14	0	0	0	6	14	0	1	24	0	0	0	0	0	63	0
	HV%	0%	2%	2%	-	-	-	1%	5%	-	1%	1%	0%	-	-	-	-	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	5	2	12	0	*19*	1	0	0	0	*1*	2	0	0	3	*5*
4:30 PM	2	12	7	0	*21*	0	0	0	0	*0*	1	2	0	1	*4*
4:45 PM	5	3	4	0	*12*	0	0	0	0	*0*	3	0	0	2	*5*
5:00 PM	6	3	2	0	*11*	0	0	0	0	*0*	0	0	1	1	*2*
Peak Hour	18	20	25	0	*63*	1	0	0	0	*1*	6	2	1	7	*16*

Three-Hour Count Summaries

Interval Start	E Mission Ave Eastbound				E Mission Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	1	47	114	0	0	0	109	51	0	28	446	30	0	0	0	0	826	0
3:15 PM	0	36	130	0	0	0	96	71	0	19	467	33	0	0	0	0	852	0
3:30 PM	0	33	124	0	0	0	112	53	0	20	516	28	0	0	0	0	886	0
3:45 PM	0	38	125	0	0	0	132	60	0	25	537	34	0	0	0	0	951	3,515
4:00 PM	0	48	136	0	0	0	127	53	0	25	529	41	0	0	0	0	959	3,648
4:15 PM	**0**	**42**	**129**	**0**	**0**	**0**	**105**	**73**	**0**	**36**	**538**	**36**	**0**	**0**	**0**	**0**	**959**	3,755
4:30 PM	**0**	**41**	**165**	**0**	**0**	**0**	**123**	**73**	**0**	**25**	**528**	**41**	**0**	**0**	**0**	**0**	**996**	3,865
4:45 PM	**1**	**32**	**142**	**0**	**0**	**0**	**97**	**48**	**0**	**32**	**618**	**39**	**0**	**0**	**0**	**0**	**1,009**	3,923
5:00 PM	**0**	**46**	**173**	**0**	**0**	**0**	**98**	**69**	**0**	**31**	**527**	**25**	**0**	**0**	**0**	**0**	**969**	**3,933**
5:15 PM	0	37	129	0	0	0	81	60	0	16	552	28	0	0	0	0	903	3,877
5:30 PM	0	41	124	0	0	0	103	60	0	14	445	23	0	0	0	0	810	3,691
5:45 PM	0	15	83	0	0	0	69	43	0	13	402	22	0	0	0	0	647	3,329
Count Total	2	456	1,574	0	0	0	1,252	714	0	284	6,105	380	0	0	0	0	10,767	0
Peak Hour All	**1**	**161**	**609**	**0**	**0**	**0**	**423**	**263**	**0**	**124**	**2,211**	**141**	**0**	**0**	**0**	**0**	**3,933**	**0**
Peak Hour HV	**0**	**4**	**14**	**0**	**0**	**0**	**6**	**14**	**0**	**1**	**24**	**0**	**0**	**0**	**0**	**0**	**63**	**0**
Peak Hour HV%	**0%**	**2%**	**2%**	**-**	**-**	**-**	**1%**	**5%**	**-**	**1%**	**1%**	**0%**	**-**	**-**	**-**	**-**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	8	5	6	0	*19*	0	0	0	0	*0*	2	0	0	1	*3*
3:15 PM	8	4	7	0	*19*	0	0	0	0	*0*	0	0	2	3	*5*
3:30 PM	4	11	9	0	*24*	0	0	0	0	*0*	2	1	2	0	*5*
3:45 PM	4	3	5	0	*12*	0	0	0	0	*0*	9	2	3	5	*19*
4:00 PM	2	3	11	0	*16*	0	0	0	0	*0*	0	0	3	0	*3*
4:15 PM	**5**	**2**	**12**	**0**	***19***	**1**	**0**	**0**	**0**	***1***	**2**	**0**	**0**	**3**	*5*
4:30 PM	**2**	**12**	**7**	**0**	***21***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**0**	**1**	*4*
4:45 PM	**5**	**3**	**4**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**2**	*5*
5:00 PM	**6**	**3**	**2**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	***2***
5:15 PM	4	9	4	0	*17*	0	0	0	0	*0*	3	2	0	2	*7*
5:30 PM	1	3	9	0	*13*	0	0	0	0	*0*	2	0	0	0	*2*
5:45 PM	2	1	3	0	*6*	0	0	0	0	*0*	0	1	0	1	*2*
Count Total	51	59	79	0	*189*	1	0	0	0	*1*	24	8	11	19	*62*
Peak Hour	**18**	**20**	**25**	**0**	***63***	**1**	**0**	**0**	**0**	***1***	**6**	**2**	**1**	**7**	***16***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Mission Ave				E Mission Ave				N Ruby St				N Ruby St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	7	0	0	0	3	2	0	0	6	0	0	0	0	0	19	0
3:15 PM	0	2	6	0	0	0	3	1	0	0	6	1	0	0	0	0	19	0
3:30 PM	0	1	3	0	0	0	4	7	0	1	8	0	0	0	0	0	24	0
3:45 PM	0	1	3	0	0	0	3	0	0	0	5	0	0	0	0	0	12	74
4:00 PM	0	0	2	0	0	0	2	1	0	0	10	1	0	0	0	0	16	71
4:15 PM	**0**	**3**	**2**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**19**	71
4:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**11**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**21**	68
4:45 PM	**0**	**1**	**4**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**12**	68
5:00 PM	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**63**
5:15 PM	0	1	3	0	0	0	2	7	0	0	4	0	0	0	0	0	17	61
5:30 PM	0	0	1	0	0	0	2	1	0	0	9	0	0	0	0	0	13	53
5:45 PM	0	0	2	0	0	0	1	0	0	0	2	1	0	0	0	0	6	47
Count Total	0	10	41	0	0	0	26	33	0	2	74	3	0	0	0	0	189	0
Peak Hour	**0**	**4**	**14**	**0**	**0**	**0**	**6**	**14**	**0**	**1**	**24**	**0**	**0**	**0**	**0**	**0**	**63**	**0**

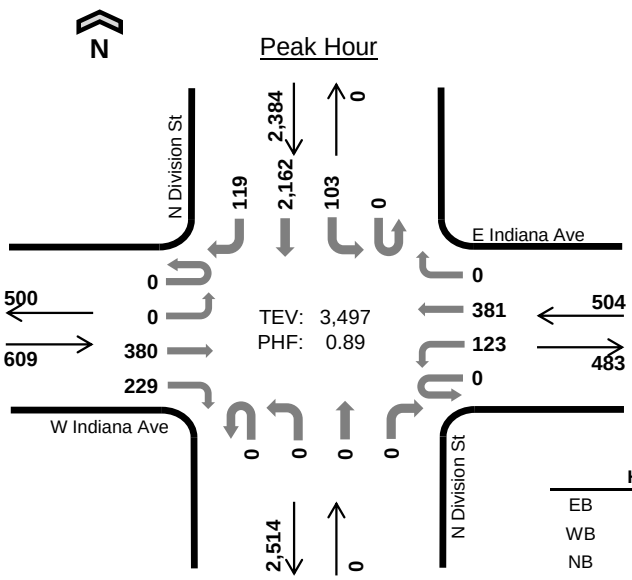
Three-Hour Count Summaries - Bikes

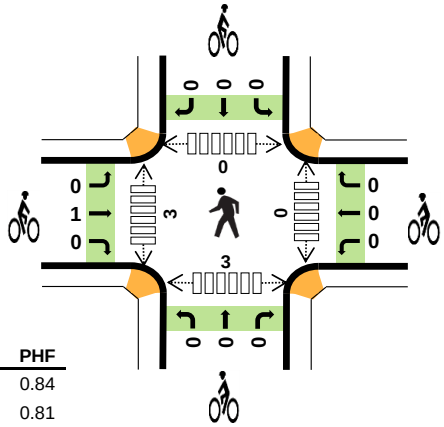
Interval Start	E Mission Ave			E Mission Ave			N Ruby St			N Ruby St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W Indiana Ave

Date: 12/13/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV %:	PHF
EB	2.6%	0.84
WB	3.4%	0.81
NB	-	-
SB	2.4%	0.92
TOTAL	2.6%	0.89

Three-Hour Count Summaries

Interval Start		W Indiana Ave Eastbound				E Indiana Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	0	76	61	0	23	66	0	0	0	0	0	0	26	548	32	832	0
7:30 AM		0	0	96	60	0	35	95	0	0	0	0	0	0	24	536	35	881	0
7:45 AM		0	0	124	57	0	40	115	0	0	0	0	0	0	34	581	33	984	0
8:00 AM		0	0	84	51	0	25	105	0	0	0	0	0	0	19	497	19	800	3,497
Peak Hour	All	0	0	380	229	0	123	381	0	0	0	0	0	0	103	2,162	119	3,497	0
	HV	0	0	13	3	0	1	16	0	0	0	0	0	0	4	49	4	90	0
	HV%	-	-	3%	1%	-	1%	4%	-	-	-	-	-	-	4%	2%	3%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:15 AM	3	3	0	13	*19*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	4	3	0	21	*28*	1	0	0	0	*1*	0	1	0	2	*3*
7:45 AM	5	2	0	12	*19*	0	0	0	0	*0*	0	1	0	1	*2*
8:00 AM	4	9	0	11	*24*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hour	16	17	0	57	*90*	1	0	0	0	*1*	0	3	0	3	*6*

Three-Hour Count Summaries

Interval Start	W Indiana Ave (Eastbound)				E Indiana Ave (Westbound)				N Division St (Northbound)				N Division St (Southbound)				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	32	17	0	11	27	0	0	0	0	0	0	9	191	9	296	0
6:15 AM	0	0	42	35	0	3	27	0	0	0	0	0	0	10	269	7	393	0
6:30 AM	0	0	58	50	0	14	29	0	0	0	0	0	0	20	421	7	599	0
6:45 AM	0	0	68	36	0	11	41	0	0	0	0	0	0	17	351	12	536	1,824
7:00 AM	0	0	53	39	0	11	62	0	0	0	0	0	0	13	374	21	573	2,101
7:15 AM	**0**	**0**	**76**	**61**	**0**	**23**	**66**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**548**	**32**	**832**	2,540
7:30 AM	**0**	**0**	**96**	**60**	**0**	**35**	**95**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**536**	**35**	**881**	2,822
7:45 AM	**0**	**0**	**124**	**57**	**0**	**40**	**115**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**581**	**33**	**984**	3,270
8:00 AM	**0**	**0**	**84**	**51**	**0**	**25**	**105**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**497**	**19**	**800**	**3,497**
8:15 AM	0	0	86	44	0	26	96	0	0	0	0	0	0	28	454	27	761	3,426
8:30 AM	0	0	105	49	0	18	73	0	0	0	0	0	0	17	444	24	730	3,275
8:45 AM	0	0	80	46	0	24	86	0	0	0	0	0	0	15	409	24	684	2,975
Count Total	0	0	904	545	0	241	822	0	0	0	0	0	0	232	5,075	250	8,069	0
Peak Hour All	**0**	**0**	**380**	**229**	**0**	**123**	**381**	**0**	**0**	**0**	**0**	**0**	**0**	**103**	**2,162**	**119**	**3,497**	**0**
Peak Hour HV	**0**	**0**	**13**	**3**	**0**	**1**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**49**	**4**	**90**	**0**
Peak Hour HV%	**-**	**-**	**3%**	**1%**	**-**	**1%**	**4%**	**-**	**-**	**-**	**-**	**-**	**-**	**4%**	**2%**	**3%**	**3%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	2	0	3	*6*	0	0	0	0	*0*	1	1	1	1	*4*
6:15 AM	0	2	0	10	*12*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	4	4	0	5	*13*	0	0	0	0	*0*	0	1	1	0	*2*
6:45 AM	1	5	0	6	*12*	0	0	0	0	*0*	0	1	0	1	*2*
7:00 AM	2	5	0	14	*21*	0	0	0	0	*0*	1	0	0	0	*1*
7:15 AM	**3**	**3**	**0**	**13**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**4**	**3**	**0**	**21**	***28***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**0**	**2**	*3*
7:45 AM	**5**	**2**	**0**	**12**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	*2*
8:00 AM	**4**	**9**	**0**	**11**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
8:15 AM	5	4	0	12	*21*	0	0	0	0	*0*	1	2	0	1	*4*
8:30 AM	4	2	0	16	*22*	0	0	0	0	*0*	0	0	0	1	*1*
8:45 AM	5	5	0	12	*22*	0	0	0	0	*0*	1	3	0	1	*5*
Count Total	38	46	0	135	*219*	1	0	0	0	*1*	4	11	2	8	*25*
Peak Hour	**16**	**17**	**0**	**57**	***90***	**1**	**0**	**0**	**0**	***1***	**0**	**3**	**0**	**3**	***6***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Indiana Ave				E Indiana Ave				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	0	6	0
6:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	9	1	12	0
6:30 AM	0	0	3	1	0	2	2	0	0	0	0	0	0	0	5	0	13	0
6:45 AM	0	0	1	0	0	1	4	0	0	0	0	0	0	0	5	1	12	43
7:00 AM	0	0	1	1	0	0	5	0	0	0	0	0	0	1	11	2	21	58
7:15 AM	**0**	**0**	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**1**	**19**	65
7:30 AM	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**19**	**1**	**28**	80
7:45 AM	**0**	**0**	**4**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**1**	**19**	87
8:00 AM	**0**	**0**	**4**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**1**	**24**	**90**
8:15 AM	0	0	5	0	0	0	4	0	0	0	0	0	0	1	10	1	21	92
8:30 AM	0	0	3	1	0	0	2	0	0	0	0	0	0	0	16	0	22	86
8:45 AM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	12	0	22	89
Count Total	0	0	32	6	0	5	41	0	0	0	0	0	0	6	120	9	219	0
Peak Hour	**0**	**0**	**13**	**3**	**0**	**1**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**49**	**4**	**90**	**0**

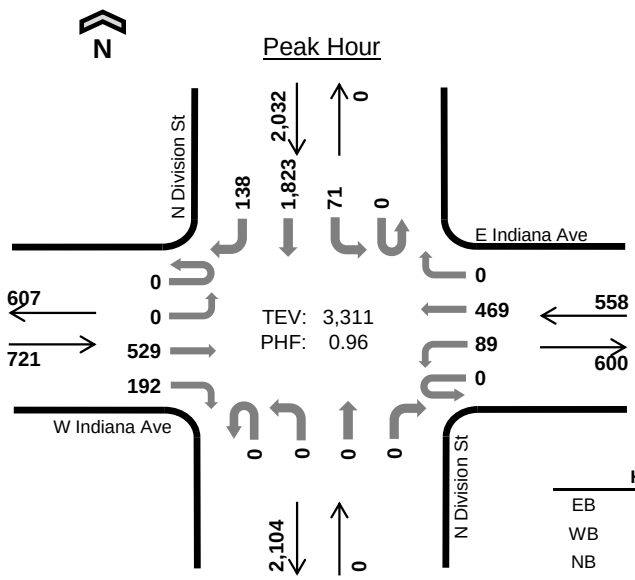
Three-Hour Count Summaries - Bikes

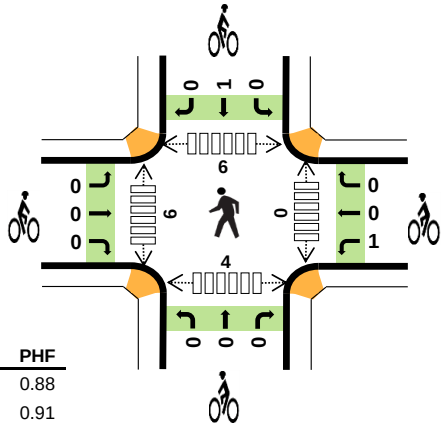
Interval Start	W Indiana Ave			E Indiana Ave			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W Indiana Ave

Date: 12/13/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:00 PM to 4:00 PM





	HV %:	PHF
EB	3.9%	0.88
WB	2.7%	0.91
NB	-	-
SB	2.4%	0.92
TOTAL	2.7%	0.96

Three-Hour Count Summaries

Interval Start		W Indiana Ave Eastbound				E Indiana Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	0	134	55	0	24	129	0	0	0	0	0	0	23	457	39	861	0
3:15 PM		0	0	131	37	0	18	99	0	0	0	0	0	0	20	497	34	836	0
3:30 PM		0	0	148	57	0	23	117	0	0	0	0	0	0	14	409	27	795	0
3:45 PM		0	0	116	43	0	24	124	0	0	0	0	0	0	14	460	38	819	3,311
Peak Hour	All	0	0	529	192	0	89	469	0	0	0	0	0	0	71	1,823	138	3,311	0
	HV	0	0	20	8	0	2	13	0	0	0	0	0	0	3	43	2	91	0
	HV%	-	-	4%	4%	-	2%	3%	-	-	-	-	-	-	4%	2%	1%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	8	3	0	11	*22*	0	1	0	1	*2*	0	1	4	1	*6*
3:15 PM	7	3	0	13	*23*	0	0	0	0	*0*	0	0	0	1	*1*
3:30 PM	6	5	0	12	*23*	0	0	0	0	*0*	0	2	2	0	*4*
3:45 PM	7	4	0	12	*23*	0	0	0	0	*0*	0	3	0	2	*5*
Peak Hour	28	15	0	48	*91*	0	1	0	1	*2*	0	6	6	4	*16*

Three-Hour Count Summaries

Interval Start	W Indiana Ave (Eastbound)				E Indiana Ave (Westbound)				N Division St (Northbound)				N Division St (Southbound)				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	**0**	**0**	**134**	**55**	**0**	**24**	**129**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**457**	**39**	**861**	0
3:15 PM	**0**	**0**	**131**	**37**	**0**	**18**	**99**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**497**	**34**	**836**	0
3:30 PM	**0**	**0**	**148**	**57**	**0**	**23**	**117**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**409**	**27**	**795**	0
3:45 PM	**0**	**0**	**116**	**43**	**0**	**24**	**124**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**460**	**38**	**819**	**3,311**
4:00 PM	0	0	130	52	0	24	125	0	0	0	0	0	0	14	416	38	799	3,249
4:15 PM	0	0	142	48	0	20	137	0	0	0	0	0	0	15	418	40	820	3,233
4:30 PM	0	0	126	49	0	28	128	0	0	0	0	0	0	10	408	30	779	3,217
4:45 PM	0	0	126	42	0	25	120	0	0	0	0	0	0	16	420	39	788	3,186
5:00 PM	0	0	145	48	0	21	135	0	0	0	0	0	0	10	400	25	784	3,171
5:15 PM	0	0	117	46	0	24	111	0	0	0	0	0	0	11	405	27	741	3,092
5:30 PM	0	0	120	54	0	18	95	0	0	0	0	0	0	16	329	37	669	2,982
5:45 PM	0	0	87	36	0	20	101	0	0	0	0	0	0	15	343	29	631	2,825
Count Total	0	0	1,522	567	0	269	1,421	0	0	0	0	0	0	178	4,962	403	9,322	0
Peak Hour All	**0**	**0**	**529**	**192**	**0**	**89**	**469**	**0**	**0**	**0**	**0**	**0**	**0**	**71**	**1,823**	**138**	**3,311**	**0**
Peak Hour HV	**0**	**0**	**20**	**8**	**0**	**2**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**43**	**2**	**91**	**0**
Peak Hour HV%	**-**	**-**	**4%**	**4%**	**-**	**2%**	**3%**	**-**	**-**	**-**	**-**	**-**	**-**	**4%**	**2%**	**1%**	**3%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	**8**	**3**	**0**	**11**	***22***	**0**	**1**	**0**	**1**	***2***	**0**	**1**	**4**	**1**	*6*
3:15 PM	**7**	**3**	**0**	**13**	***23***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
3:30 PM	**6**	**5**	**0**	**12**	***23***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**2**	**0**	*4*
3:45 PM	**7**	**4**	**0**	**12**	***23***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**0**	**2**	***5***
4:00 PM	6	1	0	6	*13*	0	0	0	0	*0*	0	4	4	4	*12*
4:15 PM	3	1	0	13	*17*	0	0	0	0	*0*	3	0	0	0	*3*
4:30 PM	8	3	0	8	*19*	0	0	0	0	*0*	3	3	2	4	*12*
4:45 PM	2	1	0	9	*12*	0	0	0	0	*0*	0	5	0	3	*8*
5:00 PM	0	2	0	5	*7*	0	0	0	0	*0*	0	2	0	3	*5*
5:15 PM	2	0	0	6	*8*	0	0	0	0	*0*	2	1	0	2	*5*
5:30 PM	2	3	0	4	*9*	0	0	0	0	*0*	0	0	1	0	*1*
5:45 PM	0	0	0	4	*4*	0	0	0	0	*0*	0	1	0	0	*1*
Count Total	51	26	0	103	*180*	0	1	0	1	*2*	8	22	13	20	*63*
Peak Hour	**28**	**15**	**0**	**48**	***91***	**0**	**1**	**0**	**1**	***2***	**0**	**6**	**6**	**4**	***16***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Indiana Ave				E Indiana Ave				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	**0**	**0**	**6**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1**	**22**	0
3:15 PM	**0**	**0**	**6**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**1**	**23**	0
3:30 PM	**0**	**0**	**4**	**2**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**23**	0
3:45 PM	**0**	**0**	**4**	**3**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**0**	**23**	**91**
4:00 PM	0	0	5	1	0	0	1	0	0	0	0	0	0	1	5	0	13	82
4:15 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	13	0	17	76
4:30 PM	0	0	5	3	0	0	3	0	0	0	0	0	0	0	7	1	19	72
4:45 PM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	9	0	12	61
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	7	55
5:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6	0	8	46
5:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	4	0	9	36
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	28
Count Total	0	0	38	13	0	2	24	0	0	0	0	0	0	4	96	3	180	0
Peak Hour	**0**	**0**	**20**	**8**	**0**	**2**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**43**	**2**	**91**	**0**

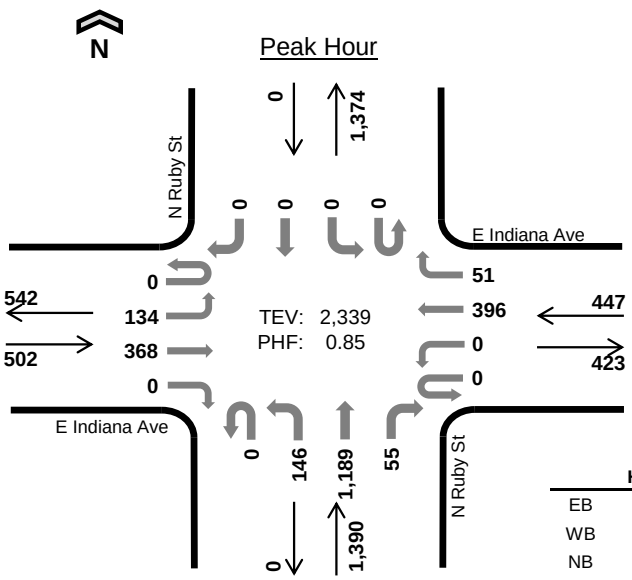
Three-Hour Count Summaries - Bikes

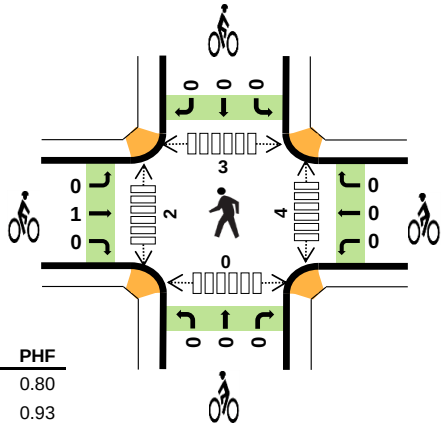
Interval Start	W Indiana Ave			E Indiana Ave			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	1	0	0	0	0	0	0	1	0	2	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Ruby St
E Indiana Ave

Date: 12/13/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	4.0%	0.80
WB	3.1%	0.93
NB	4.6%	0.84
SB	-	-
TOTAL	4.2%	0.85

Three-Hour Count Summaries

Interval Start		E Indiana Ave Eastbound				E Indiana Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	24	89	0	0	0	96	11	0	37	309	13	0	0	0	0	579	0
7:45 AM		0	44	113	0	0	0	108	12	0	47	346	22	0	0	0	0	692	0
8:00 AM		0	31	83	0	0	0	96	17	0	32	252	8	0	0	0	0	519	0
8:15 AM		0	35	83	0	0	0	96	11	0	30	282	12	0	0	0	0	549	2,339
Peak Hour	All	0	134	368	0	0	0	396	51	0	146	1,189	55	0	0	0	0	2,339	0
	HV	0	7	13	0	0	0	11	3	0	7	54	3	0	0	0	0	98	0
	HV%	-	5%	4%	-	-	-	3%	6%	-	5%	5%	5%	-	-	-	-	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	6	5	21	0	*32*	1	0	0	0	*1*	4	0	1	0	*5*
7:45 AM	4	1	16	0	*21*	0	0	0	0	*0*	0	1	0	0	*1*
8:00 AM	5	6	14	0	*25*	0	0	0	0	*0*	0	0	1	0	*1*
8:15 AM	5	2	13	0	*20*	0	0	0	0	*0*	0	1	1	0	*2*
Peak Hour	20	14	64	0	*98*	1	0	0	0	*1*	4	2	3	0	*9*

Three-Hour Count Summaries

Interval Start	E Indiana Ave Eastbound				E Indiana Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	5	43	0	0	0	29	2	0	4	79	4	0	0	0	0	166	0
6:15 AM	0	9	41	0	0	0	24	3	0	9	127	1	0	0	0	0	214	0
6:30 AM	0	11	67	0	0	0	40	7	0	10	158	4	0	0	0	0	297	0
6:45 AM	0	17	68	0	0	0	33	10	0	15	204	4	0	0	0	0	351	1,028
7:00 AM	0	14	55	0	0	0	56	4	0	20	184	4	0	0	0	0	337	1,199
7:15 AM	0	21	80	0	0	0	51	12	0	26	219	11	0	0	0	0	420	1,405
7:30 AM	**0**	**24**	**89**	**0**	**0**	**0**	**96**	**11**	**0**	**37**	**309**	**13**	**0**	**0**	**0**	**0**	**579**	1,687
7:45 AM	**0**	**44**	**113**	**0**	**0**	**0**	**108**	**12**	**0**	**47**	**346**	**22**	**0**	**0**	**0**	**0**	**692**	2,028
8:00 AM	**0**	**31**	**83**	**0**	**0**	**0**	**96**	**17**	**0**	**32**	**252**	**8**	**0**	**0**	**0**	**0**	**519**	2,210
8:15 AM	**0**	**35**	**83**	**0**	**0**	**0**	**96**	**11**	**0**	**30**	**282**	**12**	**0**	**0**	**0**	**0**	**549**	**2,339**
8:30 AM	0	42	86	0	0	0	70	28	0	24	284	10	0	0	0	0	544	2,304
8:45 AM	0	49	57	0	0	0	70	20	0	34	314	8	0	0	0	0	552	2,164
Count Total	0	302	865	0	0	0	769	137	0	288	2,758	101	0	0	0	0	5,220	0
Peak Hour All	**0**	**134**	**368**	**0**	**0**	**0**	**396**	**51**	**0**	**146**	**1,189**	**55**	**0**	**0**	**0**	**0**	**2,339**	**0**
Peak Hour HV	**0**	**7**	**13**	**0**	**0**	**0**	**11**	**3**	**0**	**7**	**54**	**3**	**0**	**0**	**0**	**0**	**98**	**0**
Peak Hour HV%	**-**	**5%**	**4%**	**-**	**-**	**-**	**3%**	**6%**	**-**	**5%**	**5%**	**5%**	**-**	**-**	**-**	**-**	**4%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	2	8	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	2	2	9	0	*13*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	3	5	17	0	*25*	0	0	0	0	*0*	1	0	0	0	*1*
6:45 AM	1	3	12	0	*16*	0	0	0	0	*0*	1	0	0	0	*1*
7:00 AM	1	5	11	0	*17*	0	0	0	0	*0*	1	0	0	1	*2*
7:15 AM	4	1	16	0	*21*	0	0	0	0	*0*	2	0	0	0	*2*
7:30 AM	**6**	**5**	**21**	**0**	***32***	**1**	**0**	**0**	**0**	***1***	**4**	**0**	**1**	**0**	*5*
7:45 AM	**4**	**1**	**16**	**0**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
8:00 AM	**5**	**6**	**14**	**0**	***25***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
8:15 AM	**5**	**2**	**13**	**0**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	***2***
8:30 AM	3	3	14	0	*20*	0	0	0	0	*0*	2	0	0	0	*2*
8:45 AM	5	3	14	0	*22*	0	0	0	0	*0*	2	0	0	0	*2*
Count Total	40	38	165	0	*243*	1	0	0	0	*1*	13	2	3	1	*19*
Peak Hour	**20**	**14**	**64**	**0**	***98***	**1**	**0**	**0**	**0**	***1***	**4**	**2**	**3**	**0**	***9***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Indiana Ave				E Indiana Ave				N Ruby St				N Ruby St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	1	0	0	0	1	1	0	0	8	0	0	0	0	0	11	0
6:15 AM	0	2	0	0	0	0	2	0	0	1	7	1	0	0	0	0	13	0
6:30 AM	0	1	2	0	0	0	4	1	0	1	16	0	0	0	0	0	25	0
6:45 AM	0	0	1	0	0	0	1	2	0	3	9	0	0	0	0	0	16	65
7:00 AM	0	0	1	0	0	0	5	0	0	0	11	0	0	0	0	0	17	71
7:15 AM	0	0	4	0	0	0	0	1	0	1	15	0	0	0	0	0	21	79
7:30 AM	**0**	**2**	**4**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**19**	**2**	**0**	**0**	**0**	**0**	**32**	86
7:45 AM	**0**	**2**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**15**	**0**	**0**	**0**	**0**	**0**	**21**	91
8:00 AM	**0**	**1**	**4**	**0**	**0**	**0**	**5**	**1**	**0**	**4**	**9**	**1**	**0**	**0**	**0**	**0**	**25**	99
8:15 AM	**0**	**2**	**3**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**11**	**0**	**0**	**0**	**0**	**0**	**20**	**98**
8:30 AM	0	0	3	0	0	0	1	2	0	1	13	0	0	0	0	0	20	86
8:45 AM	0	3	2	0	0	0	1	2	0	4	9	1	0	0	0	0	22	87
Count Total	0	13	27	0	0	0	26	12	0	18	142	5	0	0	0	0	243	0
Peak Hour	**0**	**7**	**13**	**0**	**0**	**0**	**11**	**3**	**0**	**7**	**54**	**3**	**0**	**0**	**0**	**0**	**98**	**0**

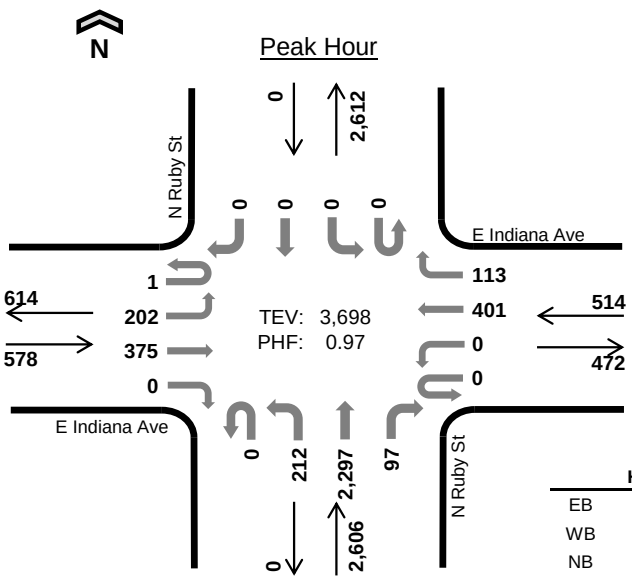
Three-Hour Count Summaries - Bikes

Interval Start	E Indiana Ave			E Indiana Ave			N Ruby St			N Ruby St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

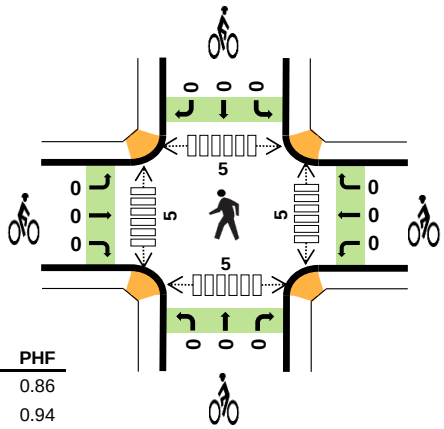
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Ruby St
E Indiana Ave

Date: 12/13/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	2.6%	0.86
WB	1.0%	0.94
NB	1.6%	0.96
SB	-	-
TOTAL	1.6%	0.97



Three-Hour Count Summaries

Interval Start		E Indiana Ave Eastbound				E Indiana Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	55	81	0	0	0	97	40	0	48	599	16	0	0	0	0	936	0
4:15 PM		0	46	123	0	0	0	109	26	0	60	560	27	0	0	0	0	951	0
4:30 PM		0	42	84	0	0	0	93	27	0	52	533	30	0	0	0	0	861	0
4:45 PM		1	59	87	0	0	0	102	20	0	52	605	24	0	0	0	0	950	3,698
Peak Hour	All	1	202	375	0	0	0	401	113	0	212	2,297	97	0	0	0	0	3,698	0
	HV	0	6	9	0	0	0	3	2	0	1	38	2	0	0	0	0	61	0
	HV%	0%	3%	2%	-	-	-	1%	2%	-	0%	2%	2%	-	-	-	-	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	1	7	0	*13*	0	0	0	0	*0*	3	2	2	1	*8*
4:15 PM	4	2	10	0	*16*	0	0	0	0	*0*	2	0	1	3	*6*
4:30 PM	4	1	14	0	*19*	0	0	0	0	*0*	0	1	2	0	*3*
4:45 PM	2	1	10	0	*13*	0	0	0	0	*0*	0	2	0	1	*3*
Peak Hour	15	5	41	0	*61*	0	0	0	0	*0*	5	5	5	5	*20*

Three-Hour Count Summaries

Interval Start	E Indiana Ave Eastbound				E Indiana Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	61	84	0	0	0	90	45	0	58	573	15	0	0	0	0	926	0
3:15 PM	1	73	99	0	0	0	78	39	0	41	534	12	0	0	0	0	877	0
3:30 PM	0	69	73	0	0	0	83	30	0	53	543	26	0	0	0	0	877	0
3:45 PM	0	61	87	0	0	0	101	35	0	50	492	15	0	0	0	0	841	3,521
4:00 PM	**0**	**55**	**81**	**0**	**0**	**0**	**97**	**40**	**0**	**48**	**599**	**16**	**0**	**0**	**0**	**0**	**936**	3,531
4:15 PM	**0**	**46**	**123**	**0**	**0**	**0**	**109**	**26**	**0**	**60**	**560**	**27**	**0**	**0**	**0**	**0**	**951**	3,605
4:30 PM	**0**	**42**	**84**	**0**	**0**	**0**	**93**	**27**	**0**	**52**	**533**	**30**	**0**	**0**	**0**	**0**	**861**	3,589
4:45 PM	**1**	**59**	**87**	**0**	**0**	**0**	**102**	**20**	**0**	**52**	**605**	**24**	**0**	**0**	**0**	**0**	**950**	**3,698**
5:00 PM	2	68	84	0	0	0	91	36	0	54	508	23	0	0	0	0	866	3,628
5:15 PM	0	66	82	0	0	0	85	23	0	59	523	21	0	0	0	0	859	3,536
5:30 PM	0	55	76	0	0	0	71	14	0	45	421	17	0	0	0	0	699	3,374
5:45 PM	0	29	64	0	0	0	76	14	0	46	349	13	0	0	0	0	591	3,015
Count Total	4	684	1,024	0	0	0	1,076	349	0	618	6,240	239	0	0	0	0	10,234	0
Peak Hour All	**1**	**202**	**375**	**0**	**0**	**0**	**401**	**113**	**0**	**212**	**2,297**	**97**	**0**	**0**	**0**	**0**	**3,698**	**0**
Peak Hour HV	**0**	**6**	**9**	**0**	**0**	**0**	**3**	**2**	**0**	**1**	**38**	**2**	**0**	**0**	**0**	**0**	**61**	**0**
Peak Hour HV%	**0%**	**3%**	**2%**	**-**	**-**	**-**	**1%**	**2%**	**-**	**0%**	**2%**	**2%**	**-**	**-**	**-**	**-**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	5	2	14	0	*21*	0	1	0	0	*1*	6	0	3	0	*9*
3:15 PM	6	4	11	0	*21*	0	0	0	0	*0*	3	1	1	2	*7*
3:30 PM	2	3	8	0	*13*	0	0	0	0	*0*	1	2	2	4	*9*
3:45 PM	7	4	7	0	*18*	0	0	0	0	*0*	2	0	0	3	*5*
4:00 PM	**5**	**1**	**7**	**0**	***13***	**0**	**0**	**0**	**0**	***0***	**3**	**2**	**2**	**1**	*8*
4:15 PM	**4**	**2**	**10**	**0**	***16***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**3**	*6*
4:30 PM	**4**	**1**	**14**	**0**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**0**	*3*
4:45 PM	**2**	**1**	**10**	**0**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**1**	***3***
5:00 PM	0	2	13	0	*15*	0	0	0	0	*0*	1	1	0	3	*5*
5:15 PM	5	0	4	0	*9*	0	0	0	0	*0*	3	0	2	0	*5*
5:30 PM	4	1	5	0	*10*	0	0	0	0	*0*	0	1	0	0	*1*
5:45 PM	0	0	7	0	*7*	0	0	0	0	*0*	4	0	2	0	*6*
Count Total	44	21	110	0	*175*	0	1	0	0	*1*	25	10	15	17	*67*
Peak Hour	**15**	**5**	**41**	**0**	***61***	**0**	**0**	**0**	**0**	***0***	**5**	**5**	**5**	**5**	***20***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Indiana Ave				E Indiana Ave				N Ruby St				N Ruby St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	2	3	0	0	0	2	0	0	0	13	1	0	0	0	0	21	0
3:15 PM	0	2	4	0	0	0	3	1	0	0	11	0	0	0	0	0	21	0
3:30 PM	0	2	0	0	0	0	3	0	0	0	8	0	0	0	0	0	13	0
3:45 PM	0	3	4	0	0	0	4	0	0	1	6	0	0	0	0	0	18	73
4:00 PM	**0**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**13**	65
4:15 PM	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**16**	60
4:30 PM	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**0**	**19**	66
4:45 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**13**	**61**
5:00 PM	0	0	0	0	0	0	2	0	0	5	8	0	0	0	0	0	15	63
5:15 PM	0	4	1	0	0	0	0	0	0	0	4	0	0	0	0	0	9	56
5:30 PM	0	2	2	0	0	0	1	0	0	1	4	0	0	0	0	0	10	47
5:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	41
Count Total	0	21	23	0	0	0	18	3	0	8	99	3	0	0	0	0	175	0
Peak Hour	**0**	**6**	**9**	**0**	**0**	**0**	**3**	**2**	**0**	**1**	**38**	**2**	**0**	**0**	**0**	**0**	**61**	**0**

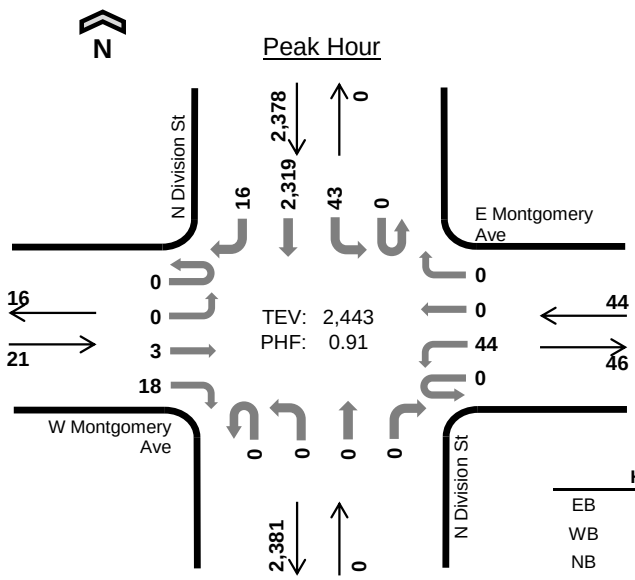
Three-Hour Count Summaries - Bikes

Interval Start	E Indiana Ave			E Indiana Ave			N Ruby St			N Ruby St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

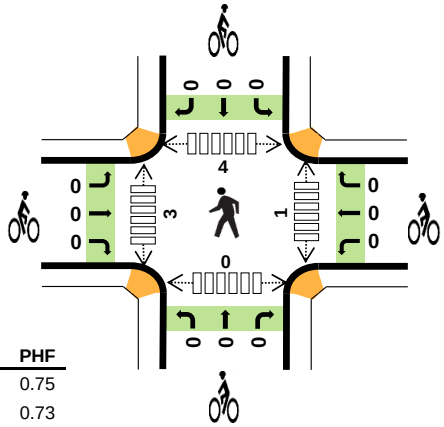
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W Montgomery Ave

Date: 12/12/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	4.8%	0.75
WB	4.5%	0.73
NB	-	-
SB	2.2%	0.91
TOTAL	2.3%	0.91



Three-Hour Count Summaries

Interval Start		W Montgomery Ave Eastbound				E Montgomery Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	0	0	4	0	9	0	0	0	0	0	0	0	10	541	4	568	0
7:30 AM		0	0	0	5	0	15	0	0	0	0	0	0	0	4	604	6	634	0
7:45 AM		0	0	1	6	0	11	0	0	0	0	0	0	0	17	631	3	669	0
8:00 AM		0	0	2	3	0	9	0	0	0	0	0	0	0	12	543	3	572	2,443
Peak Hour	All	0	0	3	18	0	44	0	0	0	0	0	0	0	43	2,319	16	2,443	0
	HV	0	0	0	1	0	2	0	0	0	0	0	0	0	0	52	0	55	0
	HV%	-	-	0%	6%	-	5%	-	-	-	-	-	-	-	0%	2%	0%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:15 AM	0	1	0	11	*12*	0	0	0	0	*0*	0	1	0	0	*1*
7:30 AM	0	0	0	15	*15*	0	0	0	0	*0*	1	1	1	0	*3*
7:45 AM	1	0	0	10	*11*	0	0	0	0	*0*	0	0	2	0	*2*
8:00 AM	0	1	0	16	*17*	0	0	0	0	*0*	0	1	1	0	*2*
Peak Hour	1	2	0	52	*55*	0	0	0	0	*0*	1	3	4	0	*8*

Three-Hour Count Summaries

Interval Start	W Montgomery Ave Eastbound				E Montgomery Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	222	0	227	0
6:15 AM	0	0	0	5	0	3	0	0	0	0	0	0	0	5	306	1	320	0
6:30 AM	0	0	0	2	0	7	0	0	0	0	0	0	0	3	408	5	425	0
6:45 AM	0	0	0	4	0	4	0	0	0	0	0	0	0	7	374	1	390	1,362
7:00 AM	0	0	0	2	0	5	0	0	0	0	0	0	0	6	389	0	402	1,537
7:15 AM	**0**	**0**	**0**	**4**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**541**	**4**	**568**	1,785
7:30 AM	**0**	**0**	**0**	**5**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**604**	**6**	**634**	1,994
7:45 AM	**0**	**0**	**1**	**6**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**631**	**3**	**669**	2,273
8:00 AM	**0**	**0**	**2**	**3**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**543**	**3**	**572**	**2,443**
8:15 AM	0	0	0	6	0	9	0	0	0	0	0	0	0	12	509	1	537	2,412
8:30 AM	0	0	1	5	0	11	0	0	0	0	0	0	0	16	450	2	485	2,263
8:45 AM	0	0	1	4	0	16	0	0	0	0	0	0	0	12	452	3	488	2,082
Count Total	0	0	5	46	0	99	0	0	0	0	0	0	0	109	5,429	29	5,717	0
Peak Hour All	**0**	**0**	**3**	**18**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**2,319**	**16**	**2,443**	**0**
Peak Hour HV	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**55**	**0**
Peak Hour HV%	**-**	**-**	**0%**	**6%**	**-**	**5%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**2%**	**0%**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	0	5	*5*	0	0	0	1	*1*	0	0	0	1	*1*
6:15 AM	0	0	0	5	*5*	0	0	0	0	*0*	2	0	2	0	*4*
6:30 AM	0	1	0	6	*7*	0	0	0	0	*0*	1	0	0	0	*1*
6:45 AM	0	1	0	8	*9*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	0	0	11	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**0**	**1**	**0**	**11**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
7:30 AM	**0**	**0**	**0**	**15**	***15***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**0**	*3*
7:45 AM	**1**	**0**	**0**	**10**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	*2*
8:00 AM	**0**	**1**	**0**	**16**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	***2***
8:15 AM	0	2	0	15	*17*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	2	0	0	9	*11*	0	0	0	0	*0*	0	2	0	0	*2*
8:45 AM	0	0	0	15	*15*	0	0	0	0	*0*	1	1	1	0	*3*
Count Total	3	6	0	126	*135*	0	0	0	1	*1*	5	6	7	1	*19*
Peak Hour	**1**	**2**	**0**	**52**	***55***	**0**	**0**	**0**	**0**	***0***	**1**	**3**	**4**	**0**	***8***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Montgomery Ave				E Montgomery Ave				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0
6:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	7	0
6:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	0	9	26
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	32
7:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**12**	39
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**15**	47
7:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**11**	49
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**17**	**55**
8:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	15	0	17	60
8:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	9	0	11	56
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	60
Count Total	0	0	1	2	0	6	0	0	0	0	0	0	0	0	126	0	135	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**55**	**0**

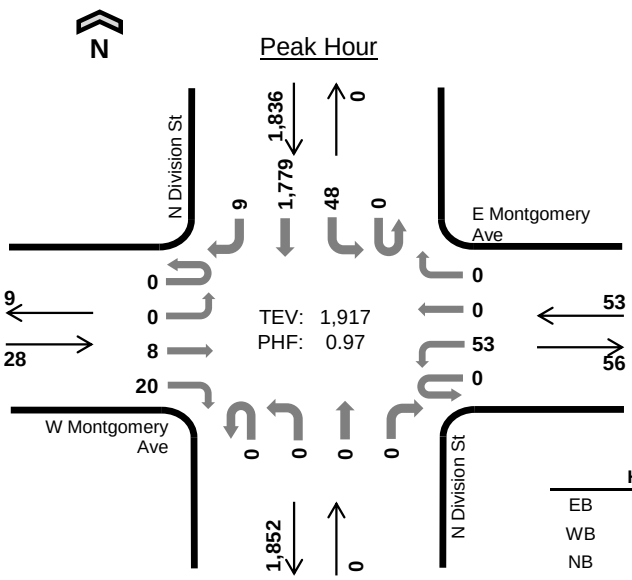
Three-Hour Count Summaries - Bikes

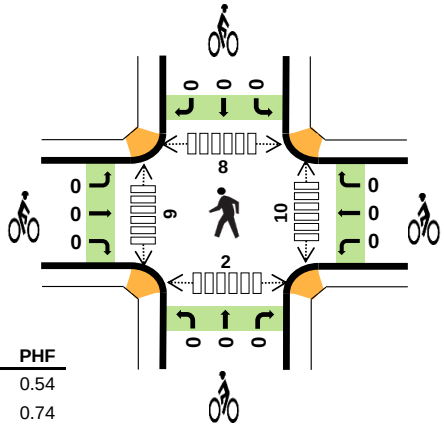
Interval Start	W Montgomery Ave			E Montgomery Ave			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W Montgomery Ave

Date: 12/12/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:00 PM to 4:00 PM





	HV %:	PHF
EB	0.0%	0.54
WB	3.8%	0.74
NB	-	-
SB	1.9%	0.97
TOTAL	1.9%	0.97

Three-Hour Count Summaries

Interval Start		W Montgomery Ave Eastbound				E Montgomery Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	0	4	9	0	15	0	0	0	0	0	0	0	12	441	3	484	0
3:15 PM		0	0	4	2	0	7	0	0	0	0	0	0	0	15	450	4	482	0
3:30 PM		0	0	0	3	0	18	0	0	0	0	0	0	0	9	427	2	459	0
3:45 PM		0	0	0	6	0	13	0	0	0	0	0	0	0	12	461	0	492	1,917
Peak Hour	All	0	0	8	20	0	53	0	0	0	0	0	0	0	48	1,779	9	1,917	0
	HV	0	0	0	0	0	2	0	0	0	0	0	0	0	1	34	0	37	0
	HV%	-	-	0%	0%	-	4%	-	-	-	-	-	-	-	2%	2%	0%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	0	11	*11*	0	0	0	0	*0*	2	0	0	0	*2*
3:15 PM	0	2	0	9	*11*	0	0	0	0	*0*	1	2	4	0	*7*
3:30 PM	0	0	0	3	*3*	0	0	0	0	*0*	2	2	0	2	*6*
3:45 PM	0	0	0	12	*12*	0	0	0	0	*0*	5	5	4	0	*14*
Peak Hour	0	2	0	35	*37*	0	0	0	0	*0*	10	9	8	2	*29*

Three-Hour Count Summaries

Interval Start	W Montgomery Ave (Eastbound)				E Montgomery Ave (Westbound)				N Division St (Northbound)				N Division St (Southbound)				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	**0**	**0**	**4**	**9**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**441**	**3**	**484**	0
3:15 PM	**0**	**0**	**4**	**2**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**450**	**4**	**482**	0
3:30 PM	**0**	**0**	**0**	**3**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**427**	**2**	**459**	0
3:45 PM	**0**	**0**	**0**	**6**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**461**	**0**	**492**	**1,917**
4:00 PM	0	0	0	1	0	20	0	0	0	0	0	0	0	10	398	2	431	1,864
4:15 PM	0	0	0	6	0	13	0	0	0	0	0	0	0	18	403	5	445	1,827
4:30 PM	0	0	0	3	0	21	0	0	0	0	0	0	0	11	427	3	465	1,833
4:45 PM	0	0	0	2	0	17	0	0	0	0	0	0	0	5	429	2	455	1,796
5:00 PM	0	0	2	3	0	8	0	0	0	0	0	0	0	26	366	4	409	1,774
5:15 PM	0	0	0	5	0	10	0	0	0	0	0	0	0	11	417	2	445	1,774
5:30 PM	0	0	0	2	0	20	0	0	0	0	0	0	0	8	336	0	366	1,675
5:45 PM	0	0	0	2	0	8	0	0	0	0	0	0	0	4	438	3	455	1,675
Count Total	0	0	10	44	0	170	0	0	0	0	0	0	0	141	4,993	30	5,388	0
Peak Hour All	**0**	**0**	**8**	**20**	**0**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**	**1,779**	**9**	**1,917**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**34**	**0**	**37**	**0**
Peak Hour HV%	**-**	**-**	**0%**	**0%**	**-**	**4%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**2%**	**0%**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	**0**	**0**	**0**	**11**	***11***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	*2*
3:15 PM	**0**	**2**	**0**	**9**	***11***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**4**	**0**	*7*
3:30 PM	**0**	**0**	**0**	**3**	***3***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**0**	**2**	*6*
3:45 PM	**0**	**0**	**0**	**12**	***12***	**0**	**0**	**0**	**0**	***0***	**5**	**5**	**4**	**0**	***14***
4:00 PM	0	0	0	10	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	14	*14*	0	0	0	0	*0*	8	6	6	0	*20*
4:30 PM	0	0	0	12	*12*	0	0	0	0	*0*	1	1	0	0	*2*
4:45 PM	0	0	0	4	*4*	0	0	0	0	*0*	1	2	1	0	*4*
5:00 PM	0	0	0	4	*4*	0	0	0	0	*0*	0	4	4	0	*8*
5:15 PM	0	2	0	7	*9*	0	0	0	0	*0*	1	0	1	0	*2*
5:30 PM	0	0	0	7	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	3	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	4	0	96	*100*	0	0	0	0	*0*	21	22	20	2	*65*
Peak Hour	**0**	**2**	**0**	**35**	***37***	**0**	**0**	**0**	**0**	***0***	**10**	**9**	**8**	**2**	***29***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Montgomery Ave				E Montgomery Ave				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**11**	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**11**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**12**	**37**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	36
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	39
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	48
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	40
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	34
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	0	9	29
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	24
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	23
Count Total	0	0	0	0	0	4	0	0	0	0	0	0	0	3	93	0	100	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**34**	**0**	**37**	**0**

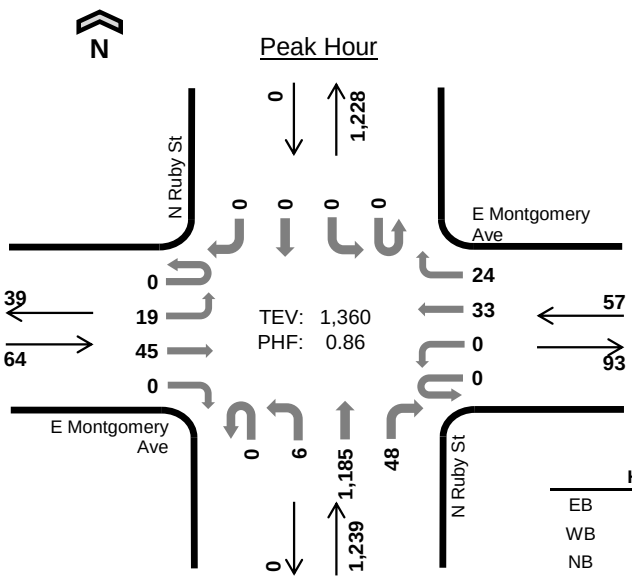
Three-Hour Count Summaries - Bikes

Interval Start	W Montgomery Ave			E Montgomery Ave			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

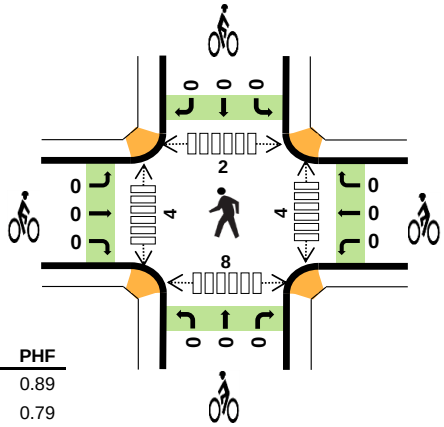
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Ruby St
E Montgomery Ave

Date: 12/12/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	3.1%	0.89
WB	5.3%	0.79
NB	6.1%	0.85
SB	-	-
TOTAL	6.0%	0.86



Three-Hour Count Summaries

Interval Start		E Montgomery Ave Eastbound				E Montgomery Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	4	14	0	0	0	7	4	0	4	350	11	0	0	0	0	394	0
8:00 AM		0	5	13	0	0	0	6	6	0	1	255	14	0	0	0	0	300	0
8:15 AM		0	4	6	0	0	0	8	8	0	0	291	9	0	0	0	0	326	0
8:30 AM		0	6	12	0	0	0	12	6	0	1	289	14	0	0	0	0	340	1,360
Peak Hour	All	0	19	45	0	0	0	33	24	0	6	1,185	48	0	0	0	0	1,360	0
	HV	0	2	0	0	0	0	2	1	0	0	75	1	0	0	0	0	81	0
	HV%	-	11%	0%	-	-	-	6%	4%	-	0%	6%	2%	-	-	-	-	6%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:45 AM	0	0	18	0	*18*	0	0	0	0	*0*	0	1	0	1	*2*
8:00 AM	1	2	15	0	*18*	0	0	0	0	*0*	0	1	1	0	*2*
8:15 AM	0	1	25	0	*26*	0	0	0	0	*0*	0	0	0	1	*1*
8:30 AM	1	0	18	0	*19*	0	0	0	0	*0*	4	2	1	6	*13*
Peak Hour	2	3	76	0	*81*	0	0	0	0	*0*	4	4	2	8	*18*

Three-Hour Count Summaries

Interval Start	E Montgomery Ave Eastbound				E Montgomery Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	3	1	0	0	0	0	2	0	2	77	1	0	0	0	0	86	0
6:15 AM	0	3	2	0	0	0	5	3	0	0	110	5	0	0	0	0	128	0
6:30 AM	0	1	3	0	0	0	3	3	0	0	143	6	0	0	0	0	159	0
6:45 AM	0	3	3	0	0	0	0	3	0	2	203	11	0	0	0	0	225	598
7:00 AM	0	0	2	0	0	0	2	4	0	1	186	5	0	0	0	0	200	712
7:15 AM	0	1	7	0	0	0	4	3	0	1	240	10	0	0	0	0	266	850
7:30 AM	0	1	5	0	0	0	8	1	0	4	286	10	0	0	0	0	315	1,006
7:45 AM	**0**	**4**	**14**	**0**	**0**	**0**	**7**	**4**	**0**	**4**	**350**	**11**	**0**	**0**	**0**	**0**	**394**	1,175
8:00 AM	**0**	**5**	**13**	**0**	**0**	**0**	**6**	**6**	**0**	**1**	**255**	**14**	**0**	**0**	**0**	**0**	**300**	1,275
8:15 AM	**0**	**4**	**6**	**0**	**0**	**0**	**8**	**8**	**0**	**0**	**291**	**9**	**0**	**0**	**0**	**0**	**326**	1,335
8:30 AM	**0**	**6**	**12**	**0**	**0**	**0**	**12**	**6**	**0**	**1**	**289**	**14**	**0**	**0**	**0**	**0**	**340**	**1,360**
8:45 AM	0	6	14	0	0	0	8	7	0	3	309	15	0	0	0	0	362	1,328
Count Total	0	37	82	0	0	0	63	50	0	19	2,739	111	0	0	0	0	3,101	0
Peak Hour All	**0**	**19**	**45**	**0**	**0**	**0**	**33**	**24**	**0**	**6**	**1,185**	**48**	**0**	**0**	**0**	**0**	**1,360**	**0**
Peak Hour HV	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**75**	**1**	**0**	**0**	**0**	**0**	**81**	**0**
Peak Hour HV%	**-**	**11%**	**0%**	**-**	**-**	**-**	**6%**	**4%**	**-**	**0%**	**6%**	**2%**	**-**	**-**	**-**	**-**	**6%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	4	0	*4*	0	0	0	0	*0*	0	1	1	0	*2*
6:15 AM	0	3	8	0	*11*	0	0	0	0	*0*	0	0	0	2	*2*
6:30 AM	0	0	8	0	*8*	0	0	0	0	*0*	1	2	0	0	*3*
6:45 AM	1	0	14	0	*15*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	1	15	0	*16*	0	0	0	0	*0*	2	0	0	0	*2*
7:15 AM	0	1	15	0	*16*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	1	0	11	0	*12*	0	0	0	0	*0*	1	0	1	1	*3*
7:45 AM	**0**	**0**	**18**	**0**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	*2*
8:00 AM	**1**	**2**	**15**	**0**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	*2*
8:15 AM	**0**	**1**	**25**	**0**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
8:30 AM	**1**	**0**	**18**	**0**	***19***	**0**	**0**	**0**	**0**	***0***	**4**	**2**	**1**	**6**	***13***
8:45 AM	1	0	15	0	*16*	0	0	0	0	*0*	0	1	1	1	*3*
Count Total	5	8	166	0	*179*	0	0	0	0	*0*	8	8	5	12	*33*
Peak Hour	**2**	**3**	**76**	**0**	***81***	**0**	**0**	**0**	**0**	***0***	**4**	**4**	**2**	**8**	***18***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Montgomery Ave				E Montgomery Ave				N Ruby St				N Ruby St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0
6:15 AM	0	0	0	0	0	0	3	0	0	0	8	0	0	0	0	0	11	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	8	0
6:45 AM	0	1	0	0	0	0	0	0	0	2	11	1	0	0	0	0	15	38
7:00 AM	0	0	0	0	0	0	0	1	0	0	15	0	0	0	0	0	16	50
7:15 AM	0	0	0	0	0	0	1	0	0	0	15	0	0	0	0	0	16	55
7:30 AM	0	1	0	0	0	0	0	0	0	0	11	0	0	0	0	0	12	59
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**18**	62
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**18**	64
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**26**	74
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**19**	**81**
8:45 AM	0	1	0	0	0	0	0	0	0	0	13	2	0	0	0	0	16	79
Count Total	0	5	0	0	0	0	6	2	0	2	159	5	0	0	0	0	179	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**75**	**1**	**0**	**0**	**0**	**0**	**81**	**0**

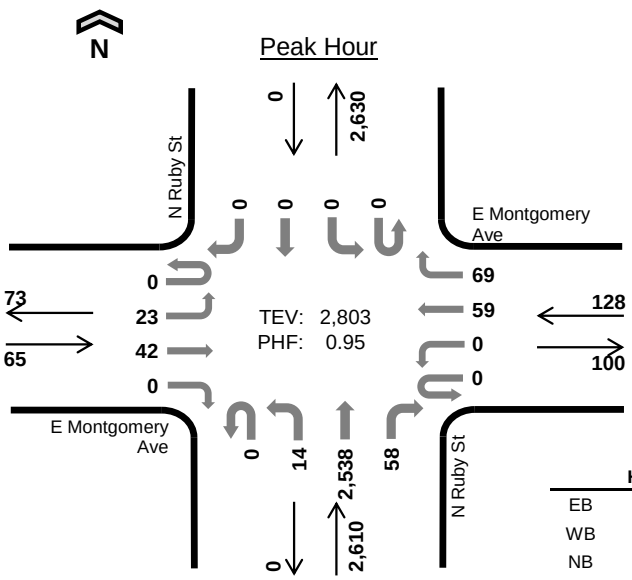
Three-Hour Count Summaries - Bikes

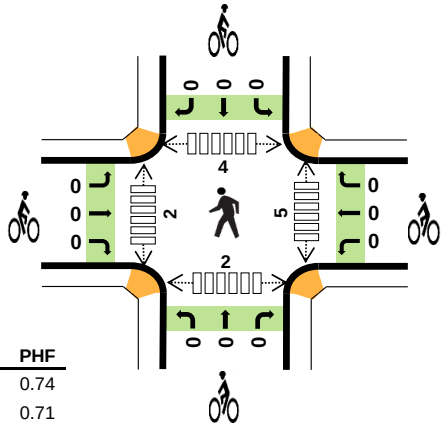
Interval Start	E Montgomery Ave			E Montgomery Ave			N Ruby St			N Ruby St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Ruby St
E Montgomery Ave

Date: 12/12/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:45 PM to 4:45 PM





	HV %:	PHF
EB	0.0%	0.74
WB	2.3%	0.71
NB	1.6%	0.94
SB	-	-
TOTAL	1.6%	0.95

Three-Hour Count Summaries

Interval Start		E Montgomery Ave Eastbound				E Montgomery Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:45 PM		0	3	9	0	0	0	13	22	0	2	628	17	0	0	0	0	694	0
4:00 PM		0	5	10	0	0	0	12	13	0	6	612	15	0	0	0	0	673	0
4:15 PM		0	8	14	0	0	0	11	12	0	4	678	14	0	0	0	0	741	0
4:30 PM		0	7	9	0	0	0	23	22	0	2	620	12	0	0	0	0	695	2,803
Peak Hour	All	0	23	42	0	0	0	59	69	0	14	2,538	58	0	0	0	0	2,803	0
	HV	0	0	0	0	0	0	0	3	0	0	41	2	0	0	0	0	46	0
	HV%	-	0%	0%	-	-	-	0%	4%	-	0%	2%	3%	-	-	-	-	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:45 PM	0	2	7	0	*9*	0	0	0	0	*0*	0	1	1	1	*3*
4:00 PM	0	0	9	0	*9*	0	0	0	0	*0*	2	0	2	0	*4*
4:15 PM	0	0	15	0	*15*	0	0	0	0	*0*	1	0	0	1	*2*
4:30 PM	0	1	12	0	*13*	0	0	0	0	*0*	2	1	1	0	*4*
Peak Hour	0	3	43	0	*46*	0	0	0	0	*0*	5	2	4	2	*13*

Three-Hour Count Summaries

Interval Start	E Montgomery Ave Eastbound				E Montgomery Ave Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	7	12	0	0	0	12	7	0	3	527	15	0	0	0	0	583	0
3:15 PM	0	8	8	0	0	0	3	13	0	3	553	7	0	0	0	0	595	0
3:30 PM	0	4	10	0	0	0	15	18	0	1	569	10	0	0	0	0	627	0
3:45 PM	**0**	**3**	**9**	**0**	**0**	**0**	**13**	**22**	**0**	**2**	**628**	**17**	**0**	**0**	**0**	**0**	**694**	2,499
4:00 PM	**0**	**5**	**10**	**0**	**0**	**0**	**12**	**13**	**0**	**6**	**612**	**15**	**0**	**0**	**0**	**0**	**673**	2,589
4:15 PM	**0**	**8**	**14**	**0**	**0**	**0**	**11**	**12**	**0**	**4**	**678**	**14**	**0**	**0**	**0**	**0**	**741**	2,735
4:30 PM	**0**	**7**	**9**	**0**	**0**	**0**	**23**	**22**	**0**	**2**	**620**	**12**	**0**	**0**	**0**	**0**	**695**	**2,803**
4:45 PM	0	5	3	0	0	0	14	24	0	3	604	17	0	0	0	0	670	2,779
5:00 PM	0	6	25	0	0	0	4	15	0	2	592	30	0	0	0	0	674	2,780
5:15 PM	0	4	11	0	0	0	11	14	0	0	621	40	0	0	0	0	701	2,740
5:30 PM	0	3	9	0	0	0	17	13	0	2	510	9	0	0	0	0	563	2,608
5:45 PM	0	0	4	0	0	0	5	7	0	3	472	9	0	0	0	0	500	2,438
Count Total	0	60	124	0	0	0	140	180	0	31	6,986	195	0	0	0	0	7,716	0
Peak Hour All	**0**	**23**	**42**	**0**	**0**	**0**	**59**	**69**	**0**	**14**	**2,538**	**58**	**0**	**0**	**0**	**0**	**2,803**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**41**	**2**	**0**	**0**	**0**	**0**	**46**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**-**	**-**	**-**	**0%**	**4%**	**-**	**0%**	**2%**	**3%**	**-**	**-**	**-**	**-**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	1	1	6	0	*8*	0	0	0	0	*0*	2	2	2	1	*7*
3:15 PM	0	3	8	0	*11*	0	0	0	0	*0*	1	1	1	1	*4*
3:30 PM	0	1	8	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	**0**	**2**	**7**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**1**	*3*
4:00 PM	**0**	**0**	**9**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**2**	**0**	*4*
4:15 PM	**0**	**0**	**15**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**1**	*2*
4:30 PM	**0**	**1**	**12**	**0**	***13***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**1**	**0**	***4***
4:45 PM	0	2	11	0	*13*	0	0	0	0	*0*	1	1	1	1	*4*
5:00 PM	2	0	6	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	2	1	0	*3*	0	0	0	0	*0*	0	1	0	0	*1*
5:30 PM	0	0	10	0	*10*	0	0	0	0	*0*	2	1	0	0	*3*
5:45 PM	0	0	3	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	3	12	96	0	*111*	0	0	0	0	*0*	11	8	8	5	*32*
Peak Hour	**0**	**3**	**43**	**0**	***46***	**0**	**0**	**0**	**0**	***0***	**5**	**2**	**4**	**2**	***13***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Montgomery Ave				E Montgomery Ave				N Ruby St				N Ruby St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	1	0	0	0	1	0	0	0	4	2	0	0	0	0	8	0
3:15 PM	0	0	0	0	0	0	1	2	0	0	7	1	0	0	0	0	11	0
3:30 PM	0	0	0	0	0	0	0	1	0	0	7	1	0	0	0	0	9	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**9**	37
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**9**	38
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**15**	42
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**13**	**46**
4:45 PM	0	0	0	0	0	0	0	2	0	0	11	0	0	0	0	0	13	50
5:00 PM	0	2	0	0	0	0	0	0	0	0	5	1	0	0	0	0	8	49
5:15 PM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3	37
5:30 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	34
5:45 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	24
Count Total	0	2	1	0	0	0	4	8	0	1	88	7	0	0	0	0	111	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**41**	**2**	**0**	**0**	**0**	**0**	**46**	**0**

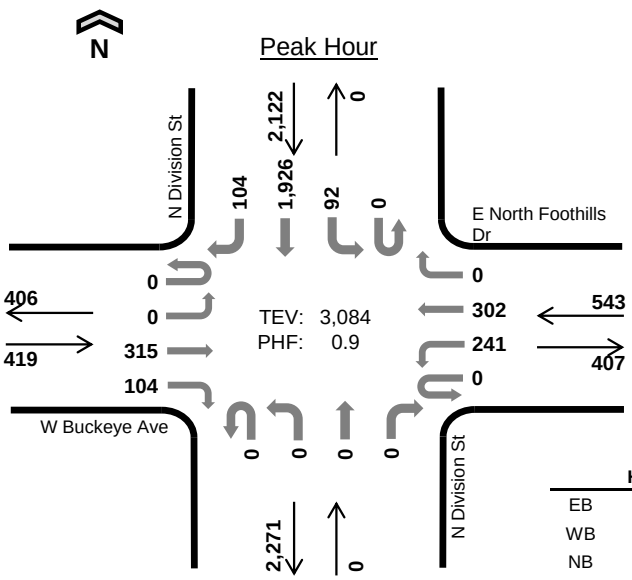
Three-Hour Count Summaries - Bikes

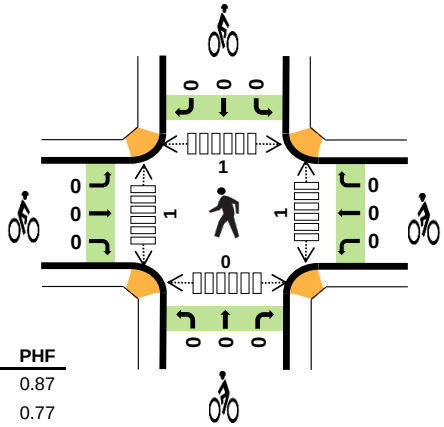
Interval Start	E Montgomery Ave			E Montgomery Ave			N Ruby St			N Ruby St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
E North Foothills Dr

Date: 12/12/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV %:	PHF
EB	0.5%	0.87
WB	2.6%	0.77
NB	-	-
SB	2.2%	0.91
TOTAL	2.0%	0.90

Three-Hour Count Summaries

Interval Start		W Buckeye Ave Eastbound				E North Foothills Dr Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	0	69	20	0	51	56	0	0	0	0	0	0	21	534	31	782	0
7:30 AM		0	0	90	29	0	58	74	0	0	0	0	0	0	20	466	32	769	0
7:45 AM		0	0	96	24	0	69	108	0	0	0	0	0	0	31	503	25	856	0
8:00 AM		0	0	60	31	0	63	64	0	0	0	0	0	0	20	423	16	677	3,084
Peak Hour	All	0	0	315	104	0	241	302	0	0	0	0	0	0	92	1,926	104	3,084	0
	HV	0	0	2	0	0	8	6	0	0	0	0	0	0	2	45	0	63	0
	HV%	-	-	1%	0%	-	3%	2%	-	-	-	-	-	-	2%	2%	0%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:15 AM	1	3	0	10	*14*	0	0	0	0	*0*	0	1	0	0	*1*
7:30 AM	0	4	0	14	*18*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	1	2	0	8	*11*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	0	5	0	15	*20*	0	0	0	0	*0*	1	0	1	0	*2*
Peak Hour	2	14	0	47	*63*	0	0	0	0	*0*	1	1	1	0	*3*

Three-Hour Count Summaries

Interval Start	W Buckeye Ave (Eastbound)				E North Foothills Dr (Westbound)				N Division St (Northbound)				N Division St (Southbound)				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	36	4	0	19	19	0	0	0	0	0	0	18	210	5	311	0
6:15 AM	0	0	23	16	0	28	24	0	0	0	0	0	0	21	278	12	402	0
6:30 AM	0	0	53	18	0	35	38	0	0	0	0	0	0	24	337	14	519	0
6:45 AM	0	0	56	17	0	37	31	0	0	0	0	0	0	25	379	25	570	1,802
7:00 AM	0	0	65	22	0	38	39	0	0	0	0	0	0	17	389	15	585	2,076
7:15 AM	**0**	**0**	**69**	**20**	**0**	**51**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**534**	**31**	**782**	2,456
7:30 AM	**0**	**0**	**90**	**29**	**0**	**58**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**466**	**32**	**769**	2,706
7:45 AM	**0**	**0**	**96**	**24**	**0**	**69**	**108**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**503**	**25**	**856**	2,992
8:00 AM	**0**	**0**	**60**	**31**	**0**	**63**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**423**	**16**	**677**	**3,084**
8:15 AM	0	0	80	29	0	43	67	0	0	0	0	0	0	22	439	16	696	2,998
8:30 AM	0	0	78	21	1	45	78	0	0	0	0	0	0	18	378	25	644	2,873
8:45 AM	0	0	72	17	1	46	68	0	0	0	0	0	0	28	334	24	590	2,607
Count Total	0	0	778	248	2	532	666	0	0	0	0	0	0	265	4,670	240	7,401	0
Peak Hour All	**0**	**0**	**315**	**104**	**0**	**241**	**302**	**0**	**0**	**0**	**0**	**0**	**0**	**92**	**1,926**	**104**	**3,084**	**0**
Peak Hour HV	**0**	**0**	**2**	**0**	**0**	**8**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**45**	**0**	**63**	**0**
Peak Hour HV%	**-**	**-**	**1%**	**0%**	**-**	**3%**	**2%**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**2%**	**0%**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	2	0	8	*10*	0	0	0	0	*0*	0	0	0	2	*2*
6:15 AM	1	3	0	6	*10*	0	0	0	0	*0*	0	0	1	0	*1*
6:30 AM	0	2	0	3	*5*	0	0	0	0	*0*	0	0	1	0	*1*
6:45 AM	1	4	0	5	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	2	5	0	9	*16*	0	0	0	0	*0*	0	0	1	0	*1*
7:15 AM	**1**	**3**	**0**	**10**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
7:30 AM	**0**	**4**	**0**	**14**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**1**	**2**	**0**	**8**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**5**	**0**	**15**	***20***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	***2***
8:15 AM	2	2	0	12	*16*	0	0	0	0	*0*	0	0	0	2	*2*
8:30 AM	3	7	0	6	*16*	0	0	0	0	*0*	0	0	1	2	*3*
8:45 AM	2	3	0	13	*18*	0	0	0	0	*0*	0	1	0	0	*1*
Count Total	13	42	0	109	*164*	0	0	0	0	*0*	1	2	5	6	*14*
Peak Hour	**2**	**14**	**0**	**47**	***63***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**0**	***3***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Buckeye Ave				E North Foothills Dr				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	8	0	10	0
6:15 AM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	6	0	10	0
6:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3	0	5	0
6:45 AM	0	0	1	0	0	3	1	0	0	0	0	0	0	0	5	0	10	35
7:00 AM	0	0	2	0	0	3	2	0	0	0	0	0	0	0	9	0	16	41
7:15 AM	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**14**	45
7:30 AM	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**18**	58
7:45 AM	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**0**	**11**	59
8:00 AM	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**14**	**0**	**20**	**63**
8:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	11	0	16	65
8:30 AM	0	0	3	0	0	3	4	0	0	0	0	0	0	0	6	0	16	63
8:45 AM	0	0	2	0	0	2	1	0	0	0	0	0	0	4	8	1	18	70
Count Total	0	0	13	0	0	26	16	0	0	0	0	0	0	7	101	1	164	0
Peak Hour	**0**	**0**	**2**	**0**	**0**	**8**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**45**	**0**	**63**	**0**

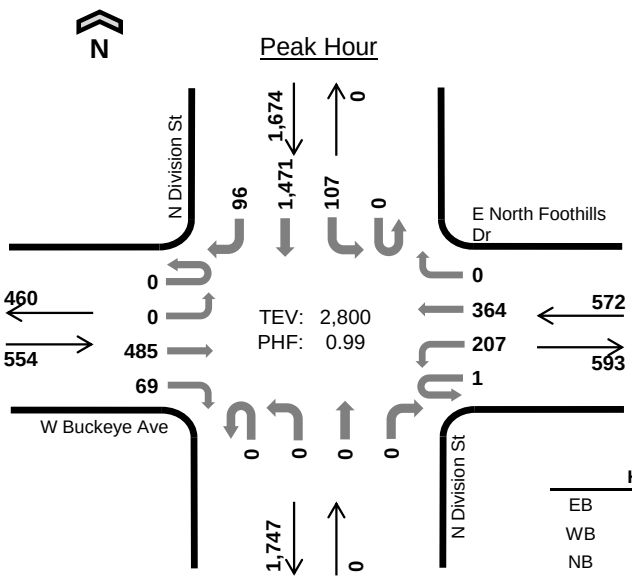
Three-Hour Count Summaries - Bikes

Interval Start	W Buckeye Ave			E North Foothills Dr			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

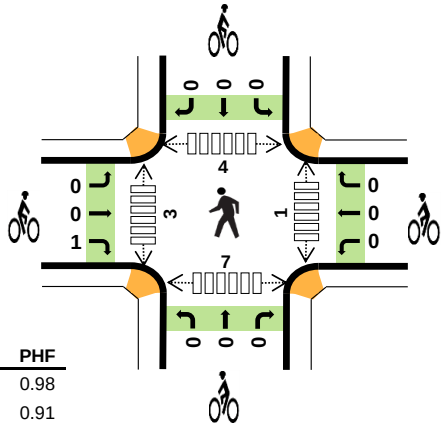
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
E North Foothills Dr

Date: 12/12/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	2.0%	0.98
WB	1.9%	0.91
NB	-	-
SB	2.2%	0.99
TOTAL	2.1%	0.99



Three-Hour Count Summaries

Interval Start		W Buckeye Ave Eastbound				E North Foothills Dr Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	0	121	20	1	51	80	0	0	0	0	0	0	28	369	25	695	0
3:15 PM		0	0	126	13	0	55	87	0	0	0	0	0	0	25	372	21	699	0
3:30 PM		0	0	120	18	0	56	101	0	0	0	0	0	0	30	360	25	710	0
3:45 PM		0	0	118	18	0	45	96	0	0	0	0	0	0	24	370	25	696	2,800
Peak Hour	All	0	0	485	69	1	207	364	0	0	0	0	0	0	107	1,471	96	2,800	0
	HV	0	0	10	1	0	2	9	0	0	0	0	0	0	1	34	2	59	0
	HV%	-	-	2%	1%	0%	1%	2%	-	-	-	-	-	-	1%	2%	2%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	4	3	0	12	*19*	0	0	0	0	*0*	0	0	1	1	*2*
3:15 PM	2	2	0	7	*11*	0	0	0	0	*0*	1	1	0	3	*5*
3:30 PM	2	2	0	5	*9*	1	0	0	0	*1*	0	1	1	0	*2*
3:45 PM	3	4	0	13	*20*	0	0	0	0	*0*	0	1	2	3	*6*
Peak Hour	11	11	0	37	*59*	1	0	0	0	*1*	1	3	4	7	*15*

Three-Hour Count Summaries

Interval Start	W Buckeye Ave (Eastbound)				E North Foothills Dr (Westbound)				N Division St (Northbound)				N Division St (Southbound)				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	**0**	**0**	**121**	**20**	**1**	**51**	**80**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**369**	**25**	**695**	0
3:15 PM	**0**	**0**	**126**	**13**	**0**	**55**	**87**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**372**	**21**	**699**	0
3:30 PM	**0**	**0**	**120**	**18**	**0**	**56**	**101**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**360**	**25**	**710**	0
3:45 PM	**0**	**0**	**118**	**18**	**0**	**45**	**96**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**370**	**25**	**696**	**2,800**
4:00 PM	0	0	145	14	0	48	98	0	0	0	0	0	0	28	342	16	691	2,796
4:15 PM	0	0	110	13	0	43	84	0	0	0	0	0	0	34	330	18	632	2,729
4:30 PM	0	0	115	15	0	58	85	0	0	0	0	0	0	20	340	16	649	2,668
4:45 PM	0	0	116	15	0	37	92	0	0	0	0	0	0	30	343	26	659	2,631
5:00 PM	0	0	139	13	0	38	88	0	0	0	0	0	0	27	322	21	648	2,588
5:15 PM	0	0	130	12	0	46	74	0	0	0	0	0	0	23	360	19	664	2,620
5:30 PM	0	0	118	11	0	37	81	0	0	0	0	0	0	30	265	21	563	2,534
5:45 PM	0	0	75	12	0	42	69	0	0	0	0	0	0	28	346	22	594	2,469
Count Total	0	0	1,433	174	1	556	1,035	0	0	0	0	0	0	327	4,119	255	7,900	0
Peak Hour All	**0**	**0**	**485**	**69**	**1**	**207**	**364**	**0**	**0**	**0**	**0**	**0**	**0**	**107**	**1,471**	**96**	**2,800**	**0**
Peak Hour HV	**0**	**0**	**10**	**1**	**0**	**2**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**34**	**2**	**59**	**0**
Peak Hour HV%	**-**	**-**	**2%**	**1%**	**0%**	**1%**	**2%**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**2%**	**2%**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	**4**	**3**	**0**	**12**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	*2*
3:15 PM	**2**	**2**	**0**	**7**	***11***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**3**	*5*
3:30 PM	**2**	**2**	**0**	**5**	***9***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**1**	**0**	*2*
3:45 PM	**3**	**4**	**0**	**13**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**3**	***6***
4:00 PM	4	2	0	8	*14*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	5	1	0	20	*26*	0	0	0	0	*0*	0	2	1	1	*4*
4:30 PM	6	3	0	11	*20*	0	0	0	0	*0*	0	2	1	2	*5*
4:45 PM	1	0	0	6	*7*	0	0	0	0	*0*	1	0	1	0	*2*
5:00 PM	4	1	0	3	*8*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	0	7	*7*	0	0	0	0	*0*	0	1	0	0	*1*
5:30 PM	1	1	0	5	*7*	0	0	0	0	*0*	0	2	0	1	*3*
5:45 PM	1	1	0	5	*7*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	33	20	0	102	*155*	1	0	0	0	*1*	2	10	7	12	*31*
Peak Hour	**11**	**11**	**0**	**37**	***59***	**1**	**0**	**0**	**0**	***1***	**1**	**3**	**4**	**7**	***15***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Buckeye Ave				E North Foothills Dr				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	**0**	**0**	**4**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**1**	**19**	0
3:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**11**	0
3:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**9**	0
3:45 PM	**0**	**0**	**2**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**0**	**20**	**59**
4:00 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	8	0	14	54
4:15 PM	0	0	5	0	0	0	1	0	0	0	0	0	0	3	17	0	26	69
4:30 PM	0	0	6	0	0	1	2	0	0	0	0	0	0	1	10	0	20	80
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5	0	7	67
5:00 PM	0	0	3	1	0	0	1	0	0	0	0	0	0	0	3	0	8	61
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	42
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	5	0	7	29
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	1	4	0	7	29
Count Total	0	0	31	2	0	3	17	0	0	0	0	0	0	7	93	2	155	0
Peak Hour	**0**	**0**	**10**	**1**	**0**	**2**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**34**	**2**	**59**	**0**

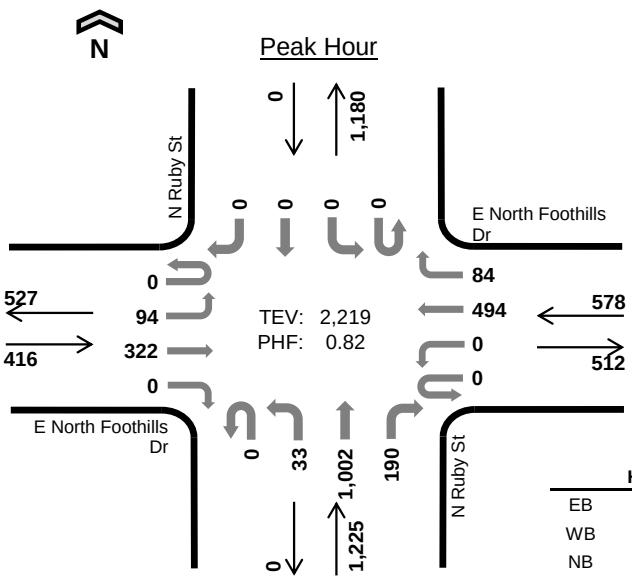
Three-Hour Count Summaries - Bikes

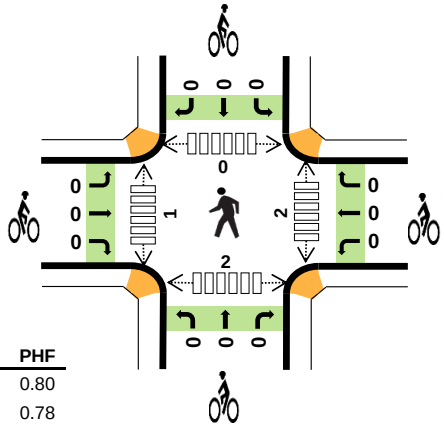
Interval Start	W Buckeye Ave			E North Foothills Dr			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Ruby St
E North Foothills Dr

Date: 12/12/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	2.6%	0.80
WB	3.1%	0.78
NB	5.8%	0.85
SB	-	-
TOTAL	4.5%	0.82

Three-Hour Count Summaries

Interval Start		E North Foothills Dr Eastbound				E North Foothills Dr Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	31	99	0	0	0	166	20	0	9	275	75	0	0	0	0	675	0
8:00 AM		0	16	64	0	0	0	118	25	0	5	227	39	0	0	0	0	494	0
8:15 AM		0	25	80	0	0	0	98	15	0	12	242	40	0	0	0	0	512	0
8:30 AM		0	22	79	0	0	0	112	24	0	7	258	36	0	0	0	0	538	2,219
Peak Hour	All	0	94	322	0	0	0	494	84	0	33	1,002	190	0	0	0	0	2,219	0
	HV	0	2	9	0	0	0	15	3	0	3	56	12	0	0	0	0	100	0
	HV%	-	2%	3%	-	-	-	3%	4%	-	9%	6%	6%	-	-	-	-	5%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:45 AM	3	3	18	0	*24*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	1	7	12	0	*20*	0	0	0	0	*0*	0	1	0	0	*1*
8:15 AM	4	2	24	0	*30*	0	0	0	0	*0*	1	0	0	0	*1*
8:30 AM	3	6	17	0	*26*	0	0	0	0	*0*	1	0	0	2	*3*
Peak Hour	11	18	71	0	*100*	0	0	0	0	*0*	2	1	0	2	*5*

Three-Hour Count Summaries

Interval Start	E North Foothills Dr Eastbound				E North Foothills Dr Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	3	51	0	0	0	36	6	0	1	57	13	0	0	0	0	167	0
6:15 AM	0	8	44	0	0	0	54	4	0	2	96	15	0	0	0	0	223	0
6:30 AM	0	15	60	0	0	0	70	6	0	6	114	15	0	0	0	0	286	0
6:45 AM	0	19	59	0	0	0	66	14	0	6	150	35	0	0	0	0	349	1,025
7:00 AM	0	13	67	0	0	0	74	8	0	6	143	37	0	0	0	0	348	1,206
7:15 AM	0	16	74	0	0	0	109	16	0	2	192	37	0	0	0	0	446	1,429
7:30 AM	0	21	84	0	0	0	130	17	0	7	224	54	0	0	0	0	537	1,680
7:45 AM	**0**	**31**	**99**	**0**	**0**	**0**	**166**	**20**	**0**	**9**	**275**	**75**	**0**	**0**	**0**	**0**	**675**	2,006
8:00 AM	**0**	**16**	**64**	**0**	**0**	**0**	**118**	**25**	**0**	**5**	**227**	**39**	**0**	**0**	**0**	**0**	**494**	2,152
8:15 AM	**0**	**25**	**80**	**0**	**0**	**0**	**98**	**15**	**0**	**12**	**242**	**40**	**0**	**0**	**0**	**0**	**512**	2,218
8:30 AM	**0**	**22**	**79**	**0**	**0**	**0**	**112**	**24**	**0**	**7**	**258**	**36**	**0**	**0**	**0**	**0**	**538**	**2,219**
8:45 AM	0	23	72	0	0	0	100	19	0	12	266	39	0	0	0	0	531	2,075
Count Total	0	212	833	0	0	0	1,133	174	0	75	2,244	435	0	0	0	0	5,106	0
Peak Hour All	**0**	**94**	**322**	**0**	**0**	**0**	**494**	**84**	**0**	**33**	**1,002**	**190**	**0**	**0**	**0**	**0**	**2,219**	**0**
Peak Hour HV	**0**	**2**	**9**	**0**	**0**	**0**	**15**	**3**	**0**	**3**	**56**	**12**	**0**	**0**	**0**	**0**	**100**	**0**
Peak Hour HV%	**-**	**2%**	**3%**	**-**	**-**	**-**	**3%**	**4%**	**-**	**9%**	**6%**	**6%**	**-**	**-**	**-**	**-**	**5%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	2	4	0	*6*	0	0	0	0	*0*	0	1	0	2	*3*
6:15 AM	1	4	7	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	0	3	9	0	*12*	0	0	0	0	*0*	1	0	1	0	*2*
6:45 AM	1	3	12	0	*16*	0	0	0	0	*0*	1	0	0	0	*1*
7:00 AM	2	5	16	0	*23*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	6	14	0	*21*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	5	10	0	*15*	0	0	0	0	*0*	0	0	1	0	*1*
7:45 AM	**3**	**3**	**18**	**0**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**1**	**7**	**12**	**0**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
8:15 AM	**4**	**2**	**24**	**0**	***30***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
8:30 AM	**3**	**6**	**17**	**0**	***26***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**2**	***3***
8:45 AM	5	4	13	0	*22*	0	0	0	0	*0*	1	0	0	1	*2*
Count Total	21	50	156	0	*227*	0	0	0	0	*0*	5	2	2	5	*14*
Peak Hour	**11**	**18**	**71**	**0**	***100***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**0**	**2**	***5***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E North Foothills Dr				E North Foothills Dr				N Ruby St				N Ruby St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	6	0
6:15 AM	0	0	1	0	0	0	3	1	0	0	6	1	0	0	0	0	12	0
6:30 AM	0	0	0	0	0	0	2	1	0	0	9	0	0	0	0	0	12	0
6:45 AM	0	0	1	0	0	0	3	0	0	0	11	1	0	0	0	0	16	46
7:00 AM	0	1	1	0	0	0	5	0	0	0	14	2	0	0	0	0	23	63
7:15 AM	0	0	1	0	0	0	2	4	0	0	14	0	0	0	0	0	21	72
7:30 AM	0	0	0	0	0	0	3	2	0	1	7	2	0	0	0	0	15	75
7:45 AM	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**14**	**4**	**0**	**0**	**0**	**0**	**24**	83
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**20**	80
8:15 AM	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**19**	**3**	**0**	**0**	**0**	**0**	**30**	89
8:30 AM	**0**	**1**	**2**	**0**	**0**	**0**	**6**	**0**	**0**	**1**	**12**	**4**	**0**	**0**	**0**	**0**	**26**	**100**
8:45 AM	0	0	5	0	0	0	4	0	0	0	11	2	0	0	0	0	22	98
Count Total	0	3	18	0	0	0	39	11	0	4	132	20	0	0	0	0	227	0
Peak Hour	**0**	**2**	**9**	**0**	**0**	**0**	**15**	**3**	**0**	**3**	**56**	**12**	**0**	**0**	**0**	**0**	**100**	**0**

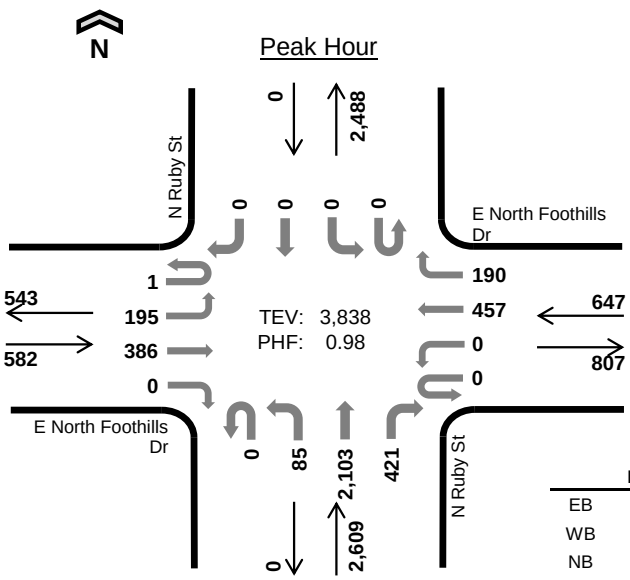
Three-Hour Count Summaries - Bikes

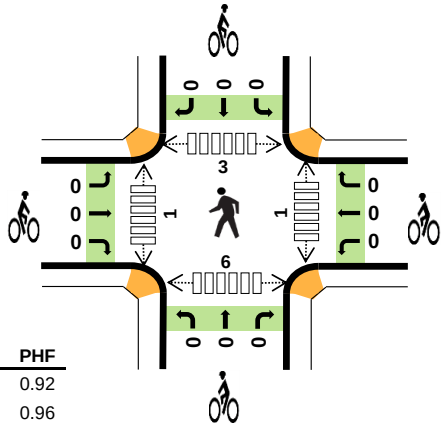
Interval Start	E North Foothills Dr			E North Foothills Dr			N Ruby St			N Ruby St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Ruby St
E North Foothills Dr

Date: 12/12/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	4.0%	0.92
WB	0.9%	0.96
NB	1.6%	0.97
SB	-	-
TOTAL	1.8%	0.98

Three-Hour Count Summaries

Interval Start		E North Foothills Dr Eastbound				E North Foothills Dr Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		1	47	111	0	0	0	108	45	0	24	518	105	0	0	0	0	959	0
4:15 PM		0	55	102	0	0	0	115	54	0	20	526	105	0	0	0	0	977	0
4:30 PM		0	40	82	0	0	0	115	48	0	23	530	117	0	0	0	0	955	0
4:45 PM		0	53	91	0	0	0	119	43	0	18	529	94	0	0	0	0	947	3,838
Peak Hour	All	1	195	386	0	0	0	457	190	0	85	2,103	421	0	0	0	0	3,838	0
	HV	0	4	19	0	0	0	5	1	0	0	24	17	0	0	0	0	70	0
	HV%	0%	2%	5%	-	-	-	1%	1%	-	0%	1%	4%	-	-	-	-	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	1	8	0	*14*	0	0	0	0	*0*	0	0	1	2	*3*
4:15 PM	8	1	12	0	*21*	0	0	0	0	*0*	0	1	2	1	*4*
4:30 PM	7	4	13	0	*24*	0	0	0	0	*0*	0	0	0	2	*2*
4:45 PM	3	0	8	0	*11*	0	0	0	0	*0*	1	0	0	1	*2*
Peak Hour	23	6	41	0	*70*	0	0	0	0	*0*	1	1	3	6	*11*

Three-Hour Count Summaries

Interval Start	E North Foothills Dr Eastbound				E North Foothills Dr Westbound				N Ruby St Northbound				N Ruby St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	40	98	0	0	0	104	26	0	18	447	90	0	0	0	0	823	0
3:15 PM	3	44	110	0	0	0	122	34	0	19	468	91	0	0	0	0	891	0
3:30 PM	0	37	97	0	0	0	123	43	0	31	438	108	0	0	0	0	877	0
3:45 PM	0	50	92	0	0	0	130	31	0	19	504	88	0	0	0	0	914	3,505
4:00 PM	**1**	**47**	**111**	**0**	**0**	**0**	**108**	**45**	**0**	**24**	**518**	**105**	**0**	**0**	**0**	**0**	**959**	3,641
4:15 PM	**0**	**55**	**102**	**0**	**0**	**0**	**115**	**54**	**0**	**20**	**526**	**105**	**0**	**0**	**0**	**0**	**977**	3,727
4:30 PM	**0**	**40**	**82**	**0**	**0**	**0**	**115**	**48**	**0**	**23**	**530**	**117**	**0**	**0**	**0**	**0**	**955**	3,805
4:45 PM	**0**	**53**	**91**	**0**	**0**	**0**	**119**	**43**	**0**	**18**	**529**	**94**	**0**	**0**	**0**	**0**	**947**	**3,838**
5:00 PM	0	42	101	0	0	0	106	40	0	24	522	89	0	0	0	0	924	3,803
5:15 PM	0	66	92	0	0	0	111	28	0	17	506	83	0	0	0	0	903	3,729
5:30 PM	0	42	100	0	0	0	87	32	0	24	455	84	0	0	0	0	824	3,598
5:45 PM	0	28	85	0	0	0	105	38	0	14	393	54	0	0	0	0	717	3,368
Count Total	4	544	1,161	0	0	0	1,345	462	0	251	5,836	1,108	0	0	0	0	10,711	0
Peak Hour All	**1**	**195**	**386**	**0**	**0**	**0**	**457**	**190**	**0**	**85**	**2,103**	**421**	**0**	**0**	**0**	**0**	**3,838**	**0**
Peak Hour HV	**0**	**4**	**19**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**24**	**17**	**0**	**0**	**0**	**0**	**70**	**0**
Peak Hour HV%	**0%**	**2%**	**5%**	**-**	**-**	**-**	**1%**	**1%**	**-**	**0%**	**1%**	**4%**	**-**	**-**	**-**	**-**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	5	5	7	0	*17*	0	0	0	0	*0*	1	0	0	1	*2*
3:15 PM	3	2	8	0	*13*	0	0	0	0	*0*	1	1	2	0	*4*
3:30 PM	4	2	8	0	*14*	0	0	0	0	*0*	1	0	0	1	*2*
3:45 PM	2	4	11	0	*17*	0	0	0	0	*0*	0	0	1	2	*3*
4:00 PM	**5**	**1**	**8**	**0**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**2**	*3*
4:15 PM	**8**	**1**	**12**	**0**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**1**	*4*
4:30 PM	**7**	**4**	**13**	**0**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	*2*
4:45 PM	**3**	**0**	**8**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**1**	***2***
5:00 PM	1	2	6	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	2	1	2	0	*5*	0	0	0	0	*0*	0	0	1	0	*1*
5:30 PM	2	1	9	0	*12*	0	0	0	0	*0*	0	1	1	0	*2*
5:45 PM	2	1	3	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	44	24	95	0	*163*	0	0	0	0	*0*	4	3	8	10	*25*
Peak Hour	**23**	**6**	**41**	**0**	***70***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**3**	**6**	***11***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E North Foothills Dr				E North Foothills Dr				N Ruby St				N Ruby St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	4	0	0	0	3	2	0	0	6	1	0	0	0	0	17	0
3:15 PM	0	0	3	0	0	0	1	1	0	1	4	3	0	0	0	0	13	0
3:30 PM	0	0	4	0	0	0	2	0	0	0	6	2	0	0	0	0	14	0
3:45 PM	0	0	2	0	0	0	4	0	0	0	6	5	0	0	0	0	17	61
4:00 PM	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**14**	58
4:15 PM	**0**	**1**	**7**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**8**	**0**	**0**	**0**	**0**	**21**	66
4:30 PM	**0**	**1**	**6**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**10**	**3**	**0**	**0**	**0**	**0**	**24**	76
4:45 PM	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**11**	**70**
5:00 PM	0	0	1	0	0	0	1	1	0	0	4	2	0	0	0	0	9	65
5:15 PM	0	0	2	0	0	0	0	1	0	0	1	1	0	0	0	0	5	49
5:30 PM	0	0	2	0	0	0	1	0	0	0	9	0	0	0	0	0	12	37
5:45 PM	0	0	2	0	0	0	1	0	0	0	2	1	0	0	0	0	6	32
Count Total	0	5	39	0	0	0	18	6	0	1	62	32	0	0	0	0	163	0
Peak Hour	**0**	**4**	**19**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**24**	**17**	**0**	**0**	**0**	**0**	**70**	**0**

Three-Hour Count Summaries - Bikes

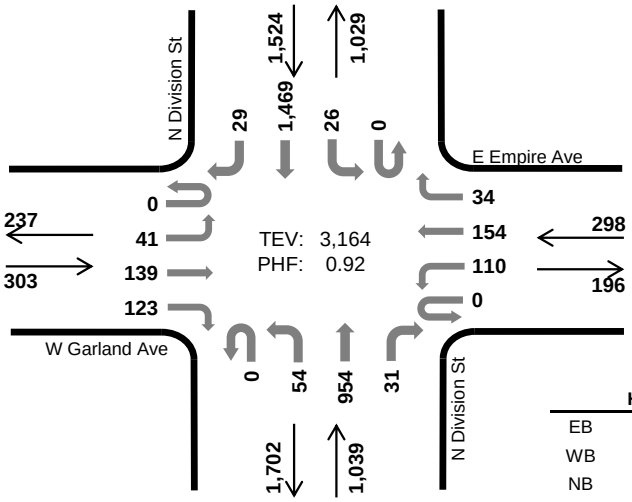
Interval Start	E North Foothills Dr			E North Foothills Dr			N Ruby St			N Ruby St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

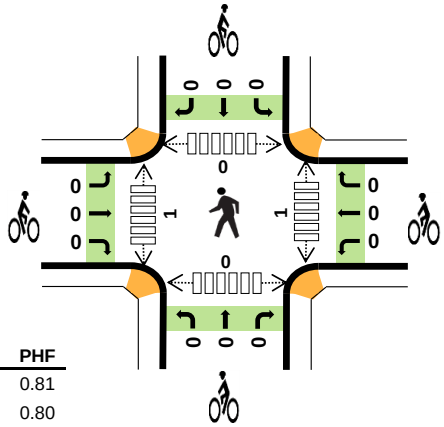
N Division St
E Empire Ave

Date: 12/12/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour



	HV %:	PHF
EB	2.3%	0.81
WB	4.0%	0.80
NB	4.6%	0.86
SB	3.0%	0.96
TOTAL	3.5%	0.92



Three-Hour Count Summaries

Interval Start		W Garland Ave Eastbound				E Empire Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	15	46	32	0	21	35	4	0	11	217	9	0	7	386	4	787	0
7:45 AM		0	8	41	42	0	24	35	9	0	18	280	3	0	4	387	7	858	0
8:00 AM		0	10	26	23	0	33	48	12	0	12	232	8	0	9	327	10	750	0
8:15 AM		0	8	26	26	0	32	36	9	0	13	225	11	0	6	369	8	769	3,164
Peak Hour	All	0	41	139	123	0	110	154	34	0	54	954	31	0	26	1,469	29	3,164	0
	HV	0	2	4	1	0	2	8	2	0	0	46	2	0	1	43	1	112	0
	HV%	-	5%	3%	1%	-	2%	5%	6%	-	0%	5%	6%	-	4%	3%	3%	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	2	4	9	11	*26*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	1	2	12	11	*26*	0	0	0	0	*0*	0	1	0	0	*1*
8:00 AM	3	3	10	10	*26*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	1	3	17	13	*34*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	7	12	48	45	*112*	0	0	0	0	*0*	1	1	0	0	*2*

Three-Hour Count Summaries

Interval Start	W Garland Ave Eastbound				E Empire Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	4	15	15	0	12	9	1	0	5	54	4	0	4	151	0	274	0
6:15 AM	0	1	13	13	0	13	12	2	0	4	86	0	0	2	201	2	349	0
6:30 AM	0	5	15	23	0	18	28	2	1	10	102	3	0	3	260	2	472	0
6:45 AM	0	8	20	17	0	16	18	6	0	6	168	3	0	1	276	1	540	1,635
7:00 AM	0	6	18	22	0	21	14	3	0	9	131	5	0	3	288	4	524	1,885
7:15 AM	0	2	33	37	0	25	24	6	0	11	187	7	0	6	373	1	712	2,248
7:30 AM	**0**	**15**	**46**	**32**	**0**	**21**	**35**	**4**	**0**	**11**	**217**	**9**	**0**	**7**	**386**	**4**	**787**	2,563
7:45 AM	**0**	**8**	**41**	**42**	**0**	**24**	**35**	**9**	**0**	**18**	**280**	**3**	**0**	**4**	**387**	**7**	**858**	2,881
8:00 AM	**0**	**10**	**26**	**23**	**0**	**33**	**48**	**12**	**0**	**12**	**232**	**8**	**0**	**9**	**327**	**10**	**750**	3,107
8:15 AM	**0**	**8**	**26**	**26**	**0**	**32**	**36**	**9**	**0**	**13**	**225**	**11**	**0**	**6**	**369**	**8**	**769**	**3,164**
8:30 AM	0	14	35	23	0	25	40	13	0	9	235	6	0	12	335	8	755	3,132
8:45 AM	0	14	34	26	0	24	31	8	0	18	240	5	0	2	325	4	731	3,005
Count Total	0	95	322	299	0	264	330	75	1	126	2,157	64	0	59	3,678	51	7,521	0
Peak Hour All	**0**	**41**	**139**	**123**	**0**	**110**	**154**	**34**	**0**	**54**	**954**	**31**	**0**	**26**	**1,469**	**29**	**3,164**	**0**
Peak Hour HV	**0**	**2**	**4**	**1**	**0**	**2**	**8**	**2**	**0**	**0**	**46**	**2**	**0**	**1**	**43**	**1**	**112**	**0**
Peak Hour HV%	**-**	**5%**	**3%**	**1%**	**-**	**2%**	**5%**	**6%**	**-**	**0%**	**5%**	**6%**	**-**	**4%**	**3%**	**3%**	**4%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	0	3	6	*10*	0	0	0	0	*0*	1	0	0	1	*2*
6:15 AM	0	1	9	4	*14*	0	0	0	0	*0*	0	0	0	1	*1*
6:30 AM	1	1	10	5	*17*	0	0	0	0	*0*	0	0	1	0	*1*
6:45 AM	0	1	12	5	*18*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	0	9	10	*19*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	1	18	7	*27*	0	0	0	0	*0*	0	1	4	1	*6*
7:30 AM	**2**	**4**	**9**	**11**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**1**	**2**	**12**	**11**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
8:00 AM	**3**	**3**	**10**	**10**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**1**	**3**	**17**	**13**	***34***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
8:30 AM	2	4	10	5	*21*	0	0	0	0	*0*	1	0	0	1	*2*
8:45 AM	6	1	9	8	*24*	0	0	0	0	*0*	2	0	0	0	*2*
Count Total	18	21	128	95	*262*	0	0	0	0	*0*	5	2	5	4	*16*
Peak Hour	**7**	**12**	**48**	**45**	***112***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**0**	***2***

Three-Hour Count Summaries - Heavy Vehicles

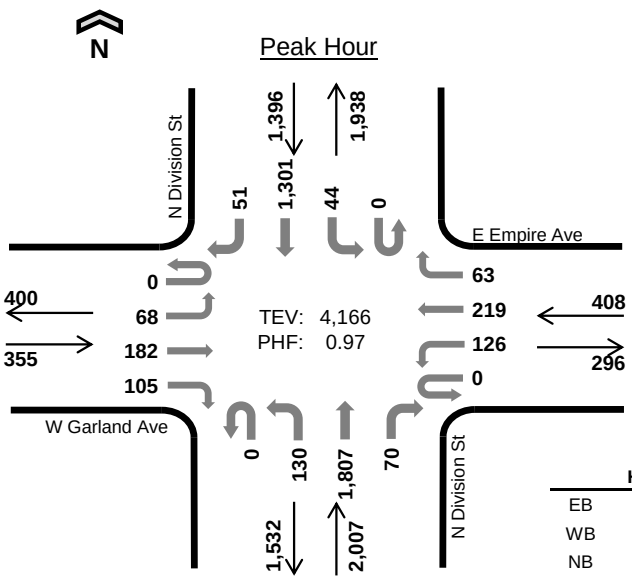
Interval Start	W Garland Ave				E Empire Ave				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	6	0	10	0
6:15 AM	0	0	0	0	0	1	0	0	0	0	9	0	0	0	4	0	14	0
6:30 AM	0	0	1	0	0	0	1	0	0	1	9	0	0	0	5	0	17	0
6:45 AM	0	0	0	0	0	1	0	0	0	0	12	0	0	0	5	0	18	59
7:00 AM	0	0	0	0	0	0	0	0	0	1	8	0	0	0	10	0	19	68
7:15 AM	0	0	0	1	0	0	1	0	0	2	14	2	0	0	6	1	27	81
7:30 AM	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**11**	**0**	**26**	90
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**11**	**0**	**26**	98
8:00 AM	**0**	**1**	**1**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**9**	**1**	**0**	**1**	**9**	**0**	**26**	105
8:15 AM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**16**	**1**	**0**	**0**	**12**	**1**	**34**	**112**
8:30 AM	0	0	2	0	0	2	1	1	0	0	10	0	0	0	5	0	21	107
8:45 AM	0	0	5	1	0	1	0	0	0	0	8	1	0	0	8	0	24	105
Count Total	0	2	13	3	0	7	11	3	0	4	119	5	0	1	92	2	262	0
Peak Hour	**0**	**2**	**4**	**1**	**0**	**2**	**8**	**2**	**0**	**0**	**46**	**2**	**0**	**1**	**43**	**1**	**112**	**0**

Three-Hour Count Summaries - Bikes

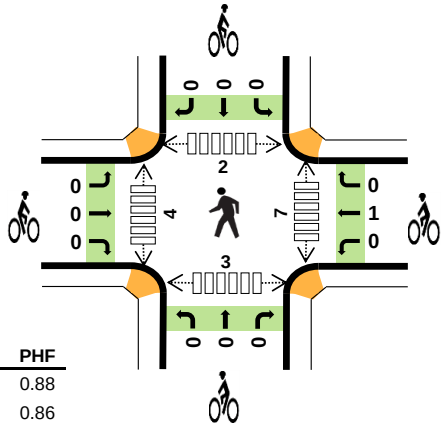
Interval Start	W Garland Ave			E Empire Ave			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
E Empire Ave



Date: 12/12/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM



	HV %:	PHF
EB	1.1%	0.88
WB	1.5%	0.86
NB	0.9%	0.96
SB	3.0%	0.95
TOTAL	1.7%	0.97

Three-Hour Count Summaries

Interval Start		W Garland Ave Eastbound				E Empire Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	22	36	28	0	37	62	20	0	36	437	20	0	15	308	12	1,033	0
3:30 PM		0	10	48	21	0	31	46	7	0	25	438	10	0	7	349	13	1,005	0
3:45 PM		0	19	46	24	0	34	62	16	0	37	464	22	0	10	327	18	1,079	0
4:00 PM		0	17	52	32	0	24	49	20	0	32	468	18	0	12	317	8	1,049	4,166
Peak Hour	All	0	68	182	105	0	126	219	63	0	130	1,807	70	0	44	1,301	51	4,166	0
	HV	0	0	3	1	0	3	2	1	0	2	16	1	0	2	40	0	71	0
	HV%	-	0%	2%	1%	-	2%	1%	2%	-	2%	1%	1%	-	5%	3%	0%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	1	1	6	9	*17*	0	1	0	0	*1*	0	2	0	2	*4*
3:30 PM	0	2	3	3	*8*	0	0	0	0	*0*	4	1	0	0	*5*
3:45 PM	2	2	4	14	*22*	0	0	0	0	*0*	1	0	0	0	*1*
4:00 PM	1	1	6	16	*24*	0	0	0	0	*0*	2	1	2	1	*6*
Peak Hour	4	6	19	42	*71*	0	1	0	0	*1*	7	4	2	3	*16*

Three-Hour Count Summaries

Interval Start	W Garland Ave Eastbound				E Empire Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	10	34	37	0	23	50	20	0	24	436	9	0	10	344	17	1,014	0
3:15 PM	**0**	**22**	**36**	**28**	**0**	**37**	**62**	**20**	**0**	**36**	**437**	**20**	**0**	**15**	**308**	**12**	**1,033**	0
3:30 PM	**0**	**10**	**48**	**21**	**0**	**31**	**46**	**7**	**0**	**25**	**438**	**10**	**0**	**7**	**349**	**13**	**1,005**	0
3:45 PM	**0**	**19**	**46**	**24**	**0**	**34**	**62**	**16**	**0**	**37**	**464**	**22**	**0**	**10**	**327**	**18**	**1,079**	4,131
4:00 PM	**0**	**17**	**52**	**32**	**0**	**24**	**49**	**20**	**0**	**32**	**468**	**18**	**0**	**12**	**317**	**8**	**1,049**	**4,166**
4:15 PM	0	18	42	24	0	42	58	17	1	31	460	18	0	13	229	11	964	4,097
4:30 PM	0	21	40	23	0	21	46	21	0	36	467	17	0	17	276	16	1,001	4,093
4:45 PM	0	17	36	21	0	25	47	24	0	56	465	15	0	7	242	16	971	3,985
5:00 PM	0	24	41	19	0	23	47	8	0	35	478	16	1	12	315	14	1,033	3,969
5:15 PM	0	15	42	21	0	24	49	13	0	29	454	14	1	12	260	12	946	3,951
5:30 PM	0	12	30	17	0	21	35	16	0	32	414	14	0	12	277	14	894	3,844
5:45 PM	0	17	40	21	0	23	28	17	0	31	346	8	0	12	283	5	831	3,704
Count Total	0	202	487	288	0	328	579	199	1	404	5,327	181	2	139	3,527	156	11,820	0
Peak Hour All	**0**	**68**	**182**	**105**	**0**	**126**	**219**	**63**	**0**	**130**	**1,807**	**70**	**0**	**44**	**1,301**	**51**	**4,166**	**0**
Peak Hour HV	**0**	**0**	**3**	**1**	**0**	**3**	**2**	**1**	**0**	**2**	**16**	**1**	**0**	**2**	**40**	**0**	**71**	**0**
Peak Hour HV%	**-**	**0%**	**2%**	**1%**	**-**	**2%**	**1%**	**2%**	**-**	**2%**	**1%**	**1%**	**-**	**5%**	**3%**	**0%**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	2	5	11	*18*	0	0	0	0	*0*	0	0	0	3	*3*
3:15 PM	**1**	**1**	**6**	**9**	***17***	**0**	**1**	**0**	**0**	***1***	**0**	**2**	**0**	**2**	*4*
3:30 PM	**0**	**2**	**3**	**3**	***8***	**0**	**0**	**0**	**0**	***0***	**4**	**1**	**0**	**0**	*5*
3:45 PM	**2**	**2**	**4**	**14**	***22***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
4:00 PM	**1**	**1**	**6**	**16**	***24***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**2**	**1**	***6***
4:15 PM	1	1	3	8	*13*	0	0	0	0	*0*	1	1	0	3	*5*
4:30 PM	1	1	11	15	*28*	0	0	0	0	*0*	5	1	0	3	*9*
4:45 PM	0	1	2	3	*6*	0	0	0	0	*0*	0	1	0	2	*3*
5:00 PM	1	0	2	6	*9*	0	0	0	0	*0*	2	1	0	4	*7*
5:15 PM	0	0	2	8	*10*	0	0	0	0	*0*	2	2	3	2	*9*
5:30 PM	1	1	8	5	*15*	0	0	0	0	*0*	0	1	2	0	*3*
5:45 PM	0	0	2	5	*7*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	8	12	54	103	*177*	0	1	0	0	*1*	18	11	7	20	*56*
Peak Hour	**4**	**6**	**19**	**42**	***71***	**0**	**1**	**0**	**0**	***1***	**7**	**4**	**2**	**3**	***16***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Garland Ave				E Empire Ave				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	1	0	1	0	0	5	0	0	1	10	0	18	0
3:15 PM	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**4**	**1**	**0**	**1**	**8**	**0**	**17**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**0**	**8**	0
3:45 PM	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**14**	**0**	**22**	65
4:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**0**	**0**	**1**	**15**	**0**	**24**	**71**
4:15 PM	0	0	0	1	0	1	0	0	0	0	2	1	0	0	8	0	13	67
4:30 PM	0	0	1	0	0	0	1	0	0	0	11	0	0	0	15	0	28	87
4:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	3	0	6	71
5:00 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	1	5	0	9	56
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	8	0	10	53
5:30 PM	0	0	1	0	0	0	1	0	0	0	8	0	0	0	5	0	15	40
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	4	0	7	41
Count Total	0	0	6	2	0	6	4	2	0	3	49	2	0	5	98	0	177	0
Peak Hour	**0**	**0**	**3**	**1**	**0**	**3**	**2**	**1**	**0**	**2**	**16**	**1**	**0**	**2**	**40**	**0**	**71**	**0**

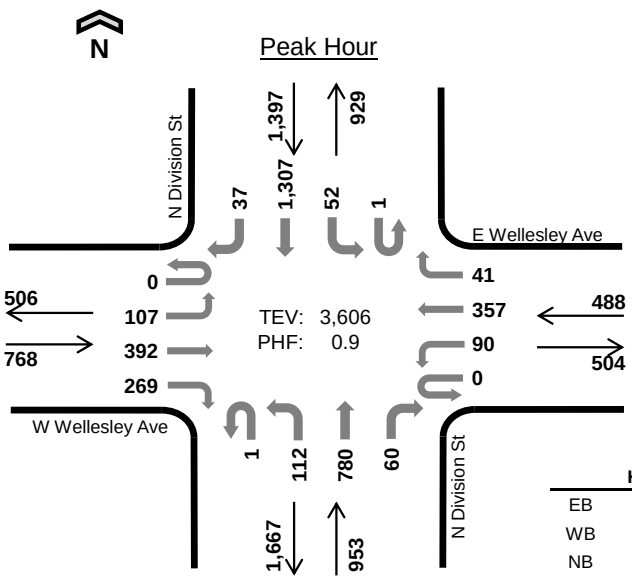
Three-Hour Count Summaries - Bikes

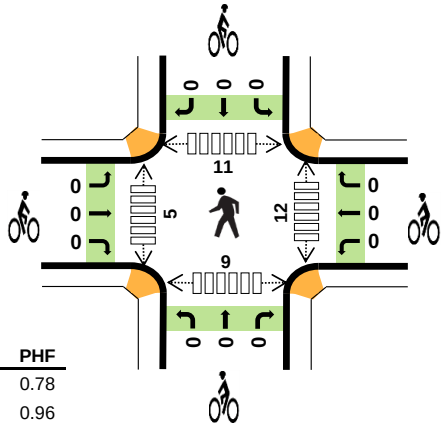
Interval Start	W Garland Ave			E Empire Ave			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W Wellesley Ave

Date: 12/12/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	1.8%	0.78
WB	2.3%	0.96
NB	4.5%	0.85
SB	2.6%	0.96
TOTAL	2.9%	0.90

Three-Hour Count Summaries

Interval Start		W Wellesley Ave Eastbound				E Wellesley Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	17	92	67	0	23	90	9	1	26	179	13	1	14	340	8	880	0
7:45 AM		0	30	135	80	0	24	95	8	0	34	236	11	0	14	319	13	999	0
8:00 AM		0	27	88	56	0	24	92	11	0	33	186	19	0	9	313	6	864	0
8:15 AM		0	33	77	66	0	19	80	13	0	19	179	17	0	15	335	10	863	3,606
Peak Hour	All	0	107	392	269	0	90	357	41	1	112	780	60	1	52	1,307	37	3,606	0
	HV	0	2	8	4	0	3	8	0	0	4	39	0	0	2	33	2	105	0
	HV%	-	2%	2%	1%	-	3%	2%	0%	0%	4%	5%	0%	0%	4%	3%	5%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	2	9	9	*21*	0	0	0	0	*0*	6	3	8	5	*22*
7:45 AM	4	6	9	11	*30*	0	0	0	0	*0*	2	0	0	1	*3*
8:00 AM	2	2	7	8	*19*	0	0	0	0	*0*	2	1	0	3	*6*
8:15 AM	7	1	18	9	*35*	0	0	0	0	*0*	2	1	3	0	*6*
Peak Hour	14	11	43	37	*105*	0	0	0	0	*0*	12	5	11	9	*37*

Three-Hour Count Summaries

Interval Start	W Wellesley Ave Eastbound				E Wellesley Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	3	24	25	0	9	13	1	0	3	57	6	0	5	148	1	295	0
6:15 AM	0	5	41	50	0	12	21	1	0	7	89	3	0	5	193	4	431	0
6:30 AM	0	9	60	38	0	22	36	3	0	10	95	9	0	8	247	7	544	0
6:45 AM	0	15	72	53	0	20	43	9	0	14	165	8	0	3	192	2	596	1,866
7:00 AM	0	11	76	54	0	16	42	5	0	16	121	7	0	5	268	9	630	2,201
7:15 AM	0	16	105	76	0	17	62	6	0	20	158	10	0	9	299	7	785	2,555
7:30 AM	**0**	**17**	**92**	**67**	**0**	**23**	**90**	**9**	**1**	**26**	**179**	**13**	**1**	**14**	**340**	**8**	**880**	2,891
7:45 AM	**0**	**30**	**135**	**80**	**0**	**24**	**95**	**8**	**0**	**34**	**236**	**11**	**0**	**14**	**319**	**13**	**999**	3,294
8:00 AM	**0**	**27**	**88**	**56**	**0**	**24**	**92**	**11**	**0**	**33**	**186**	**19**	**0**	**9**	**313**	**6**	**864**	3,528
8:15 AM	**0**	**33**	**77**	**66**	**0**	**19**	**80**	**13**	**0**	**19**	**179**	**17**	**0**	**15**	**335**	**10**	**863**	**3,606**
8:30 AM	0	35	71	55	0	31	69	10	0	42	200	12	0	17	307	18	867	3,593
8:45 AM	1	30	51	54	0	29	65	7	1	24	235	15	0	8	301	9	830	3,424
Count Total	1	231	892	674	0	246	708	83	2	248	1,900	130	1	112	3,262	94	8,584	0
Peak Hour All	**0**	**107**	**392**	**269**	**0**	**90**	**357**	**41**	**1**	**112**	**780**	**60**	**1**	**52**	**1,307**	**37**	**3,606**	**0**
Peak Hour HV	**0**	**2**	**8**	**4**	**0**	**3**	**8**	**0**	**0**	**4**	**39**	**0**	**0**	**2**	**33**	**2**	**105**	**0**
Peak Hour HV%	**-**	**2%**	**2%**	**1%**	**-**	**3%**	**2%**	**0%**	**0%**	**4%**	**5%**	**0%**	**0%**	**4%**	**3%**	**5%**	**3%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	2	2	4	3	*11*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	3	1	10	4	*18*	0	0	0	0	*0*	0	1	1	0	*2*
6:30 AM	2	3	10	2	*17*	0	0	0	0	*0*	2	0	2	0	*4*
6:45 AM	3	3	11	6	*23*	0	0	0	0	*0*	1	0	0	0	*1*
7:00 AM	2	4	10	7	*23*	0	0	0	0	*0*	1	0	0	1	*2*
7:15 AM	5	4	19	8	*36*	0	0	0	0	*0*	2	1	3	2	*8*
7:30 AM	**1**	**2**	**9**	**9**	***21***	**0**	**0**	**0**	**0**	***0***	**6**	**3**	**8**	**5**	*22*
7:45 AM	**4**	**6**	**9**	**11**	***30***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**1**	*3*
8:00 AM	**2**	**2**	**7**	**8**	***19***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**0**	**3**	*6*
8:15 AM	**7**	**1**	**18**	**9**	***35***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**3**	**0**	***6***
8:30 AM	3	5	11	3	*22*	0	0	0	0	*0*	4	1	1	3	*9*
8:45 AM	8	3	10	5	*26*	0	0	0	0	*0*	2	1	4	0	*7*
Count Total	42	36	128	75	*281*	0	0	0	0	*0*	24	9	22	15	*70*
Peak Hour	**14**	**11**	**43**	**37**	***105***	**0**	**0**	**0**	**0**	***0***	**12**	**5**	**11**	**9**	***37***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Wellesley Ave				E Wellesley Ave				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	2	0	0	0	2	0	0	0	4	0	0	0	3	0	11	0
6:15 AM	0	0	1	2	0	0	1	0	0	1	9	0	0	0	4	0	18	0
6:30 AM	0	1	1	0	0	0	3	0	0	0	9	1	0	0	2	0	17	0
6:45 AM	0	2	1	0	0	0	2	1	0	0	11	0	0	0	6	0	23	69
7:00 AM	0	0	1	1	0	1	3	0	0	0	10	0	0	0	6	1	23	81
7:15 AM	0	0	4	1	0	2	2	0	0	1	17	1	0	1	7	0	36	99
7:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**8**	**0**	**0**	**0**	**8**	**1**	**21**	103
7:45 AM	**0**	**0**	**3**	**1**	**0**	**3**	**3**	**0**	**0**	**2**	**7**	**0**	**0**	**0**	**11**	**0**	**30**	110
8:00 AM	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**6**	**0**	**0**	**1**	**7**	**0**	**19**	106
8:15 AM	**0**	**2**	**3**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**18**	**0**	**0**	**1**	**7**	**1**	**35**	**105**
8:30 AM	0	1	1	1	0	0	5	0	0	2	9	0	0	0	3	0	22	106
8:45 AM	0	1	3	4	0	0	3	0	0	0	10	0	0	0	5	0	26	102
Count Total	0	7	22	13	0	6	29	1	0	8	118	2	0	3	69	3	281	0
Peak Hour	**0**	**2**	**8**	**4**	**0**	**3**	**8**	**0**	**0**	**4**	**39**	**0**	**0**	**2**	**33**	**2**	**105**	**0**

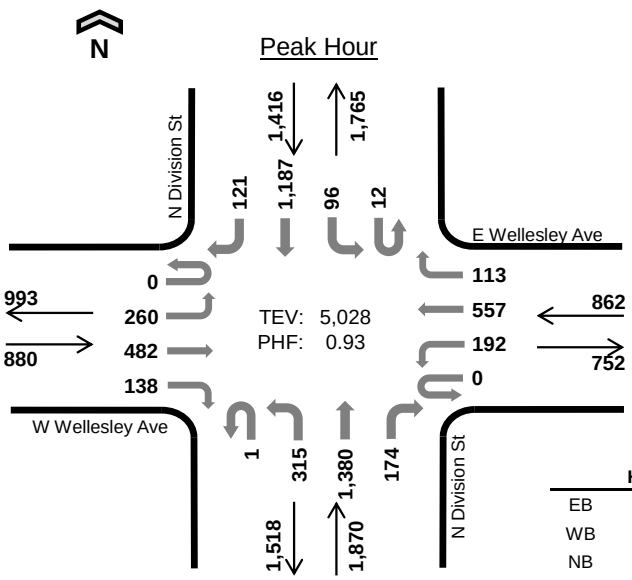
Three-Hour Count Summaries - Bikes

Interval Start	W Wellesley Ave			E Wellesley Ave			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

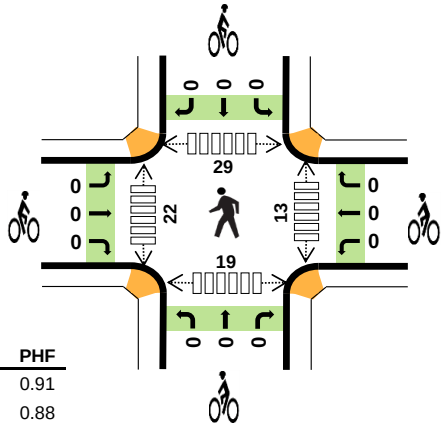
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W Wellesley Ave

Date: 12/12/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM



	HV %:	PHF
EB	2.5%	0.91
WB	1.7%	0.88
NB	1.1%	0.93
SB	2.1%	0.93
TOTAL	1.7%	0.93



Three-Hour Count Summaries

Interval Start		W Wellesley Ave (Eastbound)				E Wellesley Ave (Westbound)				N Division St (Northbound)				N Division St (Southbound)				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	75	127	41	0	47	145	27	0	67	320	45	3	23	262	31	1,213	0
3:30 PM		0	57	109	31	0	55	124	26	0	54	342	35	4	27	324	27	1,215	0
3:45 PM		0	70	137	35	0	56	158	31	0	112	347	44	2	21	311	26	1,350	0
4:00 PM		0	58	109	31	0	34	130	29	1	82	371	50	3	25	290	37	1,250	5,028
Peak Hour	All	0	260	482	138	0	192	557	113	1	315	1,380	174	12	96	1,187	121	5,028	0
	HV	0	1	17	4	0	0	13	2	0	1	16	3	0	2	27	1	87	0
	HV%	-	0%	4%	3%	-	0%	2%	2%	0%	0%	1%	2%	0%	2%	2%	1%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	3	6	5	5	*19*	0	0	0	0	*0*	2	8	10	5	*25*
3:30 PM	3	4	3	6	*16*	0	0	0	0	*0*	5	2	2	5	*14*
3:45 PM	10	3	4	10	*27*	0	0	0	0	*0*	1	5	6	6	*18*
4:00 PM	6	2	8	9	*25*	0	0	0	0	*0*	5	7	11	3	*26*
Peak Hour	22	15	20	30	*87*	0	0	0	0	*0*	13	22	29	19	*83*

Three-Hour Count Summaries

Interval Start	W Wellesley Ave Eastbound				E Wellesley Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	44	97	31	0	47	113	33	0	51	352	50	1	29	330	32	1,210	0
3:15 PM	**0**	**75**	**127**	**41**	**0**	**47**	**145**	**27**	**0**	**67**	**320**	**45**	**3**	**23**	**262**	**31**	**1,213**	0
3:30 PM	**0**	**57**	**109**	**31**	**0**	**55**	**124**	**26**	**0**	**54**	**342**	**35**	**4**	**27**	**324**	**27**	**1,215**	0
3:45 PM	**0**	**70**	**137**	**35**	**0**	**56**	**158**	**31**	**0**	**112**	**347**	**44**	**2**	**21**	**311**	**26**	**1,350**	4,988
4:00 PM	**0**	**58**	**109**	**31**	**0**	**34**	**130**	**29**	**1**	**82**	**371**	**50**	**3**	**25**	**290**	**37**	**1,250**	**5,028**
4:15 PM	0	62	113	36	0	50	124	28	0	61	357	40	2	18	220	25	1,136	4,951
4:30 PM	0	59	103	37	0	46	131	31	2	73	364	42	4	26	266	26	1,210	4,946
4:45 PM	0	57	105	24	2	46	131	29	0	57	339	52	0	11	260	42	1,155	4,751
5:00 PM	0	63	84	29	0	45	145	32	1	74	347	33	2	25	201	44	1,125	4,626
5:15 PM	0	49	87	26	0	49	106	29	1	58	351	44	1	22	187	54	1,064	4,554
5:30 PM	0	59	80	34	0	32	118	28	0	62	326	33	1	16	177	22	988	4,332
5:45 PM	0	50	59	23	0	47	111	16	0	65	368	32	3	8	208	42	1,032	4,209
Count Total	0	703	1,210	378	2	554	1,536	339	5	816	4,184	500	26	251	3,036	408	13,948	0
Peak Hour All	**0**	**260**	**482**	**138**	**0**	**192**	**557**	**113**	**1**	**315**	**1,380**	**174**	**12**	**96**	**1,187**	**121**	**5,028**	**0**
Peak Hour HV	**0**	**1**	**17**	**4**	**0**	**0**	**13**	**2**	**0**	**1**	**16**	**3**	**0**	**2**	**27**	**1**	**87**	**0**
Peak Hour HV%	**-**	**0%**	**4%**	**3%**	**-**	**0%**	**2%**	**2%**	**0%**	**0%**	**1%**	**2%**	**0%**	**2%**	**2%**	**1%**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	2	7	7	7	*23*	0	0	0	0	*0*	4	23	22	6	*55*
3:15 PM	**3**	**6**	**5**	**5**	***19***	**0**	**0**	**0**	**0**	***0***	**2**	**8**	**10**	**5**	*25*
3:30 PM	**3**	**4**	**3**	**6**	***16***	**0**	**0**	**0**	**0**	***0***	**5**	**2**	**2**	**5**	*14*
3:45 PM	**10**	**3**	**4**	**10**	***27***	**0**	**0**	**0**	**0**	***0***	**1**	**5**	**6**	**6**	*18*
4:00 PM	**6**	**2**	**8**	**9**	***25***	**0**	**0**	**0**	**0**	***0***	**5**	**7**	**11**	**3**	***26***
4:15 PM	5	2	3	5	*15*	0	0	0	0	*0*	5	6	10	2	*23*
4:30 PM	3	6	9	9	*27*	0	0	0	0	*0*	4	0	3	4	*11*
4:45 PM	2	2	5	1	*10*	0	0	0	0	*0*	5	0	6	3	*14*
5:00 PM	4	1	1	5	*11*	0	0	0	0	*0*	7	0	3	7	*17*
5:15 PM	3	5	3	2	*13*	0	0	0	0	*0*	5	0	4	11	*20*
5:30 PM	3	1	12	4	*20*	0	0	0	0	*0*	2	0	4	7	*13*
5:45 PM	1	2	4	5	*12*	0	0	0	0	*0*	2	0	1	2	*5*
Count Total	45	41	64	68	*218*	0	0	0	0	*0*	47	51	82	61	*241*
Peak Hour	**22**	**15**	**20**	**30**	***87***	**0**	**0**	**0**	**0**	***0***	**13**	**22**	**29**	**19**	***83***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Wellesley Ave				E Wellesley Ave				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	1	0	0	2	4	1	0	0	7	0	0	1	6	0	23	0
3:15 PM	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**4**	**1**	**0**	**0**	**5**	**0**	**19**	0
3:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**3**	**0**	**0**	**1**	**4**	**1**	**16**	0
3:45 PM	**0**	**1**	**7**	**2**	**0**	**0**	**3**	**0**	**0**	**1**	**2**	**1**	**0**	**1**	**9**	**0**	**27**	85
4:00 PM	**0**	**0**	**4**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**7**	**1**	**0**	**0**	**9**	**0**	**25**	**87**
4:15 PM	0	0	4	1	0	1	1	0	0	1	1	1	0	0	5	0	15	83
4:30 PM	0	0	2	1	0	0	5	1	0	1	8	0	0	0	8	1	27	94
4:45 PM	0	1	1	0	0	1	1	0	0	0	5	0	0	0	1	0	10	77
5:00 PM	0	1	2	1	0	0	1	0	0	0	1	0	0	0	4	1	11	63
5:15 PM	0	0	2	1	0	1	4	0	0	0	3	0	0	0	2	0	13	61
5:30 PM	0	1	2	0	0	0	1	0	0	2	10	0	0	0	4	0	20	54
5:45 PM	0	0	1	0	0	0	2	0	0	0	4	0	0	0	4	1	12	56
Count Total	0	5	32	8	0	5	32	4	0	5	55	4	0	3	61	4	218	0
Peak Hour	**0**	**1**	**17**	**4**	**0**	**0**	**13**	**2**	**0**	**1**	**16**	**3**	**0**	**2**	**27**	**1**	**87**	**0**

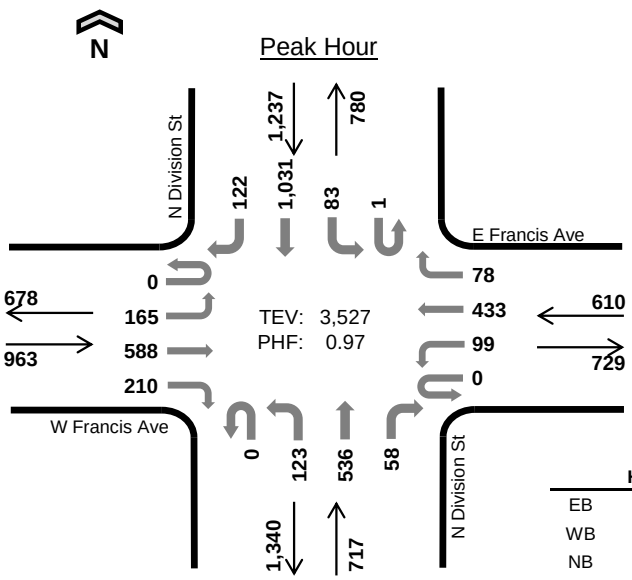
Three-Hour Count Summaries - Bikes

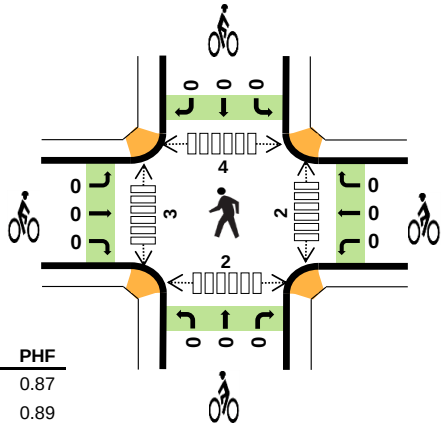
Interval Start	W Wellesley Ave			E Wellesley Ave			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W Francis Ave

Date: 12/12/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	3.0%	0.87
WB	6.2%	0.89
NB	6.4%	0.82
SB	2.6%	0.98
TOTAL	4.1%	0.97

Three-Hour Count Summaries

Interval Start		W Francis Ave Eastbound				E Francis Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	45	176	55	0	24	114	14	0	38	117	20	1	29	239	37	909	0
8:00 AM		0	33	135	44	0	27	107	22	0	28	117	15	0	16	262	30	836	0
8:15 AM		0	35	132	58	0	28	121	23	0	24	132	8	0	25	265	25	876	0
8:30 AM		0	52	145	53	0	20	91	19	0	33	170	15	0	13	265	30	906	3,527
Peak Hour	All	0	165	588	210	0	99	433	78	0	123	536	58	1	83	1,031	122	3,527	0
	HV	0	7	20	2	0	8	25	5	0	3	40	3	0	0	26	6	145	0
	HV%	-	4%	3%	1%	-	8%	6%	6%	-	2%	7%	5%	0%	0%	3%	5%	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:45 AM	5	8	10	10	*33*	0	0	0	0	*0*	0	1	0	1	*2*
8:00 AM	8	8	9	8	*33*	0	0	0	0	*0*	2	0	1	0	*3*
8:15 AM	10	18	12	7	*47*	0	0	0	0	*0*	0	1	3	1	*5*
8:30 AM	6	4	15	7	*32*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hour	29	38	46	32	*145*	0	0	0	0	*0*	2	3	4	2	*11*

Three-Hour Count Summaries

Interval Start	W Francis Ave Eastbound				E Francis Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	5	88	37	0	8	30	4	0	7	30	11	0	16	116	12	364	0
6:15 AM	0	17	101	46	0	11	33	10	0	5	53	8	0	5	162	9	460	0
6:30 AM	0	15	149	62	0	10	48	10	0	12	50	15	0	12	215	15	613	0
6:45 AM	0	18	141	45	0	16	61	13	0	15	90	10	0	9	171	24	613	2,050
7:00 AM	0	19	133	48	0	18	57	7	0	17	75	10	0	17	237	17	655	2,341
7:15 AM	0	19	160	60	0	22	78	16	0	15	86	9	1	12	240	22	740	2,621
7:30 AM	0	23	170	69	0	19	97	18	0	21	111	27	1	14	300	22	892	2,900
7:45 AM	**0**	**45**	**176**	**55**	**0**	**24**	**114**	**14**	**0**	**38**	**117**	**20**	**1**	**29**	**239**	**37**	**909**	3,196
8:00 AM	**0**	**33**	**135**	**44**	**0**	**27**	**107**	**22**	**0**	**28**	**117**	**15**	**0**	**16**	**262**	**30**	**836**	3,377
8:15 AM	**0**	**35**	**132**	**58**	**0**	**28**	**121**	**23**	**0**	**24**	**132**	**8**	**0**	**25**	**265**	**25**	**876**	3,513
8:30 AM	**0**	**52**	**145**	**53**	**0**	**20**	**91**	**19**	**0**	**33**	**170**	**15**	**0**	**13**	**265**	**30**	**906**	**3,527**
8:45 AM	0	51	129	50	0	21	105	21	0	25	163	16	0	22	225	36	864	3,482
Count Total	0	332	1,659	627	0	224	942	177	0	240	1,194	164	3	190	2,697	279	8,728	0
Peak Hour All	**0**	**165**	**588**	**210**	**0**	**99**	**433**	**78**	**0**	**123**	**536**	**58**	**1**	**83**	**1,031**	**122**	**3,527**	**0**
Peak Hour HV	**0**	**7**	**20**	**2**	**0**	**8**	**25**	**5**	**0**	**3**	**40**	**3**	**0**	**0**	**26**	**6**	**145**	**0**
Peak Hour HV%	**-**	**4%**	**3%**	**1%**	**-**	**8%**	**6%**	**6%**	**-**	**2%**	**7%**	**5%**	**0%**	**0%**	**3%**	**5%**	**4%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	3	3	6	5	*17*	0	0	0	0	*0*	0	0	1	0	*1*
6:15 AM	3	4	8	5	*20*	0	0	0	0	*0*	0	1	1	0	*2*
6:30 AM	4	6	8	4	*22*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	4	12	12	6	*34*	0	0	0	0	*0*	0	0	1	0	*1*
7:00 AM	1	6	9	6	*22*	0	0	0	0	*0*	0	1	1	0	*2*
7:15 AM	3	12	15	5	*35*	0	0	0	0	*0*	1	0	0	0	*1*
7:30 AM	4	13	8	9	*34*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**5**	**8**	**10**	**10**	***33***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	*2*
8:00 AM	**8**	**8**	**9**	**8**	***33***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**0**	*3*
8:15 AM	**10**	**18**	**12**	**7**	***47***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**3**	**1**	*5*
8:30 AM	**6**	**4**	**15**	**7**	***32***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
8:45 AM	8	9	11	10	*38*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	59	103	123	82	*367*	0	0	0	0	*0*	3	5	8	2	*18*
Peak Hour	**29**	**38**	**46**	**32**	***145***	**0**	**0**	**0**	**0**	***0***	**2**	**3**	**4**	**2**	***11***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Francis Ave				E Francis Ave				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	2	1	0	0	0	2	1	0	1	5	0	0	1	3	1	17	0
6:15 AM	0	1	2	0	0	0	3	1	0	2	6	0	0	1	4	0	20	0
6:30 AM	0	0	4	0	0	0	6	0	0	2	5	1	0	1	3	0	22	0
6:45 AM	0	0	3	1	0	2	10	0	0	1	9	2	0	1	3	2	34	93
7:00 AM	0	0	1	0	0	4	2	0	0	1	6	2	0	0	6	0	22	98
7:15 AM	0	0	1	2	0	2	9	1	0	2	12	1	0	0	1	4	35	113
7:30 AM	0	1	3	0	0	3	9	1	0	0	5	3	0	0	9	0	34	125
7:45 AM	**0**	**3**	**2**	**0**	**0**	**2**	**4**	**2**	**0**	**2**	**8**	**0**	**0**	**0**	**8**	**2**	**33**	124
8:00 AM	**0**	**2**	**5**	**1**	**0**	**3**	**5**	**0**	**0**	**1**	**7**	**1**	**0**	**0**	**6**	**2**	**33**	135
8:15 AM	**0**	**1**	**8**	**1**	**0**	**3**	**12**	**3**	**0**	**0**	**11**	**1**	**0**	**0**	**7**	**0**	**47**	147
8:30 AM	**0**	**1**	**5**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**14**	**1**	**0**	**0**	**5**	**2**	**32**	**145**
8:45 AM	0	1	6	1	0	3	4	2	0	1	9	1	0	2	7	1	38	150
Count Total	0	12	41	6	0	22	70	11	0	13	97	13	0	6	62	14	367	0
Peak Hour	**0**	**7**	**20**	**2**	**0**	**8**	**25**	**5**	**0**	**3**	**40**	**3**	**0**	**0**	**26**	**6**	**145**	**0**

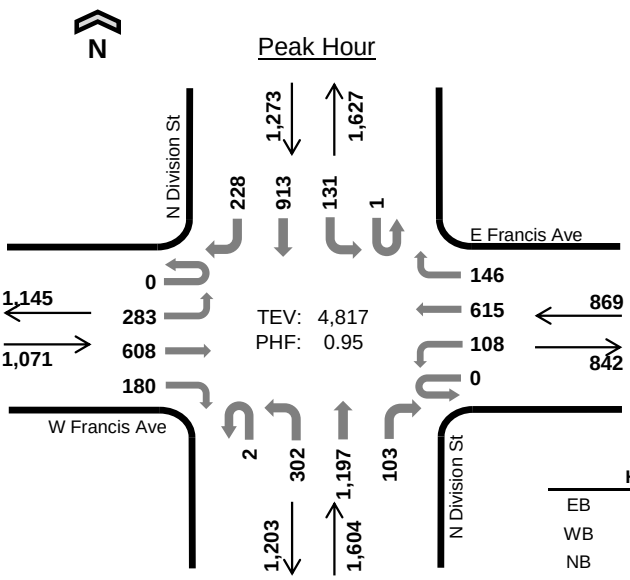
Three-Hour Count Summaries - Bikes

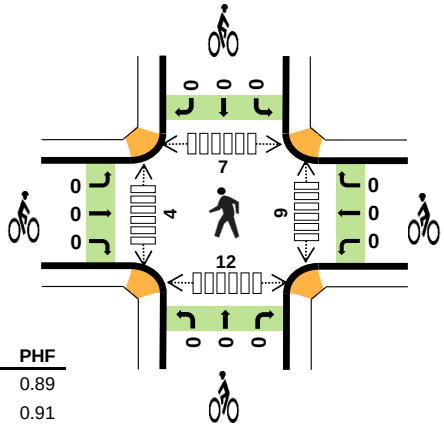
Interval Start	W Francis Ave			E Francis Ave			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W Francis Ave

Date: 12/12/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:45 PM to 4:45 PM





	HV %:	PHF
EB	2.9%	0.89
WB	1.0%	0.91
NB	1.3%	0.86
SB	3.1%	0.94
TOTAL	2.1%	0.95

Three-Hour Count Summaries

Interval Start		W Francis Ave Eastbound				E Francis Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:45 PM		0	69	179	52	0	26	157	37	1	68	288	15	0	39	233	52	1,216	0
4:00 PM		0	82	140	43	0	26	155	30	0	72	361	32	1	30	240	55	1,267	0
4:15 PM		0	66	147	44	0	27	166	47	1	76	256	31	0	33	184	66	1,144	0
4:30 PM		0	66	142	41	0	29	137	32	0	86	292	25	0	29	256	55	1,190	4,817
Peak Hour	All	0	283	608	180	0	108	615	146	2	302	1,197	103	1	131	913	228	4,817	0
	HV	0	6	20	5	0	3	4	2	0	1	18	2	0	1	37	1	100	0
	HV%	-	2%	3%	3%	-	3%	1%	1%	0%	0%	2%	2%	0%	1%	4%	0%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:45 PM	5	2	4	15	*26*	0	0	0	0	*0*	1	0	2	7	*10*
4:00 PM	9	1	8	10	*28*	0	0	0	0	*0*	2	3	1	3	*9*
4:15 PM	10	4	3	7	*24*	0	0	0	0	*0*	4	1	3	2	*10*
4:30 PM	7	2	6	7	*22*	0	0	0	0	*0*	2	0	1	0	*3*
Peak Hour	31	9	21	39	*100*	0	0	0	0	*0*	9	4	7	12	*32*

Three-Hour Count Summaries

Interval Start	W Francis Ave Eastbound				E Francis Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	103	143	40	0	30	136	45	0	35	159	6	0	32	243	59	1,031	0
3:15 PM	0	87	138	52	0	14	135	43	1	59	210	9	2	26	253	58	1,087	0
3:30 PM	0	95	126	36	0	44	135	51	1	40	205	10	1	32	244	59	1,079	0
3:45 PM	**0**	**69**	**179**	**52**	**0**	**26**	**157**	**37**	**1**	**68**	**288**	**15**	**0**	**39**	**233**	**52**	**1,216**	4,413
4:00 PM	**0**	**82**	**140**	**43**	**0**	**26**	**155**	**30**	**0**	**72**	**361**	**32**	**1**	**30**	**240**	**55**	**1,267**	4,649
4:15 PM	**0**	**66**	**147**	**44**	**0**	**27**	**166**	**47**	**1**	**76**	**256**	**31**	**0**	**33**	**184**	**66**	**1,144**	4,706
4:30 PM	**0**	**66**	**142**	**41**	**0**	**29**	**137**	**32**	**0**	**86**	**292**	**25**	**0**	**29**	**256**	**55**	**1,190**	**4,817**
4:45 PM	0	68	148	42	0	34	187	39	1	70	280	32	2	36	184	58	1,181	4,782
5:00 PM	0	47	121	37	0	24	155	37	1	96	262	28	0	33	247	56	1,144	4,659
5:15 PM	0	61	158	46	0	37	165	30	1	71	261	21	2	37	210	55	1,155	4,670
5:30 PM	0	61	129	34	0	30	117	27	1	86	201	26	1	30	225	57	1,025	4,505
5:45 PM	0	65	127	39	0	36	116	36	0	45	232	35	0	32	203	40	1,006	4,330
Count Total	0	870	1,698	506	0	357	1,761	454	8	804	3,007	270	9	389	2,722	670	13,525	0
Peak Hour All	**0**	**283**	**608**	**180**	**0**	**108**	**615**	**146**	**2**	**302**	**1,197**	**103**	**1**	**131**	**913**	**228**	**4,817**	**0**
Peak Hour HV	**0**	**6**	**20**	**5**	**0**	**3**	**4**	**2**	**0**	**1**	**18**	**2**	**0**	**1**	**37**	**1**	**100**	**0**
Peak Hour HV%	**-**	**2%**	**3%**	**3%**	**-**	**3%**	**1%**	**1%**	**0%**	**0%**	**2%**	**2%**	**0%**	**1%**	**4%**	**0%**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	6	1	5	12	*24*	0	0	0	0	*0*	1	2	2	1	*6*
3:15 PM	14	10	6	2	*32*	0	0	0	0	*0*	3	2	3	0	*8*
3:30 PM	8	5	2	11	*26*	0	0	0	0	*0*	8	3	1	2	*14*
3:45 PM	**5**	**2**	**4**	**15**	***26***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**2**	**7**	*10*
4:00 PM	**9**	**1**	**8**	**10**	***28***	**0**	**0**	**0**	**0**	***0***	**2**	**3**	**1**	**3**	*9*
4:15 PM	**10**	**4**	**3**	**7**	***24***	**0**	**0**	**0**	**0**	***0***	**4**	**1**	**3**	**2**	*10*
4:30 PM	**7**	**2**	**6**	**7**	***22***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**0**	***3***
4:45 PM	9	2	7	3	*21*	0	0	0	0	*0*	0	0	2	1	*3*
5:00 PM	3	2	9	10	*24*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	4	3	3	4	*14*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	1	2	6	5	*14*	0	0	0	0	*0*	0	1	3	0	*4*
5:45 PM	3	4	15	2	*24*	0	0	0	0	*0*	0	1	1	2	*4*
Count Total	79	38	74	88	*279*	0	0	0	0	*0*	21	13	19	18	*71*
Peak Hour	**31**	**9**	**21**	**39**	***100***	**0**	**0**	**0**	**0**	***0***	**9**	**4**	**7**	**12**	***32***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Francis Ave				E Francis Ave				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	3	2	0	0	1	0	0	0	3	2	0	1	9	2	24	0
3:15 PM	0	2	11	1	0	0	7	3	0	1	5	0	0	0	1	1	32	0
3:30 PM	0	0	7	1	0	0	3	2	0	0	2	0	0	1	8	2	26	0
3:45 PM	**0**	**2**	**1**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**4**	**0**	**0**	**1**	**14**	**0**	**26**	108
4:00 PM	**0**	**2**	**6**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**7**	**0**	**0**	**0**	**10**	**0**	**28**	112
4:15 PM	**0**	**1**	**8**	**1**	**0**	**2**	**1**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**6**	**1**	**24**	104
4:30 PM	**0**	**1**	**5**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**7**	**0**	**22**	**100**
4:45 PM	0	0	8	1	0	0	2	0	0	0	6	1	0	1	2	0	21	95
5:00 PM	0	0	3	0	0	0	2	0	0	1	8	0	0	2	8	0	24	91
5:15 PM	0	0	4	0	0	0	2	1	0	0	2	1	0	0	4	0	14	81
5:30 PM	0	0	1	0	0	1	1	0	0	0	3	3	0	0	4	1	14	73
5:45 PM	0	0	1	2	0	2	2	0	0	0	1	14	0	0	2	0	24	76
Count Total	0	9	58	12	0	6	24	8	0	3	48	23	0	6	75	7	279	0
Peak Hour	**0**	**6**	**20**	**5**	**0**	**3**	**4**	**2**	**0**	**1**	**18**	**2**	**0**	**1**	**37**	**1**	**100**	**0**

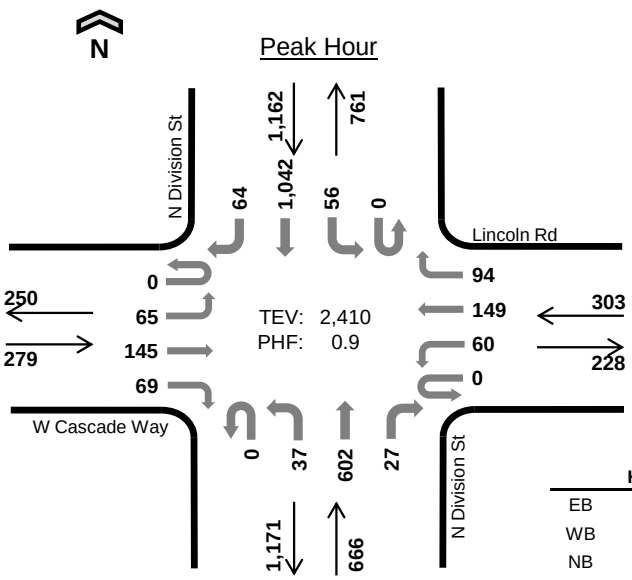
Three-Hour Count Summaries - Bikes

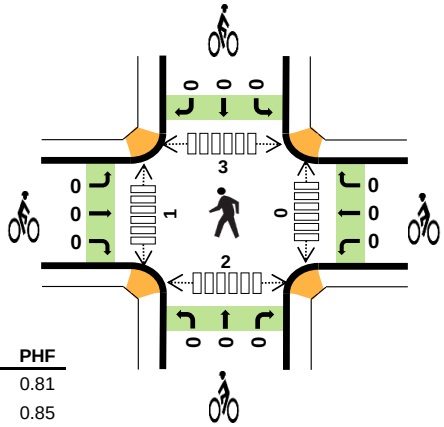
Interval Start	W Francis Ave			E Francis Ave			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
Lincoln Rd

Date: 12/12/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	1.4%	0.81
WB	4.3%	0.85
NB	6.2%	0.89
SB	2.6%	0.93
TOTAL	3.7%	0.90

Three-Hour Count Summaries

Interval Start		W Cascade Way Eastbound				Lincoln Rd Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	13	27	14	0	17	31	15	0	16	119	6	0	10	285	17	570	0
8:15 AM		0	11	28	21	0	20	45	21	0	6	137	6	0	9	246	15	565	0
8:30 AM		0	25	41	20	0	13	28	24	0	5	177	6	0	17	240	11	607	0
8:45 AM		0	16	49	14	0	10	45	34	0	10	169	9	0	20	271	21	668	2,410
Peak Hour	All	0	65	145	69	0	60	149	94	0	37	602	27	0	56	1,042	64	2,410	0
	HV	0	0	2	2	0	3	6	4	0	5	36	0	0	5	22	3	88	0
	HV%	-	0%	1%	3%	-	5%	4%	4%	-	14%	6%	0%	-	9%	2%	5%	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	1	3	9	7	*20*	0	0	0	0	*0*	0	0	2	1	*3*
8:15 AM	1	5	13	7	*26*	0	0	0	0	*0*	0	0	1	0	*1*
8:30 AM	1	1	8	4	*14*	0	0	0	0	*0*	0	0	0	1	*1*
8:45 AM	1	4	11	12	*28*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hour	4	13	41	30	*88*	0	0	0	0	*0*	0	1	3	2	*6*

Three-Hour Count Summaries

Interval Start	W Cascade Way (Eastbound)				Lincoln Rd (Westbound)				N Division St (Northbound)				N Division St (Southbound)				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	9	6	4	0	6	4	7	0	0	33	2	1	2	130	6	210	0
6:15 AM	0	6	5	3	0	7	10	6	0	0	75	2	1	1	177	5	298	0
6:30 AM	0	6	17	9	0	9	8	4	0	0	61	4	0	6	220	5	349	0
6:45 AM	0	24	16	5	0	7	17	7	0	7	112	4	1	2	214	7	423	1,280
7:00 AM	0	9	12	17	0	6	21	8	0	2	89	3	0	11	213	7	398	1,468
7:15 AM	0	23	18	4	0	16	26	23	0	4	102	3	0	9	279	5	512	1,682
7:30 AM	0	24	38	5	0	21	34	22	0	5	143	2	0	10	340	12	656	1,989
7:45 AM	0	25	37	8	0	17	28	25	0	7	154	7	0	7	265	16	596	2,162
8:00 AM	**0**	**13**	**27**	**14**	**0**	**17**	**31**	**15**	**0**	**16**	**119**	**6**	**0**	**10**	**285**	**17**	**570**	2,334
8:15 AM	**0**	**11**	**28**	**21**	**0**	**20**	**45**	**21**	**0**	**6**	**137**	**6**	**0**	**9**	**246**	**15**	**565**	2,387
8:30 AM	**0**	**25**	**41**	**20**	**0**	**13**	**28**	**24**	**0**	**5**	**177**	**6**	**0**	**17**	**240**	**11**	**607**	2,338
8:45 AM	**0**	**16**	**49**	**14**	**0**	**10**	**45**	**34**	**0**	**10**	**169**	**9**	**0**	**20**	**271**	**21**	**668**	**2,410**
Count Total	0	191	294	124	0	149	297	196	0	62	1,371	54	3	104	2,880	127	5,852	0
Peak Hour All	**0**	**65**	**145**	**69**	**0**	**60**	**149**	**94**	**0**	**37**	**602**	**27**	**0**	**56**	**1,042**	**64**	**2,410**	**0**
Peak Hour HV	**0**	**0**	**2**	**2**	**0**	**3**	**6**	**4**	**0**	**5**	**36**	**0**	**0**	**5**	**22**	**3**	**88**	**0**
Peak Hour HV%	**-**	**0%**	**1%**	**3%**	**-**	**5%**	**4%**	**4%**	**-**	**14%**	**6%**	**0%**	**-**	**9%**	**2%**	**5%**	**4%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	1	5	3	*9*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	1	8	7	*16*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	2	0	5	2	*9*	0	0	0	0	*0*	2	1	1	0	*4*
6:45 AM	0	3	8	5	*16*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	1	11	5	*17*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	1	14	6	*22*	0	0	0	0	*0*	1	1	1	2	*5*
7:30 AM	1	2	8	10	*21*	0	0	0	0	*0*	1	1	1	1	*4*
7:45 AM	0	1	7	12	*20*	0	0	0	0	*0*	2	0	0	1	*3*
8:00 AM	**1**	**3**	**9**	**7**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**1**	*3*
8:15 AM	**1**	**5**	**13**	**7**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
8:30 AM	**1**	**1**	**8**	**4**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
8:45 AM	**1**	**4**	**11**	**12**	***28***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
Count Total	8	23	107	80	*218*	0	0	0	0	*0*	6	4	6	6	*22*
Peak Hour	**4**	**13**	**41**	**30**	***88***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**3**	**2**	***6***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Cascade Way				Lincoln Rd				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	1	0	0	0	0	5	0	0	0	3	0	9	0
6:15 AM	0	0	0	0	0	0	0	1	0	0	8	0	0	1	6	0	16	0
6:30 AM	0	1	0	1	0	0	0	0	0	0	3	2	0	0	2	0	9	0
6:45 AM	0	0	0	0	0	0	1	2	0	0	8	0	0	1	4	0	16	50
7:00 AM	0	0	0	0	0	0	1	0	0	0	11	0	0	0	5	0	17	58
7:15 AM	0	0	0	1	0	0	0	1	0	1	13	0	0	1	5	0	22	64
7:30 AM	0	1	0	0	0	0	2	0	0	1	7	0	0	1	9	0	21	76
7:45 AM	0	0	0	0	0	0	0	1	0	0	7	0	0	1	10	1	20	80
8:00 AM	**0**	**0**	**0**	**1**	**0**	**1**	**2**	**0**	**0**	**2**	**7**	**0**	**0**	**0**	**7**	**0**	**20**	83
8:15 AM	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**2**	**0**	**1**	**12**	**0**	**0**	**2**	**4**	**1**	**26**	87
8:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**0**	**0**	**1**	**3**	**0**	**14**	80
8:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**1**	**0**	**2**	**9**	**0**	**0**	**2**	**8**	**2**	**28**	**88**
Count Total	0	2	2	4	0	4	10	9	0	7	98	2	0	10	66	4	218	0
Peak Hour	**0**	**0**	**2**	**2**	**0**	**3**	**6**	**4**	**0**	**5**	**36**	**0**	**0**	**5**	**22**	**3**	**88**	**0**

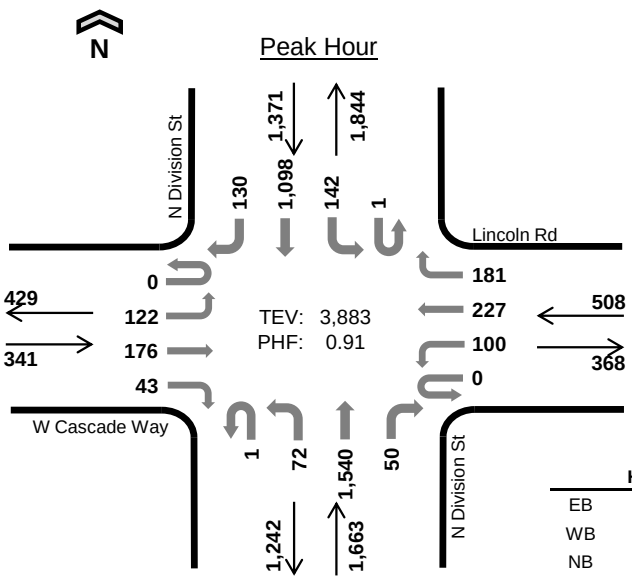
Three-Hour Count Summaries - Bikes

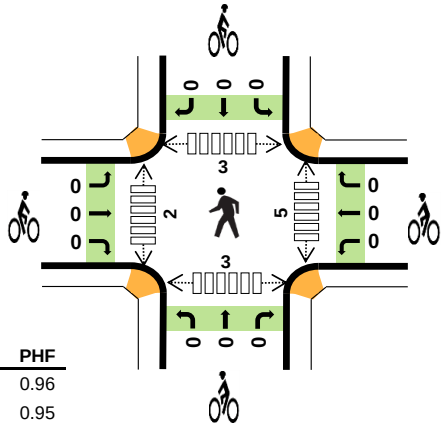
Interval Start	W Cascade Way			Lincoln Rd			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
Lincoln Rd

Date: 12/12/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:45 PM to 4:45 PM





	HV %:	PHF
EB	0.9%	0.96
WB	1.2%	0.95
NB	1.1%	0.91
SB	2.3%	0.88
TOTAL	1.5%	0.91

Three-Hour Count Summaries

Interval Start		W Cascade Way (Eastbound)				Lincoln Rd (Westbound)				N Division St (Northbound)				N Division St (Southbound)				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:45 PM		0	34	36	11	0	24	57	41	0	19	340	7	0	45	292	41	947	0
4:00 PM		0	33	40	12	0	18	48	61	1	17	398	14	0	23	219	34	918	0
4:15 PM		0	26	55	8	0	25	60	48	0	13	431	15	1	46	318	26	1,072	0
4:30 PM		0	29	45	12	0	33	62	31	0	23	371	14	0	28	269	29	946	3,883
Peak Hour	All	0	122	176	43	0	100	227	181	1	72	1,540	50	1	142	1,098	130	3,883	0
	HV	0	1	2	0	0	0	2	4	0	2	16	1	0	2	30	0	60	0
	HV%	-	1%	1%	0%	-	0%	1%	2%	0%	3%	1%	2%	0%	1%	3%	0%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:45 PM	1	3	4	11	*19*	0	0	0	0	*0*	1	2	1	2	*6*
4:00 PM	0	2	8	9	*19*	0	0	0	0	*0*	2	0	1	0	*3*
4:15 PM	2	1	3	7	*13*	0	0	0	0	*0*	0	0	1	0	*1*
4:30 PM	0	0	4	5	*9*	0	0	0	0	*0*	2	0	0	1	*3*
Peak Hour	3	6	19	32	*60*	0	0	0	0	*0*	5	2	3	3	*13*

Three-Hour Count Summaries

Interval Start	W Cascade Way (Eastbound)				Lincoln Rd (Westbound)				N Division St (Northbound)				N Division St (Southbound)				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	37	48	11	0	21	33	51	0	14	269	15	0	30	270	31	830	0
3:15 PM	0	21	51	5	0	29	69	39	0	14	313	8	0	37	259	26	871	0
3:30 PM	0	37	44	13	0	30	48	47	0	18	296	6	0	37	304	33	913	0
3:45 PM	**0**	**34**	**36**	**11**	**0**	**24**	**57**	**41**	**0**	**19**	**340**	**7**	**0**	**45**	**292**	**41**	**947**	3,561
4:00 PM	**0**	**33**	**40**	**12**	**0**	**18**	**48**	**61**	**1**	**17**	**398**	**14**	**0**	**23**	**219**	**34**	**918**	3,649
4:15 PM	**0**	**26**	**55**	**8**	**0**	**25**	**60**	**48**	**0**	**13**	**431**	**15**	**1**	**46**	**318**	**26**	**1,072**	3,850
4:30 PM	**0**	**29**	**45**	**12**	**0**	**33**	**62**	**31**	**0**	**23**	**371**	**14**	**0**	**28**	**269**	**29**	**946**	**3,883**
4:45 PM	0	32	40	13	0	24	50	35	1	17	373	9	0	33	234	26	887	3,823
5:00 PM	0	38	42	10	0	22	46	38	0	17	363	12	0	64	263	29	944	3,849
5:15 PM	0	24	42	15	0	26	58	35	0	17	306	16	1	35	273	27	875	3,652
5:30 PM	0	32	42	14	0	24	35	31	2	16	414	16	0	31	283	35	975	3,681
5:45 PM	0	19	19	10	0	17	38	33	2	20	355	12	0	26	226	30	807	3,601
Count Total	0	362	504	134	0	293	604	490	6	205	4,229	144	2	435	3,210	367	10,985	0
Peak Hour All	**0**	**122**	**176**	**43**	**0**	**100**	**227**	**181**	**1**	**72**	**1,540**	**50**	**1**	**142**	**1,098**	**130**	**3,883**	**0**
Peak Hour HV	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**4**	**0**	**2**	**16**	**1**	**0**	**2**	**30**	**0**	**60**	**0**
Peak Hour HV%	**-**	**1%**	**1%**	**0%**	**-**	**0%**	**1%**	**2%**	**0%**	**3%**	**1%**	**2%**	**0%**	**1%**	**3%**	**0%**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	3	1	0	9	*13*	0	0	0	0	*0*	1	2	1	8	*12*
3:15 PM	2	4	9	2	*17*	0	0	0	0	*0*	2	2	1	1	*6*
3:30 PM	0	5	2	11	*18*	0	0	0	0	*0*	1	1	2	1	*5*
3:45 PM	**1**	**3**	**4**	**11**	***19***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**1**	**2**	*6*
4:00 PM	**0**	**2**	**8**	**9**	***19***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**0**	*3*
4:15 PM	**2**	**1**	**3**	**7**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
4:30 PM	**0**	**0**	**4**	**5**	***9***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**1**	***3***
4:45 PM	2	1	4	4	*11*	0	0	0	0	*0*	0	0	1	0	*1*
5:00 PM	1	0	5	10	*16*	0	0	0	0	*0*	1	0	0	0	*1*
5:15 PM	0	1	4	9	*14*	0	0	0	0	*0*	0	1	0	1	*2*
5:30 PM	1	3	4	3	*11*	0	0	0	0	*0*	1	0	0	0	*1*
5:45 PM	1	2	6	2	*11*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	13	23	53	82	*171*	0	0	0	0	*0*	11	8	8	14	*41*
Peak Hour	**3**	**6**	**19**	**32**	***60***	**0**	**0**	**0**	**0**	***0***	**5**	**2**	**3**	**3**	***13***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Cascade Way				Lincoln Rd				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	1	1	0	0	1	0	0	0	0	0	0	0	7	2	13	0
3:15 PM	0	0	2	0	0	1	2	1	0	0	8	1	0	1	1	0	17	0
3:30 PM	0	0	0	0	0	4	1	0	0	0	2	0	0	0	9	2	18	0
3:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**3**	**1**	**0**	**1**	**10**	**0**	**19**	67
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**6**	**0**	**0**	**0**	**9**	**0**	**19**	73
4:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**1**	**6**	**0**	**13**	69
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**5**	**0**	**9**	**60**
4:45 PM	0	0	2	0	0	0	0	1	0	0	4	0	0	1	3	0	11	52
5:00 PM	0	1	0	0	0	0	0	0	0	0	5	0	0	1	9	0	16	49
5:15 PM	0	0	0	0	0	0	0	1	0	0	3	1	0	0	9	0	14	50
5:30 PM	0	0	1	0	0	1	1	1	0	0	4	0	0	0	2	1	11	52
5:45 PM	0	0	0	1	0	0	0	2	0	0	6	0	0	1	1	0	11	52
Count Total	0	3	8	2	0	6	7	10	0	2	48	3	0	6	71	5	171	0
Peak Hour	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**4**	**0**	**2**	**16**	**1**	**0**	**2**	**30**	**0**	**60**	**0**

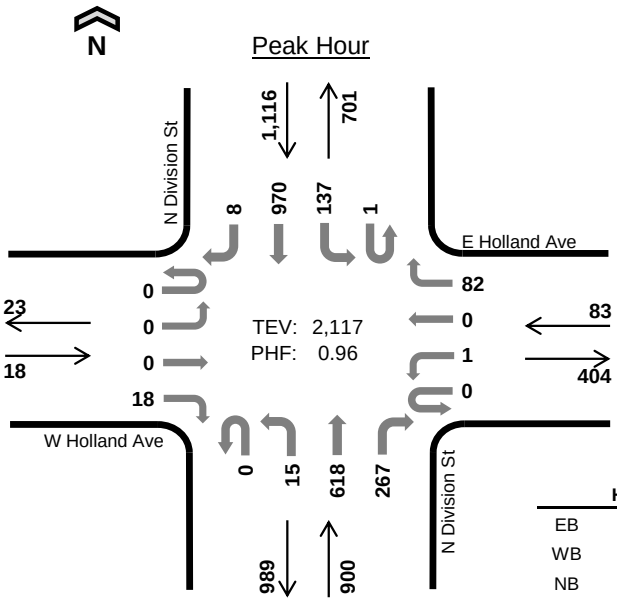
Three-Hour Count Summaries - Bikes

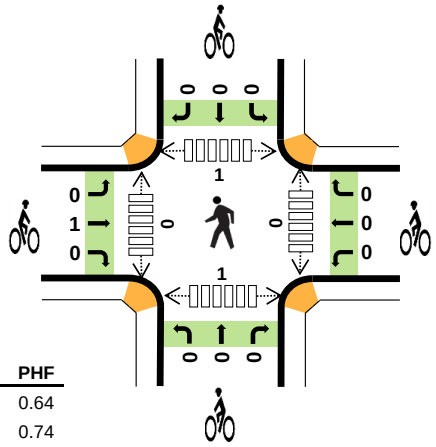
Interval Start	W Cascade Way			Lincoln Rd			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W Holland Ave

Date: 10/30/2024
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	0.0%	0.64
WB	2.4%	0.74
NB	2.8%	0.93
SB	1.3%	0.98
TOTAL	2.0%	0.96

Three-Hour Count Summaries

Interval Start		W Holland Ave Eastbound				E Holland Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	0	4	0	1	0	15	0	4	148	61	0	31	250	2	516	0
8:15 AM		0	0	0	4	0	0	0	19	0	3	146	66	0	25	237	3	503	0
8:30 AM		0	0	0	7	0	0	0	20	0	3	175	65	0	34	248	1	553	0
8:45 AM		0	0	0	3	0	0	0	28	0	5	149	75	1	47	235	2	545	2,117
Peak Hour	All	0	0	0	18	0	1	0	82	0	15	618	267	1	137	970	8	2,117	0
	HV	0	0	0	0	0	0	0	2	0	0	21	4	0	1	13	1	42	0
	HV%	-	-	-	0%	-	0%	-	2%	-	0%	3%	1%	0%	1%	1%	13%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	0	1	8	4	*13*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	1	8	5	*14*	0	0	0	0	*0*	0	0	1	0	*1*
8:30 AM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	0	8	4	*12*	1	0	0	0	*1*	0	0	0	1	*1*
Peak Hour	0	2	25	15	*42*	1	0	0	0	*1*	0	0	1	1	*2*

Three-Hour Count Summaries

Interval Start	W Holland Ave Eastbound				E Holland Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	1	0	6	0	3	43	16	0	15	135	0	219	0
6:15 AM	0	0	0	5	0	0	0	4	0	2	61	29	0	12	154	1	268	0
6:30 AM	0	0	0	4	0	0	0	6	0	1	80	29	0	20	203	0	343	0
6:45 AM	0	0	0	4	0	0	0	12	0	1	91	54	0	26	199	4	391	1,221
7:00 AM	0	0	0	8	0	0	0	17	0	2	104	41	0	29	226	1	428	1,430
7:15 AM	0	0	0	7	0	0	0	11	0	3	90	40	0	35	263	3	452	1,614
7:30 AM	0	0	0	8	0	0	0	14	0	1	111	55	0	31	309	6	535	1,806
7:45 AM	0	0	0	7	0	0	0	17	0	2	139	78	0	35	252	4	534	1,949
8:00 AM	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**15**	**0**	**4**	**148**	**61**	**0**	**31**	**250**	**2**	**516**	2,037
8:15 AM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**19**	**0**	**3**	**146**	**66**	**0**	**25**	**237**	**3**	**503**	2,088
8:30 AM	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**20**	**0**	**3**	**175**	**65**	**0**	**34**	**248**	**1**	**553**	2,106
8:45 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**28**	**0**	**5**	**149**	**75**	**1**	**47**	**235**	**2**	**545**	**2,117**
Count Total	0	0	0	61	0	2	0	169	0	30	1,337	609	1	340	2,711	27	5,287	0
Peak Hour All	**0**	**0**	**0**	**18**	**0**	**1**	**0**	**82**	**0**	**15**	**618**	**267**	**1**	**137**	**970**	**8**	**2,117**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**21**	**4**	**0**	**1**	**13**	**1**	**42**	**0**
Peak Hour HV%	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**2%**	**-**	**0%**	**3%**	**1%**	**0%**	**1%**	**1%**	**13%**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	0	0	1	1	*2*	0	0	0	0	*0*	0	1	0	0	*1*
6:45 AM	0	0	1	4	*5*	0	0	0	0	*0*	1	0	0	0	*1*
7:00 AM	0	0	1	2	*3*	0	0	0	0	*0*	1	0	0	0	*1*
7:15 AM	1	0	2	0	*3*	0	0	0	0	*0*	2	0	0	0	*2*
7:30 AM	0	1	5	1	*7*	0	0	0	0	*0*	1	0	0	0	*1*
7:45 AM	0	0	6	5	*11*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**1**	**8**	**4**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**1**	**8**	**5**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
8:30 AM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**0**	**0**	**8**	**4**	***12***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	***1***
Count Total	1	3	44	31	*79*	1	0	0	0	*1*	5	1	1	1	*8*
Peak Hour	**0**	**2**	**25**	**15**	***42***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**1**	**1**	***2***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Holland Ave				E Holland Ave				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	13
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	13
7:15 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3	13
7:30 AM	0	0	0	0	0	0	0	1	0	0	5	0	0	0	1	0	7	18
7:45 AM	0	0	0	0	0	0	0	0	0	1	4	1	0	0	5	0	11	24
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**1**	**0**	**0**	**3**	**1**	**13**	34
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**1**	**0**	**1**	**4**	**0**	**14**	45
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	41
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**2**	**0**	**0**	**4**	**0**	**12**	**42**
Count Total	0	0	0	1	0	0	0	3	0	1	38	5	0	1	29	1	79	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**21**	**4**	**0**	**1**	**13**	**1**	**42**	**0**

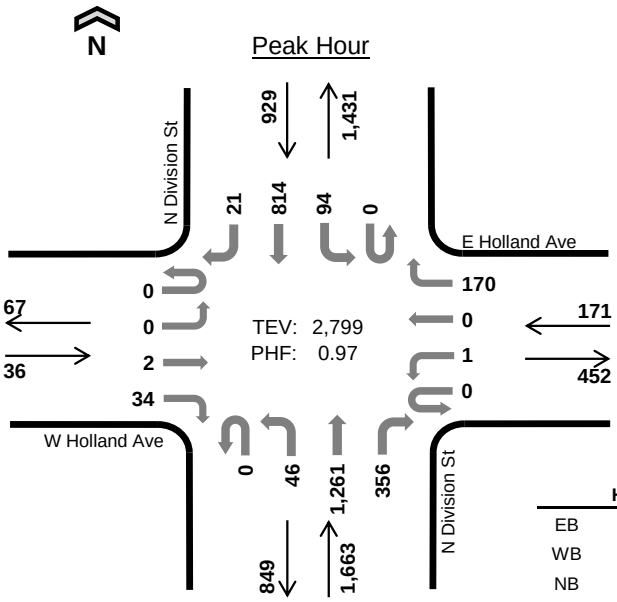
Three-Hour Count Summaries - Bikes

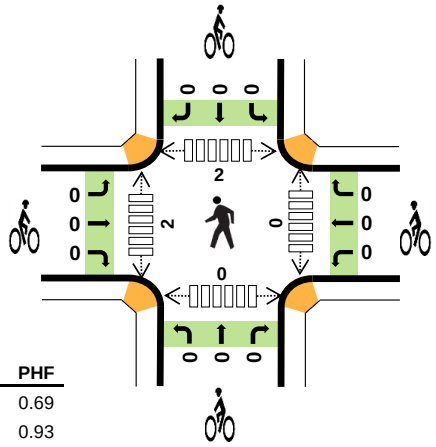
Interval Start	W Holland Ave			E Holland Ave			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W Holland Ave

Date: 10/29/2024
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	0.0%	0.69
WB	0.0%	0.93
NB	0.7%	0.94
SB	1.0%	0.95
TOTAL	0.7%	0.97

Three-Hour Count Summaries

Interval Start		W Holland Ave Eastbound				E Holland Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	0	0	9	0	0	0	46	0	10	290	90	0	21	197	1	664	0
4:45 PM		0	0	0	8	0	0	0	43	0	9	300	95	0	26	202	9	692	0
5:00 PM		0	0	1	5	0	0	0	45	0	16	336	89	0	24	201	4	721	0
5:15 PM		0	0	1	12	0	1	0	36	0	11	335	82	0	23	214	7	722	2,799
Peak Hour	All	0	0	2	34	0	1	0	170	0	46	1,261	356	0	94	814	21	2,799	0
	HV	0	0	0	0	0	0	0	0	0	2	6	3	0	0	9	0	20	0
	HV%	-	-	0%	0%	-	0%	-	0%	-	4%	0%	1%	-	0%	1%	0%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	2	3	*5*	0	0	0	0	*0*	0	1	1	0	*2*
4:45 PM	0	0	5	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	0	3	2	*5*	0	0	0	0	*0*	0	1	0	0	*1*
5:15 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	0	1	0	*1*
Peak Hour	0	0	11	9	*20*	0	0	0	0	*0*	0	2	2	0	*4*

Three-Hour Count Summaries

Interval Start	W Holland Ave Eastbound				E Holland Ave Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	13	0	0	0	50	0	7	248	84	0	38	205	4	649	0
3:15 PM	0	0	0	13	0	0	0	40	0	16	273	85	0	24	209	8	668	0
3:30 PM	0	0	0	5	0	0	0	33	0	10	282	86	0	38	210	6	670	0
3:45 PM	0	1	0	13	0	0	0	32	0	8	284	99	0	37	204	8	686	2,673
4:00 PM	0	1	0	8	0	0	0	36	0	16	242	92	0	31	213	5	644	2,668
4:15 PM	0	0	1	6	0	0	0	48	0	9	297	82	0	33	181	8	665	2,665
4:30 PM	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**46**	**0**	**10**	**290**	**90**	**0**	**21**	**197**	**1**	**664**	2,659
4:45 PM	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**43**	**0**	**9**	**300**	**95**	**0**	**26**	**202**	**9**	**692**	2,665
5:00 PM	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**45**	**0**	**16**	**336**	**89**	**0**	**24**	**201**	**4**	**721**	2,742
5:15 PM	**0**	**0**	**1**	**12**	**0**	**1**	**0**	**36**	**0**	**11**	**335**	**82**	**0**	**23**	**214**	**7**	**722**	**2,799**
5:30 PM	0	0	0	6	0	0	0	46	0	10	278	70	0	33	168	5	616	2,751
5:45 PM	0	0	0	4	0	1	0	25	0	8	295	72	0	34	195	4	638	2,697
Count Total	0	2	3	102	0	2	0	480	0	130	3,460	1,026	0	362	2,399	69	8,035	0
Peak Hour All	**0**	**0**	**2**	**34**	**0**	**1**	**0**	**170**	**0**	**46**	**1,261**	**356**	**0**	**94**	**814**	**21**	**2,799**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**3**	**0**	**0**	**9**	**0**	**20**	**0**
Peak Hour HV%	**-**	**-**	**0%**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**4%**	**0%**	**1%**	**-**	**0%**	**1%**	**0%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	1	0	4	8	*13*	0	0	0	0	*0*	0	1	0	0	*1*
3:15 PM	0	0	5	4	*9*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	0	0	4	6	*10*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	0	1	5	5	*11*	0	0	0	0	*0*	0	1	0	0	*1*
4:00 PM	0	0	3	8	*11*	0	0	0	0	*0*	1	0	0	0	*1*
4:15 PM	0	0	2	3	*5*	0	0	0	0	*0*	1	3	0	0	*4*
4:30 PM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	*2*
4:45 PM	**0**	**0**	**5**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
5:15 PM	**0**	**0**	**1**	**3**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
5:30 PM	0	2	1	1	*4*	0	0	0	0	*0*	0	0	1	0	*1*
5:45 PM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	3	36	46	*86*	0	0	0	0	*0*	2	7	3	0	*12*
Peak Hour	**0**	**0**	**11**	**9**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**2**	**0**	***4***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Holland Ave				E Holland Ave				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	1	0	0	0	0	0	1	3	0	0	2	6	0	13	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	9	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	10	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	3	2	0	1	2	2	11	43
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	8	0	11	41
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	0	5	37
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**0**	**5**	32
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**1**	**0**	**6**	27
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**2**	**0**	**5**	21
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**4**	**20**
5:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	1	0	4	19
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	16
Count Total	0	0	0	1	0	0	0	3	0	3	26	7	0	3	41	2	86	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**3**	**0**	**0**	**9**	**0**	**20**	**0**

Three-Hour Count Summaries - Bikes

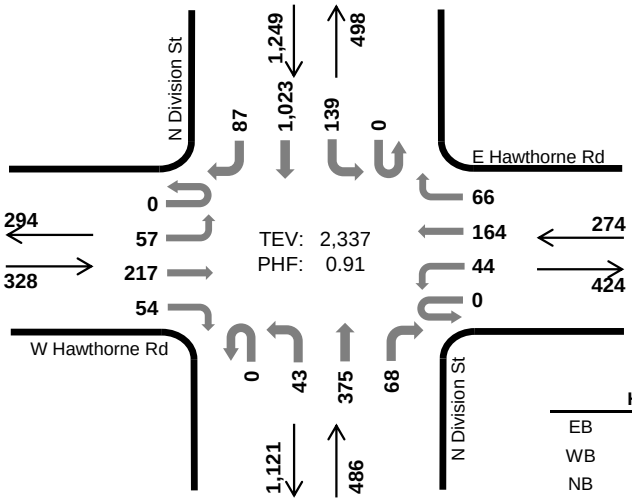
Interval Start	W Holland Ave			E Holland Ave			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

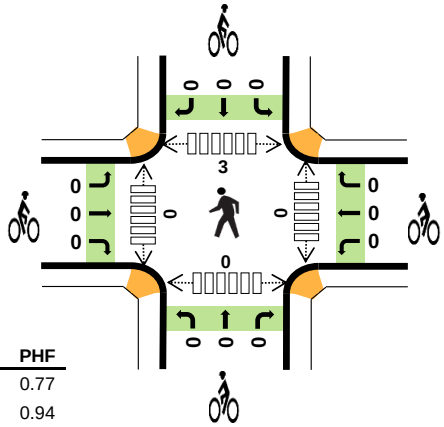
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W Hawthorne Rd

Date: 12/12/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM

Peak Hour





	HV %:	PHF
EB	3.0%	0.77
WB	6.6%	0.94
NB	4.1%	0.80
SB	1.4%	0.87
TOTAL	2.8%	0.91

Three-Hour Count Summaries

Interval Start		W Hawthorne Rd Eastbound				E Hawthorne Rd Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	10	51	7	0	15	29	19	0	7	79	9	0	39	256	16	537	0
7:30 AM		0	19	53	16	0	11	40	17	0	10	84	22	0	28	306	24	630	0
7:45 AM		0	17	70	19	0	9	45	19	0	17	113	22	0	43	241	30	645	0
8:00 AM		0	11	43	12	0	9	50	11	0	9	99	15	0	29	220	17	525	2,337
Peak Hour	All	0	57	217	54	0	44	164	66	0	43	375	68	0	139	1,023	87	2,337	0
	HV	0	3	6	1	0	3	10	5	0	3	16	1	0	7	10	1	66	0
	HV%	-	5%	3%	2%	-	7%	6%	8%	-	7%	4%	1%	-	5%	1%	1%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:15 AM	1	6	6	3	*16*	0	0	0	0	*0*	0	0	1	0	*1*
7:30 AM	2	9	5	7	*23*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	3	1	4	4	*12*	0	0	0	0	*0*	0	0	1	0	*1*
8:00 AM	4	2	5	4	*15*	0	0	0	0	*0*	0	0	1	0	*1*
Peak Hour	10	18	20	18	*66*	0	0	0	0	*0*	0	0	3	0	*3*

Three-Hour Count Summaries

Interval Start	W Hawthorne Rd Eastbound				E Hawthorne Rd Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	4	15	6	0	1	12	6	0	2	25	6	0	15	137	1	230	0
6:15 AM	0	3	27	7	0	6	9	5	0	2	35	7	0	16	149	9	275	0
6:30 AM	0	5	33	3	0	5	12	8	0	5	56	14	0	20	218	6	385	0
6:45 AM	0	10	47	6	0	5	14	9	0	4	61	12	0	33	220	12	433	1,323
7:00 AM	0	13	39	9	0	5	21	9	0	7	86	12	0	30	203	10	444	1,537
7:15 AM	**0**	**10**	**51**	**7**	**0**	**15**	**29**	**19**	**0**	**7**	**79**	**9**	**0**	**39**	**256**	**16**	**537**	1,799
7:30 AM	**0**	**19**	**53**	**16**	**0**	**11**	**40**	**17**	**0**	**10**	**84**	**22**	**0**	**28**	**306**	**24**	**630**	2,044
7:45 AM	**0**	**17**	**70**	**19**	**0**	**9**	**45**	**19**	**0**	**17**	**113**	**22**	**0**	**43**	**241**	**30**	**645**	2,256
8:00 AM	**0**	**11**	**43**	**12**	**0**	**9**	**50**	**11**	**0**	**9**	**99**	**15**	**0**	**29**	**220**	**17**	**525**	**2,337**
8:15 AM	0	6	38	12	0	7	45	17	0	13	81	14	0	41	231	12	517	2,317
8:30 AM	0	18	45	12	0	18	33	31	0	9	113	13	0	31	221	15	559	2,246
8:45 AM	0	13	55	12	0	21	38	18	0	14	137	22	0	41	219	21	611	2,212
Count Total	0	129	516	121	0	112	348	169	0	99	969	168	0	366	2,621	173	5,791	0
Peak Hour All	**0**	**57**	**217**	**54**	**0**	**44**	**164**	**66**	**0**	**43**	**375**	**68**	**0**	**139**	**1,023**	**87**	**2,337**	**0**
Peak Hour HV	**0**	**3**	**6**	**1**	**0**	**3**	**10**	**5**	**0**	**3**	**16**	**1**	**0**	**7**	**10**	**1**	**66**	**0**
Peak Hour HV%	**-**	**5%**	**3%**	**2%**	**-**	**7%**	**6%**	**8%**	**-**	**7%**	**4%**	**1%**	**-**	**5%**	**1%**	**1%**	**3%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	2	0	4	*7*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	1	0	0	1	*2*	0	0	0	0	*0*	0	0	1	0	*1*
6:30 AM	1	2	3	3	*9*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	0	4	4	2	*10*	0	0	0	0	*0*	0	0	0	1	*1*
7:00 AM	2	10	7	4	*23*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**1**	**6**	**6**	**3**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
7:30 AM	**2**	**9**	**5**	**7**	***23***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**3**	**1**	**4**	**4**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
8:00 AM	**4**	**2**	**5**	**4**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
8:15 AM	2	4	3	7	*16*	0	0	0	0	*0*	0	0	1	1	*2*
8:30 AM	3	7	5	3	*18*	0	0	0	0	*0*	0	0	3	0	*3*
8:45 AM	2	3	8	6	*19*	0	0	0	0	*0*	0	0	1	0	*1*
Count Total	22	50	50	48	*170*	0	0	0	0	*0*	0	0	9	2	*11*
Peak Hour	**10**	**18**	**20**	**18**	***66***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	***3***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Hawthorne Rd				E Hawthorne Rd				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	1	0	0	0	1	1	0	0	0	0	0	1	3	0	7	0
6:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0
6:30 AM	0	0	1	0	0	1	1	0	0	0	3	0	0	2	1	0	9	0
6:45 AM	0	0	0	0	0	1	1	2	0	0	2	2	0	1	1	0	10	28
7:00 AM	0	0	1	1	0	1	7	2	0	0	6	1	0	1	3	0	23	44
7:15 AM	**0**	**1**	**0**	**0**	**0**	**1**	**3**	**2**	**0**	**0**	**6**	**0**	**0**	**2**	**1**	**0**	**16**	58
7:30 AM	**0**	**0**	**2**	**0**	**0**	**2**	**5**	**2**	**0**	**0**	**4**	**1**	**0**	**2**	**5**	**0**	**23**	72
7:45 AM	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**2**	**0**	**0**	**2**	**1**	**1**	**12**	74
8:00 AM	**0**	**0**	**3**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**4**	**0**	**0**	**1**	**3**	**0**	**15**	**66**
8:15 AM	0	0	1	1	0	1	0	3	0	0	3	0	0	2	5	0	16	66
8:30 AM	0	0	3	0	0	1	3	3	0	0	5	0	0	2	1	0	18	61
8:45 AM	0	0	2	0	0	1	1	1	0	0	7	1	0	4	2	0	19	68
Count Total	0	3	16	3	0	9	24	17	0	3	42	5	0	21	26	1	170	0
Peak Hour	**0**	**3**	**6**	**1**	**0**	**3**	**10**	**5**	**0**	**3**	**16**	**1**	**0**	**7**	**10**	**1**	**66**	**0**

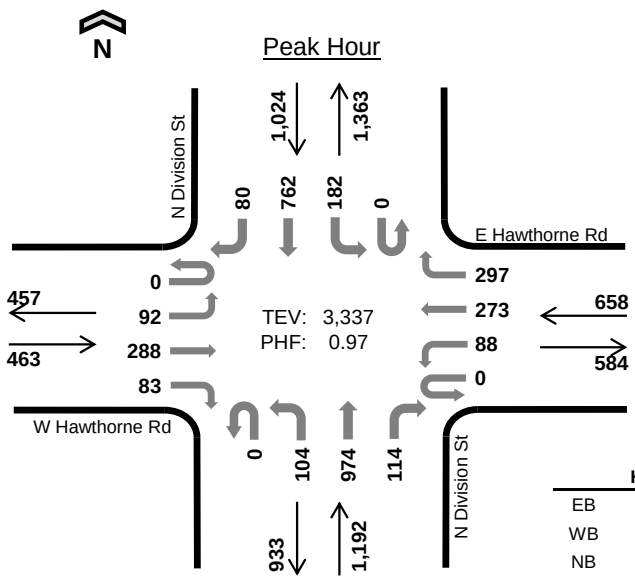
Three-Hour Count Summaries - Bikes

Interval Start	W Hawthorne Rd			E Hawthorne Rd			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

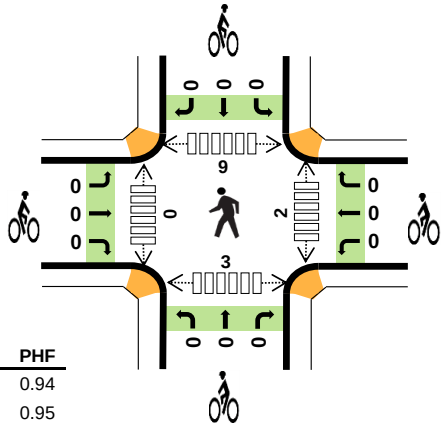
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
W Hawthorne Rd

Date: 12/12/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM



	HV %:	PHF
EB	2.6%	0.94
WB	2.6%	0.95
NB	1.1%	0.90
SB	2.5%	0.90
TOTAL	2.0%	0.97



Three-Hour Count Summaries

Interval Start		W Hawthorne Rd Eastbound				E Hawthorne Rd Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	21	64	19	0	29	64	69	0	21	244	28	0	45	191	15	810	0
3:30 PM		0	18	80	25	0	13	85	75	0	23	227	32	0	43	218	22	861	0
3:45 PM		0	26	74	23	0	21	64	80	0	27	229	30	0	46	164	23	807	0
4:00 PM		0	27	70	16	0	25	60	73	0	33	274	24	0	48	189	20	859	3,337
Peak Hour	All	0	92	288	83	0	88	273	297	0	104	974	114	0	182	762	80	3,337	0
	HV	0	3	9	0	0	2	5	10	0	0	9	4	0	5	19	2	68	0
	HV%	-	3%	3%	0%	-	2%	2%	3%	-	0%	1%	4%	-	3%	2%	3%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	3	5	1	7	*16*	0	0	0	0	*0*	1	0	3	1	*5*
3:30 PM	2	2	3	7	*14*	0	0	0	0	*0*	0	0	1	0	*1*
3:45 PM	4	6	5	5	*20*	0	0	0	0	*0*	1	0	3	1	*5*
4:00 PM	3	4	4	7	*18*	0	0	0	0	*0*	0	0	2	1	*3*
Peak Hour	12	17	13	26	*68*	0	0	0	0	*0*	2	0	9	3	*14*

Three-Hour Count Summaries

Interval Start	W Hawthorne Rd Eastbound				E Hawthorne Rd Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	16	56	12	0	23	56	66	0	16	238	34	0	39	204	27	787	0
3:15 PM	**0**	**21**	**64**	**19**	**0**	**29**	**64**	**69**	**0**	**21**	**244**	**28**	**0**	**45**	**191**	**15**	**810**	0
3:30 PM	**0**	**18**	**80**	**25**	**0**	**13**	**85**	**75**	**0**	**23**	**227**	**32**	**0**	**43**	**218**	**22**	**861**	0
3:45 PM	**0**	**26**	**74**	**23**	**0**	**21**	**64**	**80**	**0**	**27**	**229**	**30**	**0**	**46**	**164**	**23**	**807**	3,265
4:00 PM	**0**	**27**	**70**	**16**	**0**	**25**	**60**	**73**	**0**	**33**	**274**	**24**	**0**	**48**	**189**	**20**	**859**	**3,337**
4:15 PM	0	22	69	15	0	22	74	51	0	23	250	26	0	43	173	21	789	3,316
4:30 PM	0	29	60	19	0	20	71	61	0	29	268	39	0	26	155	26	803	3,258
4:45 PM	0	33	80	14	1	21	89	73	0	23	237	25	0	30	133	14	773	3,224
5:00 PM	0	30	74	21	0	20	72	65	0	30	247	27	0	42	181	20	829	3,194
5:15 PM	0	33	60	20	0	19	73	65	0	31	251	33	0	45	176	20	826	3,231
5:30 PM	0	21	59	11	0	19	67	65	0	20	239	33	0	37	194	18	783	3,211
5:45 PM	0	18	53	17	0	13	52	73	0	16	244	32	0	43	179	21	761	3,199
Count Total	0	294	799	212	1	245	827	816	0	292	2,948	363	0	487	2,157	247	9,688	0
Peak Hour All	**0**	**92**	**288**	**83**	**0**	**88**	**273**	**297**	**0**	**104**	**974**	**114**	**0**	**182**	**762**	**80**	**3,337**	**0**
Peak Hour HV	**0**	**3**	**9**	**0**	**0**	**2**	**5**	**10**	**0**	**0**	**9**	**4**	**0**	**5**	**19**	**2**	**68**	**0**
Peak Hour HV%	**-**	**3%**	**3%**	**0%**	**-**	**2%**	**2%**	**3%**	**-**	**0%**	**1%**	**4%**	**-**	**3%**	**2%**	**3%**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	3	3	3	4	*13*	0	0	0	0	*0*	0	1	1	2	*4*
3:15 PM	**3**	**5**	**1**	**7**	***16***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**3**	**1**	*5*
3:30 PM	**2**	**2**	**3**	**7**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
3:45 PM	**4**	**6**	**5**	**5**	***20***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**3**	**1**	*5*
4:00 PM	**3**	**4**	**4**	**7**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**1**	***3***
4:15 PM	1	3	4	4	*12*	0	0	0	0	*0*	0	1	1	0	*2*
4:30 PM	2	1	1	2	*6*	0	0	0	0	*0*	0	1	1	0	*2*
4:45 PM	0	2	1	3	*6*	0	0	0	0	*0*	0	1	0	0	*1*
5:00 PM	1	1	1	6	*9*	0	0	0	0	*0*	0	1	2	0	*3*
5:15 PM	1	3	3	5	*12*	0	0	0	0	*0*	0	0	3	1	*4*
5:30 PM	0	1	2	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	2	3	3	*9*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	21	33	31	54	*139*	0	0	0	0	*0*	3	5	17	6	*31*
Peak Hour	**12**	**17**	**13**	**26**	***68***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**9**	**3**	***14***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	W Hawthorne Rd				E Hawthorne Rd				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	3	0	0	0	1	2	0	0	1	2	0	3	1	0	13	0
3:15 PM	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**1**	**0**	**0**	**2**	**4**	**1**	**16**	0
3:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**2**	**0**	**1**	**6**	**0**	**14**	0
3:45 PM	**0**	**0**	**4**	**0**	**0**	**1**	**2**	**3**	**0**	**0**	**4**	**1**	**0**	**1**	**3**	**1**	**20**	63
4:00 PM	**0**	**1**	**2**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**3**	**1**	**0**	**1**	**6**	**0**	**18**	**68**
4:15 PM	0	1	0	0	0	0	1	2	0	0	4	0	0	2	2	0	12	64
4:30 PM	0	0	2	0	0	0	0	1	0	0	1	0	0	2	0	0	6	56
4:45 PM	0	0	0	0	0	0	1	1	0	0	1	0	0	1	2	0	6	42
5:00 PM	0	0	1	0	0	0	0	1	0	0	1	0	0	1	5	0	9	33
5:15 PM	0	0	1	0	0	0	1	2	0	0	3	0	0	1	4	0	12	33
5:30 PM	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	0	4	31
5:45 PM	0	0	1	0	0	0	1	1	0	0	3	0	0	2	1	0	9	34
Count Total	0	4	17	0	0	2	10	21	0	0	24	7	0	18	34	2	139	0
Peak Hour	**0**	**3**	**9**	**0**	**0**	**2**	**5**	**10**	**0**	**0**	**9**	**4**	**0**	**5**	**19**	**2**	**68**	**0**

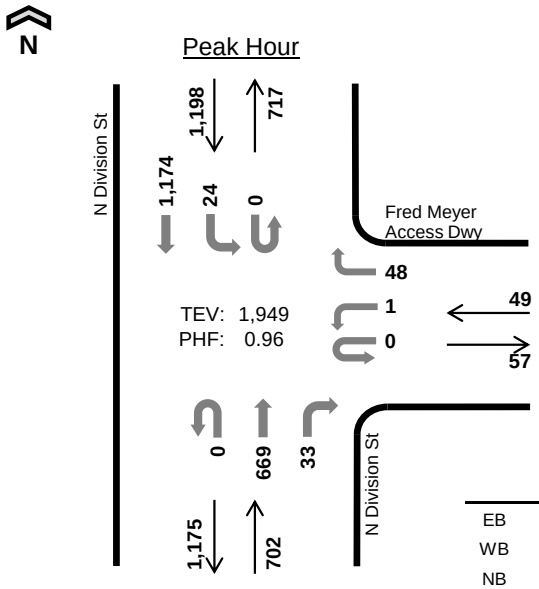
Three-Hour Count Summaries - Bikes

Interval Start	W Hawthorne Rd			E Hawthorne Rd			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

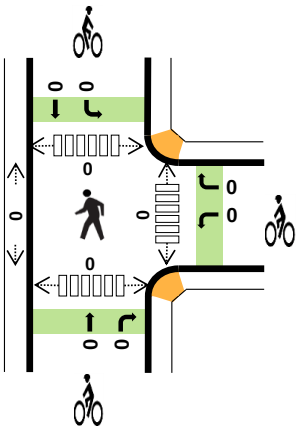
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
Fred Meyer Access Dwy

Date: 10/30/2024
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	-	-
WB	4.1%	0.61
NB	2.3%	0.90
SB	1.8%	0.95
TOTAL	2.1%	0.96



Three-Hour Count Summaries

Interval Start		0				Fred Meyer Access Dwy				N Division St				N Division St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	0	0	0	0	0	8	0	0	159	3	0	3	295	0	468	0
8:15 AM		0	0	0	0	0	0	0	8	0	0	189	7	0	6	268	0	478	0
8:30 AM		0	0	0	0	0	1	0	19	0	0	159	15	0	4	312	0	510	0
8:45 AM		0	0	0	0	0	0	0	13	0	0	162	8	0	11	299	0	493	1,949
Peak Hour	All	0	0	0	0	0	1	0	48	0	0	669	33	0	24	1,174	0	1,949	0
	HV	0	0	0	0	0	0	0	2	0	0	15	1	0	1	21	0	40	0
	HV%	-	-	-	-	-	0%	-	4%	-	-	2%	3%	-	4%	2%	-	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	0	0	5	4	*9*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	4	6	*10*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	1	3	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	1	4	9	*14*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	2	16	22	*40*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	0				Fred Meyer Access Dwy				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	1	0	0	44	0	0	7	147	0	199	0
6:15 AM	0	0	0	0	0	0	0	3	0	0	68	1	0	2	167	0	241	0
6:30 AM	0	0	0	0	0	0	0	4	0	0	75	2	0	4	258	0	343	0
6:45 AM	0	0	0	0	0	1	0	3	0	0	95	7	0	3	246	0	355	1,138
7:00 AM	0	0	0	0	0	0	0	4	0	0	118	4	0	4	223	0	353	1,292
7:15 AM	0	0	0	0	0	0	0	6	0	0	108	4	0	6	310	0	434	1,485
7:30 AM	0	0	0	0	0	0	0	7	0	0	108	7	0	4	322	0	448	1,590
7:45 AM	0	0	0	0	0	0	0	7	0	0	140	3	0	6	271	0	427	1,662
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**159**	**3**	**0**	**3**	**295**	**0**	**468**	1,777
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**189**	**7**	**0**	**6**	**268**	**0**	**478**	1,821
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**19**	**0**	**0**	**159**	**15**	**0**	**4**	**312**	**0**	**510**	1,883
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**162**	**8**	**0**	**11**	**299**	**0**	**493**	**1,949**
Count Total	0	0	0	0	0	2	0	83	0	0	1,425	61	0	60	3,118	0	4,749	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**48**	**0**	**0**	**669**	**33**	**0**	**24**	**1,174**	**0**	**1,949**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**15**	**1**	**0**	**1**	**21**	**0**	**40**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**4%**	**-**	**-**	**2%**	**3%**	**-**	**4%**	**2%**	**-**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	2	5	*7*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	4	5	*9*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	0	0	1	4	*5*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	0	0	2	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	0	2	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	3	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	6	2	*8*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	6	7	*13*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**0**	**5**	**4**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**0**	**4**	**6**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**0**	**1**	**3**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**0**	**1**	**4**	**9**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	0	2	42	53	*97*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**0**	**2**	**16**	**22**	***40***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Fred Meyer Access Dwy				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	7	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	9	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	26
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	24
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	20
7:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	8	23
7:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	31
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**0**	**9**	35
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**0**	**10**	40
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**1**	**2**	**0**	**7**	39
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**9**	**0**	**14**	**40**
Count Total	0	0	0	0	0	0	0	2	0	0	41	1	0	1	52	0	97	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**15**	**1**	**0**	**1**	**21**	**0**	**40**	**0**

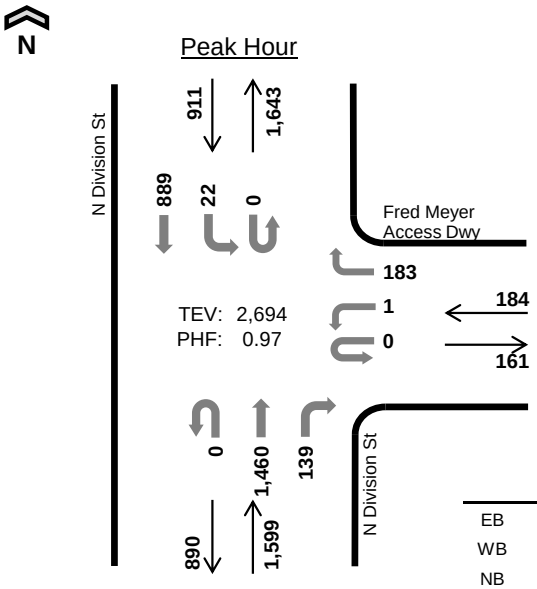
Three-Hour Count Summaries - Bikes

Interval Start	0			Fred Meyer Access Dwy			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

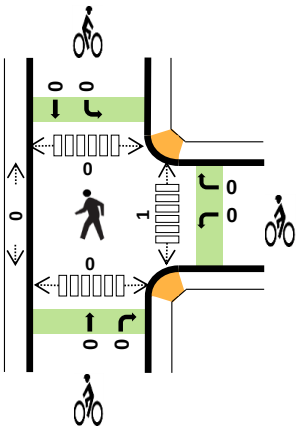
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
Fred Meyer Access Dwy

Date: 10/29/2024
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.96
NB	0.9%	0.95
SB	1.5%	0.97
TOTAL	1.1%	0.97



Three-Hour Count Summaries

Interval Start		0 Eastbound				Fred Meyer Access Dwy Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		0	0	0	0	0	1	0	47	0	0	366	34	0	4	226	0	678	0
5:00 PM		0	0	0	0	0	0	0	48	0	0	348	36	0	5	211	0	648	0
5:15 PM		0	0	0	0	0	0	0	46	0	0	393	29	0	8	221	0	697	0
5:30 PM		0	0	0	0	0	0	0	42	0	0	353	40	0	5	231	0	671	2,694
Peak Hour	All	0	0	0	0	0	1	0	183	0	0	1,460	139	0	22	889	0	2,694	0
	HV	0	0	0	0	0	0	0	0	0	0	14	1	0	0	14	0	29	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	1%	1%	-	0%	2%	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:45 PM	0	0	2	4	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	0	5	4	*9*	0	0	0	0	*0*	1	0	0	0	*1*
5:15 PM	0	0	3	4	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	5	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	0	15	14	*29*	0	0	0	0	*0*	1	0	0	0	*1*

Three-Hour Count Summaries

Interval Start	0				Fred Meyer Access Dwy				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	36	0	0	297	24	0	6	256	0	619	0
3:15 PM	0	0	0	0	0	0	0	44	0	0	272	27	0	8	235	0	586	0
3:30 PM	0	0	0	0	0	1	0	47	0	0	318	26	0	12	264	0	668	0
3:45 PM	0	0	0	0	0	0	0	48	0	0	323	20	0	4	231	0	626	2,499
4:00 PM	0	0	0	0	0	2	0	55	0	0	255	28	0	10	209	0	559	2,439
4:15 PM	0	0	0	0	0	1	0	57	0	0	322	31	0	7	216	0	634	2,487
4:30 PM	0	0	0	0	0	1	0	46	0	0	337	26	0	3	215	0	628	2,447
4:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**47**	**0**	**0**	**366**	**34**	**0**	**4**	**226**	**0**	**678**	2,499
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**	**0**	**0**	**348**	**36**	**0**	**5**	**211**	**0**	**648**	2,588
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**0**	**393**	**29**	**0**	**8**	**221**	**0**	**697**	2,651
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**0**	**0**	**353**	**40**	**0**	**5**	**231**	**0**	**671**	**2,694**
5:45 PM	0	0	0	0	0	0	0	43	0	0	308	26	0	6	254	0	637	2,653
Count Total	0	0	0	0	0	6	0	559	0	0	3,892	347	0	78	2,769	0	7,651	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**183**	**0**	**0**	**1,460**	**139**	**0**	**22**	**889**	**0**	**2,694**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**1**	**0**	**0**	**14**	**0**	**29**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**1%**	**1%**	**-**	**0%**	**2%**	**-**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	4	9	*13*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	0	0	8	6	*14*	0	0	0	0	*0*	1	0	0	0	*1*
3:30 PM	0	0	6	7	*13*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	0	0	5	5	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	0	0	5	3	*8*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	1	6	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**0**	**2**	**4**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**0**	**5**	**4**	***9***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
5:15 PM	**0**	**0**	**3**	**4**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**0**	**0**	**5**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:45 PM	0	0	2	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	47	55	*102*	0	0	0	0	*0*	2	0	0	0	*2*
Peak Hr	**0**	**0**	**15**	**14**	***29***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Fred Meyer Access Dwy				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	9	0	13	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	6	0	14	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	10	50
4:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	8	45
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	7	38
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	29
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**6**	25
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**0**	**9**	26
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**7**	26
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**2**	**0**	**7**	**29**
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	27
Count Total	0	0	0	0	0	0	0	0	0	0	46	1	0	0	55	0	102	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**1**	**0**	**0**	**14**	**0**	**29**	**0**

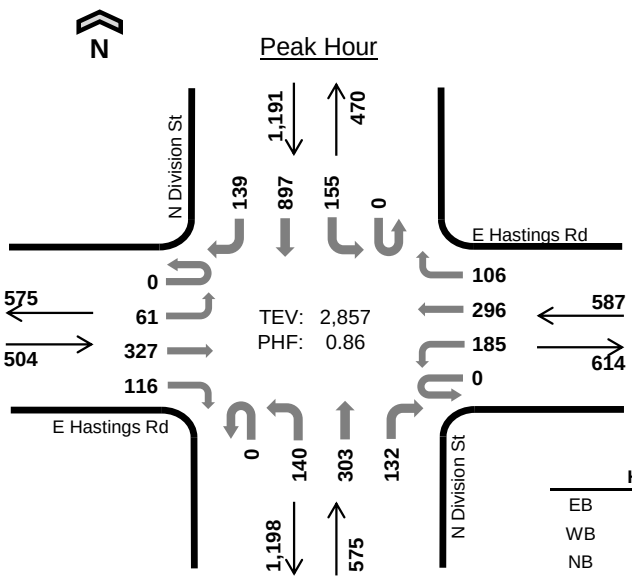
Three-Hour Count Summaries - Bikes

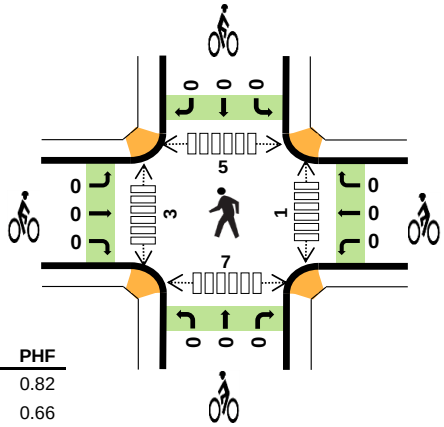
Interval Start	0			Fred Meyer Access Dwy			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
E Hastings Rd

Date: 12/12/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV %:	PHF
EB	5.8%	0.82
WB	3.6%	0.66
NB	4.7%	0.83
SB	1.8%	0.86
TOTAL	3.5%	0.86

Three-Hour Count Summaries

Interval Start		E Hastings Rd Eastbound				E Hastings Rd Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	16	66	18	0	39	60	14	0	31	63	29	0	32	247	34	649	0
7:30 AM		0	13	110	31	0	49	83	22	0	35	69	41	0	48	249	48	798	0
7:45 AM		0	14	95	36	0	67	105	51	0	48	93	33	0	47	204	41	834	0
8:00 AM		0	18	56	31	0	30	48	19	0	26	78	29	0	28	197	16	576	2,857
Peak Hour	All	0	61	327	116	0	185	296	106	0	140	303	132	0	155	897	139	2,857	0
	HV	0	5	14	10	0	2	15	4	0	6	16	5	0	6	14	2	99	0
	HV%	-	8%	4%	9%	-	1%	5%	4%	-	4%	5%	4%	-	4%	2%	1%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:15 AM	4	4	9	5	*22*	0	0	0	0	*0*	0	0	0	1	*1*
7:30 AM	11	6	7	9	*33*	0	0	0	0	*0*	1	0	3	3	*7*
7:45 AM	8	8	6	4	*26*	0	0	0	0	*0*	0	1	1	1	*3*
8:00 AM	6	3	5	4	*18*	0	0	0	0	*0*	0	2	1	2	*5*
Peak Hour	29	21	27	22	*99*	0	0	0	0	*0*	1	3	5	7	*16*

Three-Hour Count Summaries

Interval Start	E Hastings Rd Eastbound				E Hastings Rd Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	6	19	9	0	17	20	9	0	3	19	10	0	14	124	4	254	0
6:15 AM	0	3	36	12	0	21	15	11	0	2	20	14	0	13	158	5	310	0
6:30 AM	0	9	38	13	0	32	12	5	0	7	44	22	0	12	215	10	419	0
6:45 AM	0	7	66	22	0	37	36	23	0	12	41	26	0	21	192	28	511	1,494
7:00 AM	0	11	52	17	0	41	42	16	0	14	62	28	0	25	169	20	497	1,737
7:15 AM	**0**	**16**	**66**	**18**	**0**	**39**	**60**	**14**	**0**	**31**	**63**	**29**	**0**	**32**	**247**	**34**	**649**	2,076
7:30 AM	**0**	**13**	**110**	**31**	**0**	**49**	**83**	**22**	**0**	**35**	**69**	**41**	**0**	**48**	**249**	**48**	**798**	2,455
7:45 AM	**0**	**14**	**95**	**36**	**0**	**67**	**105**	**51**	**0**	**48**	**93**	**33**	**0**	**47**	**204**	**41**	**834**	2,778
8:00 AM	**0**	**18**	**56**	**31**	**0**	**30**	**48**	**19**	**0**	**26**	**78**	**29**	**0**	**28**	**197**	**16**	**576**	**2,857**
8:15 AM	0	9	45	18	0	39	41	17	0	19	80	22	0	30	200	9	529	2,737
8:30 AM	0	9	70	28	0	54	51	26	0	12	84	40	0	49	195	12	630	2,569
8:45 AM	0	18	85	30	0	59	63	30	0	23	81	43	0	39	223	18	712	2,447
Count Total	0	133	738	265	0	485	576	243	0	232	734	337	0	358	2,373	245	6,719	0
Peak Hour All	**0**	**61**	**327**	**116**	**0**	**185**	**296**	**106**	**0**	**140**	**303**	**132**	**0**	**155**	**897**	**139**	**2,857**	**0**
Peak Hour HV	**0**	**5**	**14**	**10**	**0**	**2**	**15**	**4**	**0**	**6**	**16**	**5**	**0**	**6**	**14**	**2**	**99**	**0**
Peak Hour HV%	**-**	**8%**	**4%**	**9%**	**-**	**1%**	**5%**	**4%**	**-**	**4%**	**5%**	**4%**	**-**	**4%**	**2%**	**1%**	**3%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	2	0	1	3	*6*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	3	2	0	0	*5*	0	0	0	0	*0*	0	0	1	0	*1*
6:30 AM	1	2	4	3	*10*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	3	1	4	1	*9*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	3	9	6	2	*20*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**4**	**4**	**9**	**5**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
7:30 AM	**11**	**6**	**7**	**9**	***33***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**3**	**3**	*7*
7:45 AM	**8**	**8**	**6**	**4**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**1**	*3*
8:00 AM	**6**	**3**	**5**	**4**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**1**	**2**	***5***
8:15 AM	4	7	8	4	*23*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	4	5	7	5	*21*	0	0	0	0	*0*	0	3	0	1	*4*
8:45 AM	11	1	8	5	*25*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	60	48	65	45	*218*	0	0	0	0	*0*	1	6	6	9	*22*
Peak Hour	**29**	**21**	**27**	**22**	***99***	**0**	**0**	**0**	**0**	***0***	**1**	**3**	**5**	**7**	***16***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Hastings Rd				E Hastings Rd				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	1	0	1	0	0	0	0	0	1	0	0	0	1	2	0	6	0
6:15 AM	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	5	0
6:30 AM	0	0	0	1	0	1	1	0	0	1	3	0	0	0	3	0	10	0
6:45 AM	0	1	1	1	0	1	0	0	0	1	3	0	0	0	1	0	9	30
7:00 AM	0	0	1	2	0	5	3	1	0	2	4	0	0	1	1	0	20	44
7:15 AM	**0**	**1**	**2**	**1**	**0**	**0**	**3**	**1**	**0**	**2**	**4**	**3**	**0**	**1**	**4**	**0**	**22**	61
7:30 AM	**0**	**3**	**5**	**3**	**0**	**1**	**4**	**1**	**0**	**1**	**6**	**0**	**0**	**3**	**4**	**2**	**33**	84
7:45 AM	**0**	**1**	**4**	**3**	**0**	**0**	**6**	**2**	**0**	**2**	**3**	**1**	**0**	**2**	**2**	**0**	**26**	101
8:00 AM	**0**	**0**	**3**	**3**	**0**	**1**	**2**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**4**	**0**	**18**	**99**
8:15 AM	0	1	1	2	0	0	6	1	0	3	5	0	0	1	3	0	23	100
8:30 AM	0	1	2	1	0	1	2	2	0	1	4	2	0	2	3	0	21	88
8:45 AM	0	1	6	4	0	0	0	1	0	3	5	0	0	2	3	0	25	87
Count Total	0	10	26	24	0	10	27	11	0	18	40	7	0	13	30	2	218	0
Peak Hour	**0**	**5**	**14**	**10**	**0**	**2**	**15**	**4**	**0**	**6**	**16**	**5**	**0**	**6**	**14**	**2**	**99**	**0**

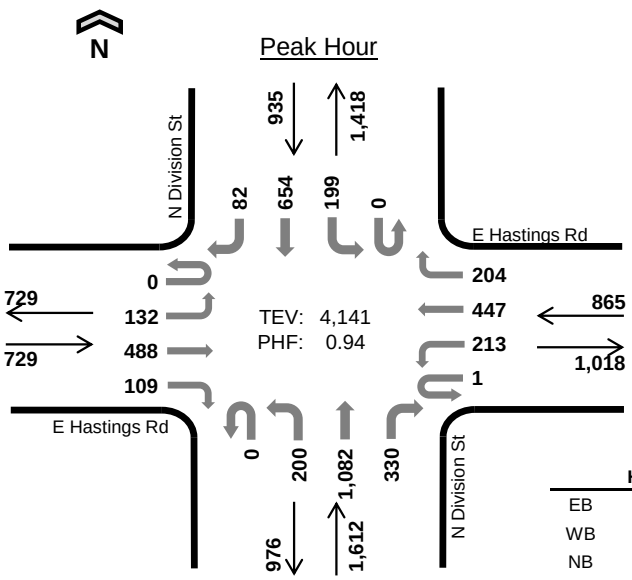
Three-Hour Count Summaries - Bikes

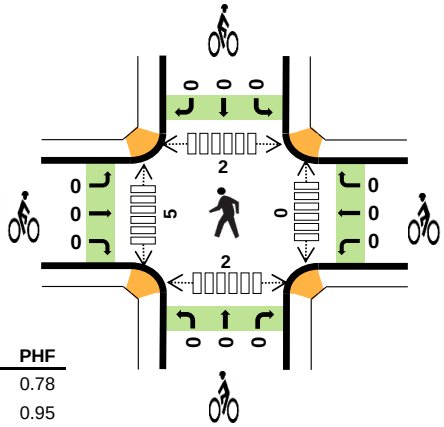
Interval Start	E Hastings Rd			E Hastings Rd			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Division St
E Hastings Rd

Date: 12/12/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	1.8%	0.78
WB	1.0%	0.95
NB	0.9%	0.94
SB	1.3%	0.86
TOTAL	1.2%	0.94

Three-Hour Count Summaries

Interval Start		E Hastings Rd Eastbound				E Hastings Rd Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		0	25	113	18	0	44	116	68	0	57	271	74	0	53	155	20	1,014	0
5:00 PM		0	27	167	39	0	57	113	53	0	42	268	91	0	46	171	23	1,097	0
5:15 PM		0	34	112	21	1	52	115	39	0	54	287	88	0	56	191	25	1,075	0
5:30 PM		0	46	96	31	0	60	103	44	0	47	256	77	0	44	137	14	955	4,141
Peak Hour	All	0	132	488	109	1	213	447	204	0	200	1,082	330	0	199	654	82	4,141	0
	HV	0	4	3	6	0	2	7	0	0	5	9	1	0	0	12	0	49	0
	HV%	-	3%	1%	6%	0%	1%	2%	0%	-	3%	1%	0%	-	0%	2%	0%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:45 PM	4	1	4	4	*13*	0	0	0	0	*0*	0	3	1	2	*6*
5:00 PM	2	4	3	4	*13*	0	0	0	0	*0*	0	0	1	0	*1*
5:15 PM	4	2	5	2	*13*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	3	2	3	2	*10*	0	0	0	0	*0*	0	2	0	0	*2*
Peak Hour	13	9	15	12	*49*	0	0	0	0	*0*	0	5	2	2	*9*

Three-Hour Count Summaries

Interval Start	E Hastings Rd Eastbound				E Hastings Rd Westbound				N Division St Northbound				N Division St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	28	103	40	0	80	125	51	0	36	262	70	0	47	153	15	1,010	0
3:15 PM	0	30	90	38	0	66	101	47	0	46	238	56	0	40	174	18	944	0
3:30 PM	0	32	105	27	0	64	109	58	0	47	262	74	0	52	192	24	1,046	0
3:45 PM	0	34	109	26	0	50	109	46	0	64	244	81	0	55	178	26	1,022	4,022
4:00 PM	0	22	76	31	0	44	102	52	0	49	294	73	0	59	202	22	1,026	4,038
4:15 PM	0	20	84	23	0	62	99	37	0	44	216	92	0	54	145	31	907	4,001
4:30 PM	0	24	104	19	1	58	114	29	0	57	235	70	0	64	136	26	937	3,892
4:45 PM	**0**	**25**	**113**	**18**	**0**	**44**	**116**	**68**	**0**	**57**	**271**	**74**	**0**	**53**	**155**	**20**	**1,014**	3,884
5:00 PM	**0**	**27**	**167**	**39**	**0**	**57**	**113**	**53**	**0**	**42**	**268**	**91**	**0**	**46**	**171**	**23**	**1,097**	3,955
5:15 PM	**0**	**34**	**112**	**21**	**1**	**52**	**115**	**39**	**0**	**54**	**287**	**88**	**0**	**56**	**191**	**25**	**1,075**	4,123
5:30 PM	**0**	**46**	**96**	**31**	**0**	**60**	**103**	**44**	**0**	**47**	**256**	**77**	**0**	**44**	**137**	**14**	**955**	**4,141**
5:45 PM	0	15	82	26	0	46	69	35	0	43	289	60	0	45	158	21	889	4,016
Count Total	0	337	1,241	339	2	683	1,275	559	0	586	3,122	906	0	615	1,992	265	11,922	0
Peak Hour All	**0**	**132**	**488**	**109**	**1**	**213**	**447**	**204**	**0**	**200**	**1,082**	**330**	**0**	**199**	**654**	**82**	**4,141**	**0**
Peak Hour HV	**0**	**4**	**3**	**6**	**0**	**2**	**7**	**0**	**0**	**5**	**9**	**1**	**0**	**0**	**12**	**0**	**49**	**0**
Peak Hour HV%	**-**	**3%**	**1%**	**6%**	**0%**	**1%**	**2%**	**0%**	**-**	**3%**	**1%**	**0%**	**-**	**0%**	**2%**	**0%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	7	4	5	2	*18*	0	0	0	0	*0*	1	1	1	1	*4*
3:15 PM	4	6	5	9	*24*	0	0	0	0	*0*	0	2	0	2	*4*
3:30 PM	4	8	6	7	*25*	0	0	0	0	*0*	1	1	5	1	*8*
3:45 PM	8	4	8	5	*25*	0	0	0	0	*0*	1	6	3	7	*17*
4:00 PM	3	2	8	10	*23*	0	0	0	0	*0*	1	3	4	2	*10*
4:15 PM	8	0	8	2	*18*	0	0	0	0	*0*	3	0	0	2	*5*
4:30 PM	3	4	4	1	*12*	0	0	0	0	*0*	2	0	1	3	*6*
4:45 PM	**4**	**1**	**4**	**4**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**1**	**2**	*6*
5:00 PM	**2**	**4**	**3**	**4**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
5:15 PM	**4**	**2**	**5**	**2**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**3**	**2**	**3**	**2**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	***2***
5:45 PM	3	2	4	1	*10*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	53	39	63	49	*204*	0	0	0	0	*0*	10	18	16	20	*64*
Peak Hour	**13**	**9**	**15**	**12**	***49***	**0**	**0**	**0**	**0**	***0***	**0**	**5**	**2**	**2**	***9***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Hastings Rd				E Hastings Rd				N Division St				N Division St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	6	1	0	3	1	0	0	1	2	2	0	0	2	0	18	0
3:15 PM	0	0	3	1	0	3	3	0	0	1	3	1	0	2	7	0	24	0
3:30 PM	0	1	2	1	0	0	3	5	0	1	4	1	0	0	7	0	25	0
3:45 PM	0	0	7	1	0	1	2	1	0	1	3	4	0	0	5	0	25	92
4:00 PM	0	0	1	2	0	1	0	1	0	2	4	2	0	4	6	0	23	97
4:15 PM	0	0	6	2	0	0	0	0	0	4	1	3	0	1	1	0	18	91
4:30 PM	0	0	2	1	0	1	2	1	0	2	2	0	0	1	0	0	12	78
4:45 PM	**0**	**2**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**4**	**0**	**13**	66
5:00 PM	**0**	**0**	**0**	**2**	**0**	**2**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**4**	**0**	**13**	56
5:15 PM	**0**	**2**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**2**	**0**	**13**	51
5:30 PM	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**2**	**0**	**10**	**49**
5:45 PM	0	0	1	2	0	0	2	0	0	1	3	0	0	0	1	0	10	46
Count Total	0	5	31	17	0	11	20	8	0	18	31	14	0	8	41	0	204	0
Peak Hour	**0**	**4**	**3**	**6**	**0**	**2**	**7**	**0**	**0**	**5**	**9**	**1**	**0**	**0**	**12**	**0**	**49**	**0**

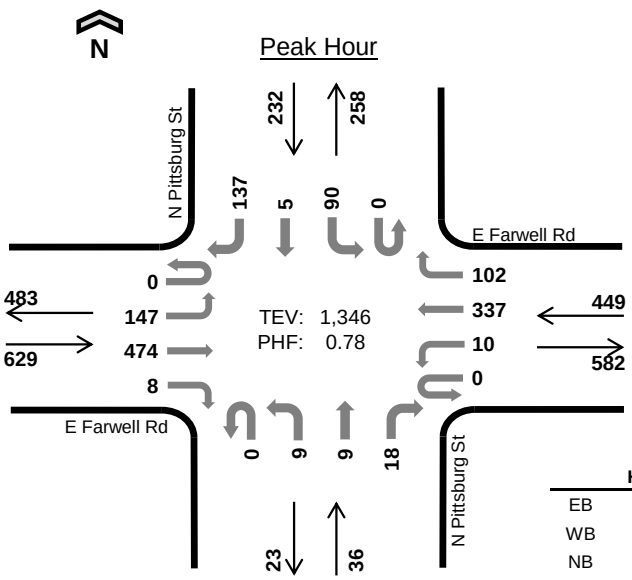
Three-Hour Count Summaries - Bikes

Interval Start	E Hastings Rd			E Hastings Rd			N Division St			N Division St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

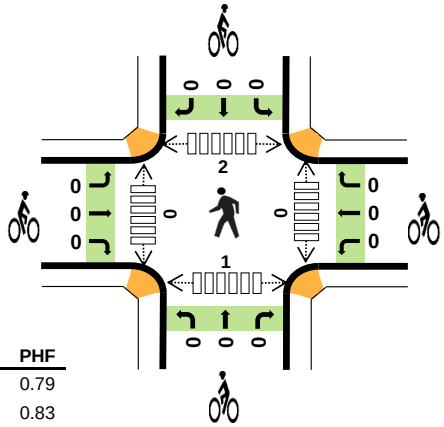
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Pittsburg St
E Farwell Rd

Date: 12/12/2023
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	3.0%	0.79
WB	4.7%	0.83
NB	2.8%	0.60
SB	4.3%	0.56
TOTAL	3.8%	0.78



Three-Hour Count Summaries

Interval Start		E Farwell Rd Eastbound				E Farwell Rd Westbound				N Pittsburg St Northbound				N Pittsburg St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	27	121	3	0	3	74	21	0	3	1	5	0	10	1	7	276	0
7:30 AM		0	55	142	3	0	3	75	52	0	4	7	4	0	30	1	55	431	0
7:45 AM		0	47	117	0	0	2	107	26	0	2	1	5	0	43	3	57	410	0
8:00 AM		0	18	94	2	0	2	81	3	0	0	0	4	0	7	0	18	229	1,346
Peak Hour	All	0	147	474	8	0	10	337	102	0	9	9	18	0	90	5	137	1,346	0
	HV	0	3	14	2	0	1	19	1	0	0	1	0	0	3	0	7	51	0
	HV%	-	2%	3%	25%	-	10%	6%	1%	-	0%	11%	0%	-	3%	0%	5%	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:15 AM	8	3	0	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	4	4	1	4	*13*	0	0	0	0	*0*	0	0	2	0	*2*
7:45 AM	5	6	0	6	*17*	0	0	0	0	*0*	0	0	0	1	*1*
8:00 AM	2	8	0	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	19	21	1	10	*51*	0	0	0	0	*0*	0	0	2	1	*3*

Three-Hour Count Summaries

Interval Start	E Farwell Rd Eastbound				E Farwell Rd Westbound				N Pittsburg St Northbound				N Pittsburg St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	11	40	0	0	1	33	1	0	0	1	2	0	4	0	13	106	0
6:15 AM	0	4	58	2	0	0	40	3	0	1	0	0	0	1	0	2	111	0
6:30 AM	0	2	77	0	0	0	46	0	0	0	0	4	0	4	0	3	136	0
6:45 AM	0	26	92	0	0	1	66	12	0	5	0	5	0	5	0	15	227	580
7:00 AM	0	21	96	1	0	1	65	9	0	1	0	5	0	12	0	10	221	695
7:15 AM	**0**	**27**	**121**	**3**	**0**	**3**	**74**	**21**	**0**	**3**	**1**	**5**	**0**	**10**	**1**	**7**	**276**	860
7:30 AM	**0**	**55**	**142**	**3**	**0**	**3**	**75**	**52**	**0**	**4**	**7**	**4**	**0**	**30**	**1**	**55**	**431**	1,155
7:45 AM	**0**	**47**	**117**	**0**	**0**	**2**	**107**	**26**	**0**	**2**	**1**	**5**	**0**	**43**	**3**	**57**	**410**	1,338
8:00 AM	**0**	**18**	**94**	**2**	**0**	**2**	**81**	**3**	**0**	**0**	**0**	**4**	**0**	**7**	**0**	**18**	**229**	**1,346**
8:15 AM	0	13	84	1	0	1	96	7	0	1	0	4	0	8	0	3	218	1,288
8:30 AM	0	52	83	3	0	4	109	19	0	1	1	3	0	23	0	24	322	1,179
8:45 AM	0	66	106	0	0	5	135	17	0	2	6	3	0	31	2	30	403	1,172
Count Total	0	342	1,110	15	0	23	927	170	0	20	17	44	0	178	7	237	3,090	0
Peak Hour All	**0**	**147**	**474**	**8**	**0**	**10**	**337**	**102**	**0**	**9**	**9**	**18**	**0**	**90**	**5**	**137**	**1,346**	**0**
Peak Hour HV	**0**	**3**	**14**	**2**	**0**	**1**	**19**	**1**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**7**	**51**	**0**
Peak Hour HV%	**-**	**2%**	**3%**	**25%**	**-**	**10%**	**6%**	**1%**	**-**	**0%**	**11%**	**0%**	**-**	**3%**	**0%**	**5%**	**4%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	0	0	0	*1*	0	0	0	1	*1*	0	0	0	0	*0*
6:15 AM	2	4	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	1	1	0	0	*2*	0	0	0	0	*0*	1	0	0	0	*1*
6:45 AM	1	3	1	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	1	9	0	1	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**8**	**3**	**0**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**4**	**4**	**1**	**4**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	*2*
7:45 AM	**5**	**6**	**0**	**6**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
8:00 AM	**2**	**8**	**0**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	3	8	0	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	4	3	0	1	*8*	0	0	0	0	*0*	2	0	0	1	*3*
8:45 AM	9	3	1	6	*19*	0	1	0	0	*1*	0	0	1	0	*1*
Count Total	41	52	3	18	*114*	0	1	0	1	*2*	3	0	3	2	*8*
Peak Hour	**19**	**21**	**1**	**10**	***51***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**1**	***3***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Farwell Rd				E Farwell Rd				N Pittsburg St				N Pittsburg St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:15 AM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	0
6:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
6:45 AM	0	0	1	0	0	0	3	0	0	0	0	1	0	0	0	0	5	14
7:00 AM	0	0	0	1	0	0	9	0	0	0	0	0	0	0	0	1	11	24
7:15 AM	**0**	**0**	**6**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	29
7:30 AM	**0**	**3**	**1**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**13**	40
7:45 AM	**0**	**0**	**5**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**17**	52
8:00 AM	**0**	**0**	**2**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**51**
8:15 AM	0	0	3	0	0	0	8	0	0	0	0	0	0	0	0	0	11	51
8:30 AM	0	1	3	0	0	0	3	0	0	0	0	0	0	1	0	0	8	46
8:45 AM	0	1	8	0	0	0	3	0	0	0	1	0	0	4	0	2	19	48
Count Total	0	5	33	3	0	1	50	1	0	0	2	1	0	8	0	10	114	0
Peak Hour	**0**	**3**	**14**	**2**	**0**	**1**	**19**	**1**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**7**	**51**	**0**

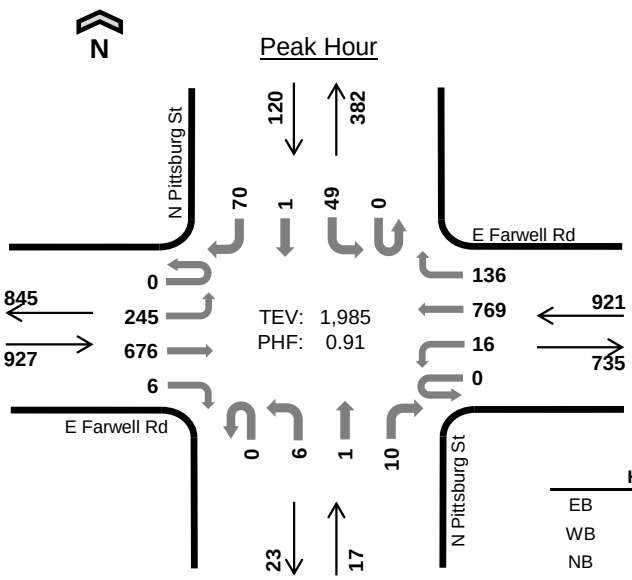
Three-Hour Count Summaries - Bikes

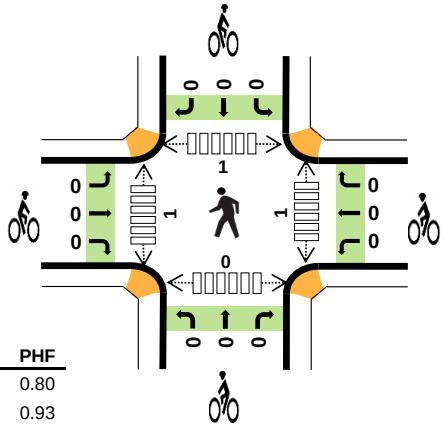
Interval Start	E Farwell Rd			E Farwell Rd			N Pittsburg St			N Pittsburg St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Count Total	0	0	0	0	1	0	0	0	0	0	1	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Pittsburg St
E Farwell Rd

Date: 12/12/2023
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	0.4%	0.80
WB	1.3%	0.93
NB	0.0%	0.71
SB	2.5%	0.45
TOTAL	1.0%	0.91

Three-Hour Count Summaries

Interval Start		E Farwell Rd Eastbound				E Farwell Rd Westbound				N Pittsburg St Northbound				N Pittsburg St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	19	181	0	0	3	220	19	0	1	0	2	0	7	0	4	456	0
4:45 PM		0	46	147	0	0	7	173	33	0	4	0	1	0	22	1	44	478	0
5:00 PM		0	99	189	0	0	4	175	40	0	1	1	4	0	13	0	18	544	0
5:15 PM		0	81	159	6	0	2	201	44	0	0	0	3	0	7	0	4	507	1,985
Peak Hour	All	0	245	676	6	0	16	769	136	0	6	1	10	0	49	1	70	1,985	0
	HV	0	0	4	0	0	0	12	0	0	0	0	0	0	1	0	2	19	0
	HV%	-	0%	1%	0%	-	0%	2%	0%	-	0%	0%	0%	-	2%	0%	3%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	2	5	0	0	*7*	0	0	0	0	*0*	1	0	1	0	*2*
4:45 PM	2	3	0	1	*6*	0	0	0	0	*0*	0	1	0	0	*1*
5:00 PM	0	2	0	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	2	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	4	12	0	3	*19*	0	0	0	0	*0*	1	1	1	0	*3*

Three-Hour Count Summaries

Interval Start	E Farwell Rd Eastbound				E Farwell Rd Westbound				N Pittsburg St Northbound				N Pittsburg St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	32	201	3	0	1	174	12	0	6	1	4	0	39	1	50	524	0
3:15 PM	0	22	173	5	0	7	237	9	0	2	1	4	0	26	2	33	521	0
3:30 PM	0	5	198	4	0	7	202	6	0	1	0	4	0	20	0	26	473	0
3:45 PM	0	7	182	3	1	2	198	10	0	0	0	5	0	18	0	14	440	1,958
4:00 PM	0	9	194	3	0	2	196	11	0	1	0	3	0	14	0	13	446	1,880
4:15 PM	0	6	198	3	0	4	177	8	0	1	0	1	0	12	0	5	415	1,774
4:30 PM	**0**	**19**	**181**	**0**	**0**	**3**	**220**	**19**	**0**	**1**	**0**	**2**	**0**	**7**	**0**	**4**	**456**	1,757
4:45 PM	**0**	**46**	**147**	**0**	**0**	**7**	**173**	**33**	**0**	**4**	**0**	**1**	**0**	**22**	**1**	**44**	**478**	1,795
5:00 PM	**0**	**99**	**189**	**0**	**0**	**4**	**175**	**40**	**0**	**1**	**1**	**4**	**0**	**13**	**0**	**18**	**544**	1,893
5:15 PM	**0**	**81**	**159**	**6**	**0**	**2**	**201**	**44**	**0**	**0**	**0**	**3**	**0**	**7**	**0**	**4**	**507**	**1,985**
5:30 PM	0	12	181	3	0	2	197	8	0	1	0	5	0	10	0	8	427	1,956
5:45 PM	0	9	144	2	0	0	143	11	0	2	0	2	0	7	0	5	325	1,803
Count Total	0	347	2,147	32	1	41	2,293	211	0	20	3	38	0	195	4	224	5,556	0
Peak Hour All	**0**	**245**	**676**	**6**	**0**	**16**	**769**	**136**	**0**	**6**	**1**	**10**	**0**	**49**	**1**	**70**	**1,985**	**0**
Peak Hour HV	**0**	**0**	**4**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**19**	**0**
Peak Hour HV%	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**2%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**2%**	**0%**	**3%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	7	4	1	0	*12*	0	0	0	0	*0*	0	2	0	0	*2*
3:15 PM	6	5	0	10	*21*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	4	2	0	4	*10*	0	0	0	0	*0*	1	5	0	0	*6*
3:45 PM	11	9	0	7	*27*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	6	5	1	5	*17*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	9	2	0	1	*12*	0	0	0	0	*0*	0	0	1	0	*1*
4:30 PM	**2**	**5**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	*2*
4:45 PM	**2**	**3**	**0**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
5:00 PM	**0**	**2**	**0**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	4	3	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	52	43	2	30	*127*	0	0	0	0	*0*	2	8	2	0	*12*
Peak Hour	**4**	**12**	**0**	**3**	***19***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**0**	***3***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Farwell Rd				E Farwell Rd				N Pittsburg St				N Pittsburg St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	6	0	0	0	3	1	0	0	0	1	0	0	0	0	12	0
3:15 PM	0	3	3	0	0	0	4	1	0	0	0	0	0	6	0	4	21	0
3:30 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	2	0	2	10	0
3:45 PM	0	4	7	0	0	0	4	5	0	0	0	0	0	6	0	1	27	70
4:00 PM	0	0	6	0	0	0	1	4	0	0	0	1	0	4	0	1	17	75
4:15 PM	0	1	8	0	0	0	2	0	0	0	0	0	0	1	0	0	12	66
4:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	63
4:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	42
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	29
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**19**
5:30 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	19
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	15
Count Total	0	9	43	0	0	0	32	11	0	0	0	2	0	20	0	10	127	0
Peak Hour	**0**	**0**	**4**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**19**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	E Farwell Rd			E Farwell Rd			N Pittsburg St			N Pittsburg St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Appendix B: Technical Memorandum – Phase 2 Land Use Modeling Results and Analysis

TECHNICAL MEMORANDUM

To:	Darby Watson, Alicia McIntire Parametrix	From:	Jennifer Emerson-Martin, Iteris, Inc.
Date:	July 20, 2022		
RE:	Phase 2 – Land Use Modeling Results and Analysis		

The purpose of this memorandum is to document the travel demand modeling process used to support the analysis for *Phase 2* of the Division Street Corridor Study. This memorandum documents the following:

- Methods and land use assumptions used for developing the travel model forecasts
- Detailed performance metric information
- Forecast analysis for each of the performance metrics
- A comparative analysis of each of the Phase 2 2045 land use scenarios compared to the 2045 No Build condition

To ensure that the Division Street Corridor Study represents the most accurate regional background information and produces the most realistic forecasts, the project team coordinated with local agencies as follows:

- **Spokane Regional Transportation Council (SRTC):** The project team obtained the current Metropolitan Transportation Plan (MTP) 2019 and 2045 travel model files and met multiple times during the scenarios development process to discuss assumptions, model methodologies, and performance metrics analysis.
    - *As a note, the previous phase of the project used the SRTC 2015 and 2040 travel model files.*
- **Washington State Department of Transportation (WSDOT):** The project team obtained network geometry and configuration for North Spokane Corridor (NSC), including adjacent ramps and local facilities, and met during the scenarios development process to discuss assumptions, model methodologies, and performance metrics analysis.

1 INTRODUCTION

The primary tool used in the analysis was the current SRTC Travel Model (for years 2019 and 2045). The SRTC model was used to forecast traffic volumes and transit ridership on Division Street and adjacent arterials within the Division Street Corridor Study area. These travel model forecasts were used as inputs during the scenario analysis for Phase 2 of the study. The study area includes the area within ¾ mile of either side of Division Street, which encompasses Hamilton Street to the east and Monroe Street to the west as illustrated in **Figure 1**.

Five scenarios were developed and analyzed for the corridor. The five scenarios are:

1. **2019 Existing**
    a. Existing year land use
    b. Existing year roadway network
    c. Existing regional transit network, with existing Route 25 on Division Street
2. **2045 No Build**
    a. Future planned SRTC 2045 MTP land use
    b. Future planned SRTC 2045 MTP roadway network
    c. Future year regional transit networks, with existing Route 25 on Division Street (coded as 2019 Existing configuration and headways)

3. **2045 Build-Low**
    a. Future planned SRTC 2045 MTP land use
    b. Future planned SRTC 2045 MTP roadway network, with BAT lanes and one reduced lane on Division between the Spokane River and the "Y". Additionally, the walk and bike classifications were added to the Division Street corridor roadway network to enhance the active transportation network component of the Build scenario, ensuring walk and bike access to BRT and local transit stops.
    c. Future year regional transit networks, with Route 25 coded as a BRT route with shorter headways than 2019 Existing Route 25. The alignment for the BRT Route 25 was coded consistent with the existing year Route 25 alignment.
4. **2045 Build-Half TOD**
    a. Future year 2045 modified land use, including 7 nodes that are fully developed with TOD land uses described in *Section 2* of this technical memorandum
    b. Future planned SRTC 2045 MTP roadway network, with BAT lanes and one reduced lane on Division between the Spokane River and the "Y" . Additionally, the walk and bike classifications were added to the Division Street corridor roadway network to enhance the active transportation network component of the Build scenario, ensuring walk and bike access to BRT and local transit stops.
    c. Future year regional transit networks, with Route 25 coded as a BRT route with shorter headways than 2019 Existing Route 25. The alignment for the BRT Route 25 was coded consistent with the existing year Route 25 alignment.
5. **2045 Build-Full TOD**
    a. Future year 2045 modified land use, including 12 nodes that are fully developed with TOD land uses described in *Section 2* of this technical memorandum
    b. Future planned SRTC 2045 MTP roadway network, with BAT lanes and one reduced lane on Division between the Spokane River and the "Y". . Additionally, the walk and bike classifications were added to the Division Street corridor roadway network to enhance the active transportation network component of the Build scenario, ensuring walk and bike access to BRT and local transit stops..
    c. Future year regional transit networks, with Route 25 coded as a BRT route with shorter headways than 2019 Existing Route 25. The alignment for the BRT Route 25 was coded consistent with the existing year Route 25 alignment.

Throughout the report, the following scenario sets are compared:

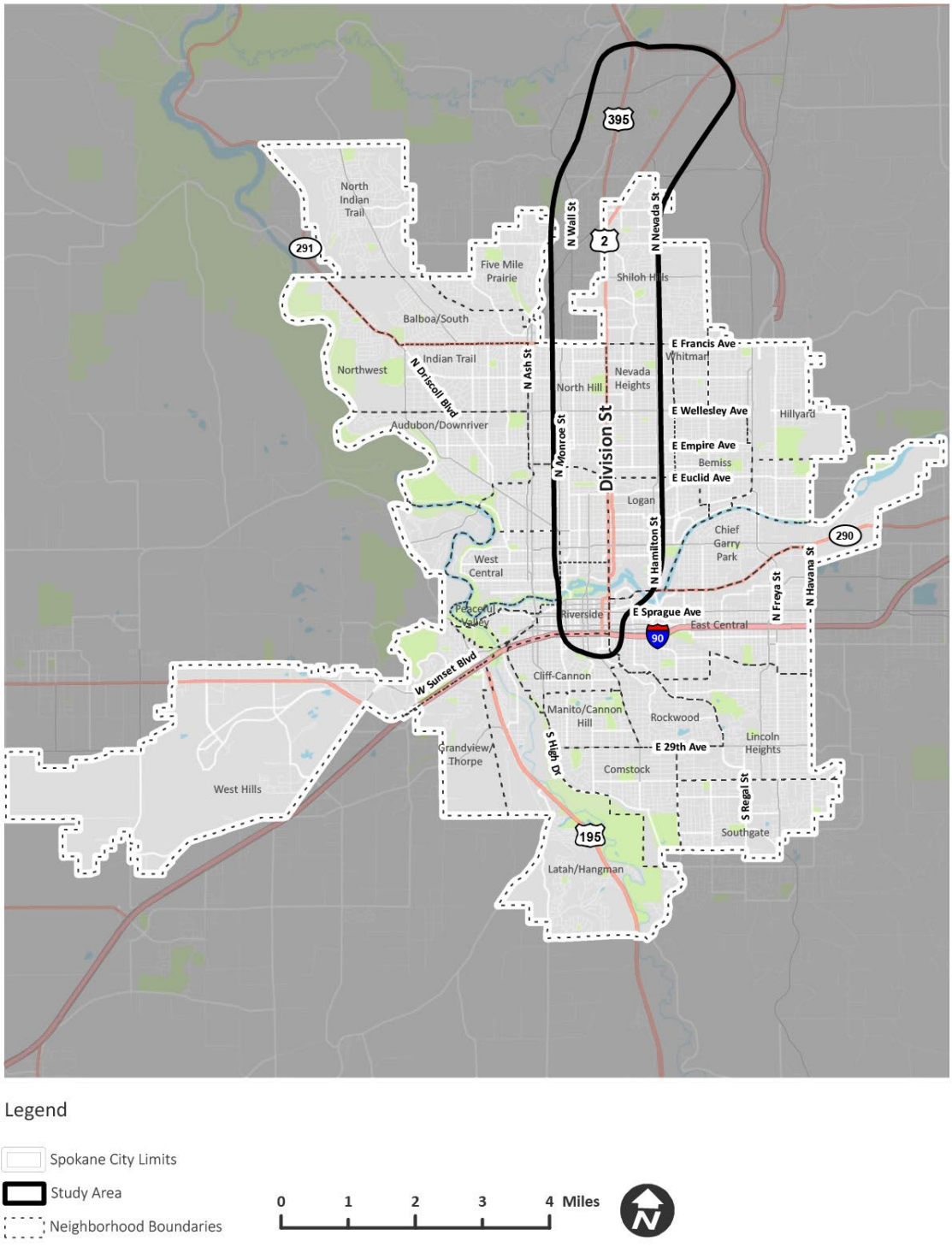
- **"The 2045 Scenarios"** refers to all four future year scenarios, including the 2045 No Build, 2045 Build-Low, 2045 Build-Half TOD, and 2045 Build-Full TOD scenarios
- **"The 2045 Build Scenarios"** refers to all three Build scenarios, including the 2045 Build-Low, 2045 Build-Half TOD, and 2045 Build-Full TOD scenarios
- **"The 2045 TOD scenarios"** refers to the two TOD scenarios, including the 2045 Build-Half TOD, and 2045 Build-Full TOD scenarios

In several sections of this technical memorandum, the performance measures summarize statistics by corridor segment. There are five (5) segments that the project corridor was broken into for analysis:

1. **Segment 1:** Riverside Avenue/Division Street from the Transit Plaza to the Spokane River
2. **Segment 2:** Division Street/Ruby Street from the Spokane River to Euclid Avenue
3. **Segment 3:** Division Street from Euclid Avenue to Francis Avenue
4. **Segment 4:** Division Street from Francis Avenue to Newport Highway (the "Y")
5. **Segment 5:** Division Street and Newport Highway from the "Y" to Hastings Road

As a note for this technical memorandum, for a majority of analyses an explanation of "why" is described. These analyses are determined based on professional judgement in combination with travel model outputs. While these analyses are logical, the travel model is merely one tool out of many to be used to come to a definitive conclusion for decision making.

Figure 1: Study Area



The headways for the Division bus rapid transit (BRT) Build scenario were developed during Phase 1 of the project and are assumed as typical weekday service. The 2045 Build scenario service plan is consistent with the service plan of the future STA City Line BRT (currently under construction), with a 19-hour service span from 5:00 AM to 12:00 PM.

Build scenario frequencies by time of day are:

- 5:00 AM to 6:00 AM (Early AM): 30 Minute Headways
- 6:00 AM to 8:30 AM (AM Peak): 7.5 Minute Headways
- 8:30 AM to 5:30 PM (Mid-Day): 10 Minute Headways
- 5:30 PM to 8:00 PM (PM Peak): 7.5 Minute Headways
- 8:00 PM to 11:00 PM (Evening): 15 Minute Headways
- 11:00 PM to 12:00 AM (Late PM): 30 Minute Headways

2 DIVISION CORRIDOR ZONES AND LAND USE

To better analyze the land use scenarios, and their impact on transportation, the model Transportation Analysis Zones (TAZ) were split into smaller zones along the Division Street Corridor. The primary boundaries for the revised TAZs are directly related to the 12 land use nodes analyzed during Phase 2 of the project. These nodes represent areas in which the potential for transit-oriented development (TOD) was analyzed. Splitting the TAZs by the node boundaries resulted in 128 new TAZs. During the zone split process, employment and housing units were split manually by referencing to satellite image background. Other land use inputs were either calculated by the proportions of the housing units multiplied by the percentage of the newly split zones acres from the original zone acres or used the original zone data.

Land use nodes in which the potential for TOD was analyzed for the 2045 scenarios were provided by SCJ Alliance, a subconsultant to the DivisionConnects study. The 2045 No Build and 2045 Build-Low scenarios have identical land use to the 2045 SRTC MTP model scenario. The 2045 Build-Half TOD and 2045 Build-Full TOD land use scenarios represent a modification of residential units and employment numbers. For a full set of details on the land use nodes forecasts which were incorporated into the SRTC model for this modeling effort, please refer to the DivisionConnects Vision and Implementation Strategy Phase 2 Report.

Figure 2 illustrates the model TAZs and the 12 fully developed land use nodes that were used to split the zones:

- Node 1 - Ruby North Bank
- Node 2 - Foothills
- Node 3 - Empire/Garland
- Node 4 - Northtown
- Node 5 - Rowan
- Node 6 - Francis/Lyons
- Node 7 - Lincoln
- Node 8 - The Y
- Node 9 - Whitworth
- Node 10 - Mead
- Node 11 - Hastings
- Node 12 - Nevada Junction

The nodes forecast to be fully developed for the 2045 Build-Half TOD scenario include the following:

- Node 1 - Ruby North Bank
- Node 2 - Foothills
- Node 3 - Empire/Garland
- Node 5 – Rowan
- Node 7 - Lincoln
- Node 9 - Whitworth
- Node 10 - Mead

Table 1 summarizes the single-family and multi-family units for the scenarios for each node. **Table 2** summarizes the retail and non-retail employment for the scenarios for each node. Detailed land use node figures are included in **Attachment A**.

Figure 2: Division Corridor Split Zones and Nodes

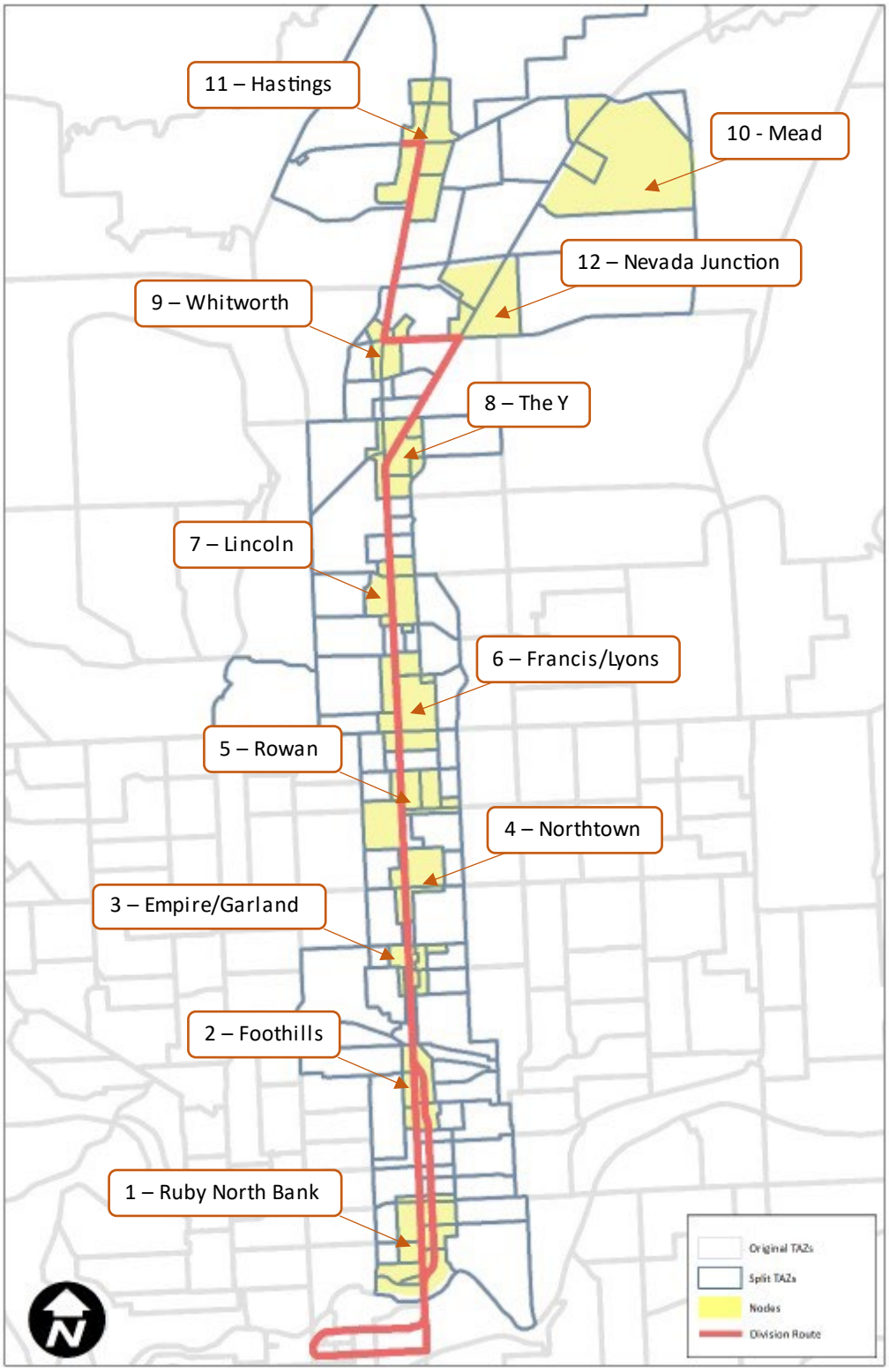


Table 1 – Residential Dwelling Units by Land Use Node

Node	2019 Existing		2045 No Build 2045 Build-Low		2045 Build-Half TOD		2045 Build-Full TOD	
	Single-Family	Multi-Family	Single-Family	Multi-Family	Single-Family	Multi-Family	Single-Family	Multi-Family
Node 1 - Ruby North Bank*	18	146	18	599	21	725	21	725
Node 2 - Foothills*	31	0	31	0	31	166	31	166
Node 3 - Empire/Garland*	132	19	134	19	134	137	134	137
Node 4 – Northtown	0	0	0	0	0	0	4	212
Node 5 - Rowan*	41	27	43	29	43	45	43	45
Node 6 - Francis/Lyons	42	358	45	369	44	364	45	594
Node 7 - Lincoln*	9	0	9	0	9	168	9	168
Node 8 - The Y	0	187	18	192	17	184	0	354
Node 9 - Whitworth*	0	237	0	240	0	285	0	285
Node 10 - Mead*	0	0	0	0	141	350	141	350
Node 11 - Hastings	0	0	0	0	0	0	40	358
Node 12 - Nevada Junction	0	0	0	0	0	0	0	478
Total	273	973	298	1,446	440	2,424	468	3,872

*Included in Half TOD scenario

Table 2 – Total Employment by Land Use Node

Node	2019 Existing		2045 No Build 2045 Build-Low		2045 Build-Half TOD		2045 Build-Full TOD	
	Retail	Non-Retail	Retail	Non-Retail	Retail	Non-Retail	Retail	Non-Retail
Node 1 - Ruby North Bank*	741	2,983	741	3,215	881	3,996	881	3,996
Node 2 - Foothills*	439	15	592	16	621	110	621	110
Node 3 - Empire/Garland*	65	95	82	176	101	148	101	148
Node 4 – Northtown	1,673	290	1,736	398	1,812	362	1,764	440
Node 5 - Rowan*	318	2,015	318	2,561	334	2,631	334	2,631
Node 6 - Francis/Lyons	599	118	623	190	652	209	1,110	209
Node 7 - Lincoln*	515	295	585	512	944	539	944	539
Node 8 - The Y	1,087	470	1,163	512	1,253	496	1,146	594
Node 9 - Whitworth*	166	152	200	200	201	252	201	252
Node 10 - Mead*	413	0	504	0	559	12	559	12
Node 11 - Hastings	738	541	912	810	1,119	783	1,044	852
Node 12 - Nevada Junction	448	310	292	351	303	257	494	699
Total	7,201	7,284	7,749	8,940	8,780	9,796	9,199	10,482

*Included in Half TOD scenario

3 PERFORMANCE METRICS

Readily available performance metrics from the travel demand model were used to complete the scenarios analysis. Performance metrics were supported by information from the SRTC model, primarily related to transit speeds, ridership, and passenger delay. **Table 3** summarizes metrics used in the analysis and available data sources.

Table 3 – Division Corridor Transit Data Analysis Metrics

Metric	Description	Data Source(s)
Regional Travel Statistics	Average vehicle miles, vehicle hours, vehicle hours of delay, and overall average speed for the greater Spokane region as well as the study area Regional travel statistics also include an analysis of future year flow-bundles and locations of congestion within the region.	All data used in this analysis was obtained as direct output from the travel demand model
Mode Split	Comparison of drive alone person trips, shared-ride person trips, transit person trips, and non-motorized person trips in the Spokane region, including a comparison of the overall transit and non-motorized mode split	All data used in this analysis was obtained as direct output from the travel demand model
Transit Ridership	A comparison of total regional transit ridership compared with Route 25 ridership	Existing ridership was obtained from STA Trapeze system/Automatic Passenger Counter (APC) data The change in ridership between future year scenarios was calculated from the travel demand model outputs and applied directly to the raw ridership data
Travel Time and Speed	Average inbound and outbound vehicular travel time and speeds on Division Street between the Plaza (assumed southern terminus) and the Hastings Park and Ride (assumed northern terminus) Travel time and speed were summarized by AM and PM peak periods and separated by direction of travel (inbound and outbound)	Existing travel time was obtained from WSDOT using Bluetooth reader information The change in travel times between scenarios was calculated from the travel demand model outputs and applied directly to the raw WSDOT travel time data
Screenline Comparison	A north-south travel comparison for four east-west screenlines drawn at different locations along the study corridor Vehicle travel for the AM peak period, PM peak period, and total average day were compiled Vehicle diversion between parallel north-south facilities was compared	All data used in this analysis was obtained as direct output from the travel demand model
Land Use Node Travel Statistics	Average vehicle miles or travel by various metrics, including daily vehicular VMT per service population (population plus employment), daily home-based vehicular VMT per capita (population), daily non-home based vehicular VMT per employee.	All data used in this analysis was obtained as direct output from the travel demand model
Note: All analysis assumes a data sample from typical, pre-COVID operating conditions and ridership during the school year (e.g. October 2019)		

3.1 Regional Travel Statistics

Regional travel statistics are general measures used to compare vehicular travel in a large geography. For this analysis, two study areas were analyzed to calculate average weekday Vehicle Miles of Travel (VMT), Vehicle Hours of Travel (VHT), and Vehicle Hours of Delay (VHD). **Table 4** summarizes the regional and study area travel statistics for the 2019 existing and all four 2045 scenarios. As detailed in **Table 4**, the scenarios result in the following analysis within the study area:

- Within the Spokane Region, an increase in VMT is observed between the 2019 Existing scenario and the 2045 No Build scenario of approximately 24 percent. Additionally, the effect of build alternatives is less than a quarter of a percent increase compared to the 2045 No Build scenario.
- Within the study area, there is an increase in VMT is observed between the 2019 Existing scenario and the 2045 No Build scenario of approximately 6 percent, which is significantly lower than the 24 percent growth for the region as a whole. Additionally, there is a decrease in VMT of approximately 4 to 6 percent between the 2045 No Build and the 2045 Build scenarios.
    - The reason for the smaller increase in total VMT between the 2019 Existing scenario and the 2045 No Build scenario in the study area when compared to the region is likely due to the shift of traffic from north-south arterials (including Division Street) onto the NSC
    - The decrease in VMT within the study area between the 2045 No Build and the 2045 Build scenarios is likely due to several factors, including the reduction in available capacity on Division Street due to the reduction of one lane, as well as the mode shift from vehicle travel to transit and non-motorized travel
- Within the study area, there is an increase in VHT between the 2019 Existing scenario and the 2045 No Build scenario of approximately 6 percent, which is significantly lower than the 24 percent growth for the region as a whole. Additionally, there is a decrease in VHT of approximately 2 to 5 percent between the 2045 No Build and the 2045 Build scenarios. The effect of build alternatives on the Spokane Region VHT is an increase of less than a half of one percent compared to No Build.
    - Generally, a reduction in VMT results in a similar reduction in VHT
    - The reason for the smaller increase in total VHT between the 2019 Existing and the 2045 No Build scenarios in the study area when compared to the region is likely due to the shift of traffic from north-south arterials (including Division Street) onto the NSC
    - The decrease in VHT within the study area between the 2045 No Build and the 2045 Build scenarios is likely due to several factors, including the reduction in available capacity on Division Street due to the reduction of one lane, as well as the mode shift from vehicle travel to transit and non-motorized travel
- Within the study area, there is an increase in VHD between 2019 and 2045 No Build of approximately 7 percent, which is the same as the percentage growth in delay for the region as a whole. Additionally, there is a decrease in VHD within the study area of approximately 7 to 8 percent between the 2045 No Build and the 2045 Build scenarios. The effect of build alternatives on the Spokane Region VHD is a reduction of less than half of one percent compared to No Build.
    - Generally, a reduction in VMT and VHT results in a greater reduction in VHD, as there is less delay incurred during vehicular travel with less traffic
    - The reason for the smaller increase in total VHD between the 2019 Existing and the 2045 No Build scenarios in the study area when compared to the region is likely due to the shift of traffic from north-south arterials (including Division Street) onto the NSC
    - The decrease in VHD within the study area between the 2045 No Build and the 2045 Build scenarios is likely due to several factors, including the reduction in available capacity on Division Street due to the reduction of one lane, as well as the mode shift from vehicle travel to transit and non-motorized travel

Table 4 – Regional Travel Statistics Comparison (Average Weekday)

Description	2019	2045			
	Existing	No Build	Build-Low	Build-Half TOD	Build-Full TOD
Spokane Region					
VMT	9,780,270	12,137,552	12,133,273	12,180,356	12,154,826
VHT	265,877	330,912	331,048	332,817	331,816
VHD	65,581	70,268	69,945	69,980	70,018
Change in VMT		24%	0%	0%	0%
Change in VHT		24%	0%	1%	0%
Change VHD		7%	0%	0%	0%
Study Area[1]					
VMT	1,030,563	1,096,453	1,032,125	1,057,710	1,044,988
VHT	35,822	38,006	36,045	37,082	36,557
VHD	6,151	6,565	6,063	6,095	6,102
Change in VMT		6%	-6%	-4%	-5%
Change in VHT		6%	-5%	-2%	-4%
Change VHD		7%	-8%	-7%	-7%

Note: The 2045 No Build scenario is compared to the 2019 Existing scenario, and the 2045 Build scenarios are compared with the 2045 No Build.
[1]The study area statistical area includes the area within ¾ mile of either side of Division Street, which encompasses Hamilton Street to the east and Monroe Street to the west as illustrated in **Figure 1**.

To understand the difference in regional travel for the 2045 Build scenarios, difference plots were made to illustrate regional changes in vehicular travel. **Figure 3** illustrates a side-by-side comparison of the reduction in average daily traffic from the 2045 No Build scenario with each of the 2045 Build scenarios. The wider sections of red show where there is a reduction in 2045 Build scenarios when compared with the 2045 No Build scenario, meaning that the 2045 No Build scenario has more traffic volume than the 2045 Build scenarios. In general, all of the 2045 Build scenarios show a reduction in vehicular traffic throughout the corridor, with a greater reduction in vehicle trips north of Francis Avenue. More detailed figures for each of the difference plots are included in **Attachment B** (Figures B1 - B3). The reduction in vehicular traffic throughout the corridor is related to a number of factors, primarily a shift to transit and non-motorized travel, meaning that the reduction in vehicular travel does not mean there is a reduction in person travel, which will be detailed in Section 3.7.

Figure 3: 2045 Build Scenarios Average Daily Traffic Flow Difference Plots (Versus 2045 No Build)

2045 Build-Low



2045 Build-Half TOD



2045 Build-Full TOD



3.2 Flow Bundle Analysis (2045 No Build Scenario)

A flow bundle analysis was completed for the 2045 No Build scenario to illustrate general trip distribution throughout the region. The flow bundles illustrate the origins and destinations of trips through a specific location on the network. Flow bundles were developed for the segments north of downtown, including the following segments:

- **Segment 2:** Division Street/Ruby Street from the Spokane River to Euclid Avenue
  - Flow bundle analysis located on Division Street and Ruby Street north of Mission Avenue
- **Segment 3:** Division Street from Euclid Avenue to Francis Avenue
  - Flow bundle analysis located on Division Street north of Empire Avenue/Garland Avenue
- **Segment 4:** Division Street from Francis Avenue to Newport Highway (the "Y")
  - Flow bundle analysis located on Division Street south of Lincoln Road
- **Segment 5:** Division Street and Newport Highway from the "Y" to Hastings Road
  - Flow bundle analysis located on Division Street north of Hawthorne Road

The flow bundle analysis for the AM and PM peak periods are illustrated in **Figure 4**, **Figure 5**, **Figure 6**, and **Figure 7**. Additionally, **Figure 8** illustrates the flow bundle analysis for any vehicles which travel through the entire corridor between the Spokane River and Hastings Road. **Figure 9** illustrates the flow bundle analysis for vehicles which travel on the NSC south of Francis Avenue. More detailed figures for each of the difference plots are included in **Attachment B** (Figures B4 - B15).

As illustrated in the flow bundle figures:

- For each of the segment locations, both the AM and PM peak periods show little traffic coming from/going eastbound on I-90, because within the model it is more efficient in 2045 to utilize the future NSC for this movement.
- *Segment 2: Division Street and Ruby Street north of Mission Avenue*
  - Illustrated in **Figure 4**
  - Vehicular traffic in this segment comes from/goes to the north and south and west on I-90
  - Additional vehicles come from/go west on Francis Avenue, Wellesley Avenue, and Northwest Boulevard
- *Segment 3: Division Street north of Empire Avenue/Garland Avenue*
  - Illustrated in **Figure 5**
  - Vehicular traffic in this segment comes from/goes to the north and south, including west on I-90
  - Additional vehicles come from/go to the west on Francis Avenue and Wellesley Avenue
- *Segment 4: Division Street south of Lincoln Road*
  - Illustrated in **Figure 6**
  - Vehicular traffic in this segment comes from/goes to the north and south, as does a small amount of traffic west on I-90
  - The majority of vehicles appear to come from/go to areas north of Francis Avenue, with some distribution around the Spokane River
- *Segment 5: Division Street north of Hawthorne Road*
  - Illustrated in **Figure 7**
  - Vehicular traffic in this segment comes from/go to the north and south
  - The majority of vehicles appear to come from/go to areas north of Francis Avenue, as well as to the west along Country Homes Boulevard and to the east along Nevada Street
- *Full Corridor Travel (Division Street/Ruby Street between Spokane River and Hastings Road)*
  - Illustrated in **Figure 8**
  - While there is vehicular traffic which completes the full length of trip along Division Street, it is still a minimal number of vehicles when compared with select location trips as illustrated in Segment 2, Segment 3, Segment 4, and Segment 5 travel patterns

- *NSC Travel*
    - Illustrated in **Figure 9**
    - A significant amount of traffic from north Spokane (north of Francis Avenue) utilizes the NSC for travel to/from east and west of Spokane via I-90
    - Additional traffic to/from downtown Spokane via 2nd Avenue utilizes the NSC for travel through the region.

Figure 4: 2045 No Build AM/PM Peak Period Flow Bundle - North of Mission Avenue – Segment 2

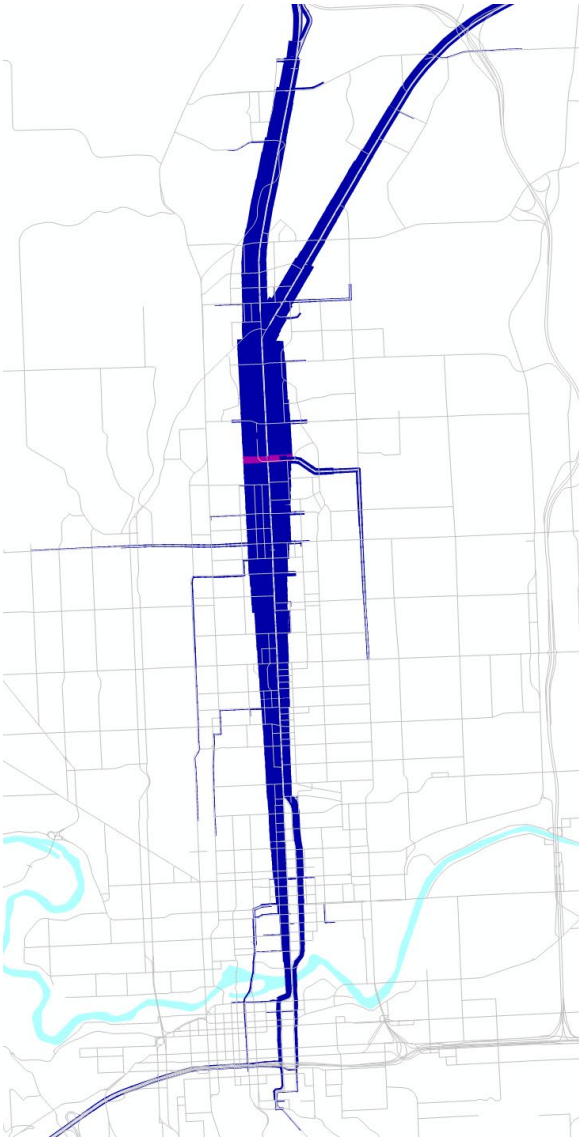


Figure 5: 2045 No Build AM/PM Peak Period Flow Bundle - North of Empire Avenue/Garland Avenue – Segment 3



Figure 6: 2045 No Build AM/PM Peak Period Flow Bundle - South of Lincoln Road – Segment 4

AM Peak Period



PM Peak Period

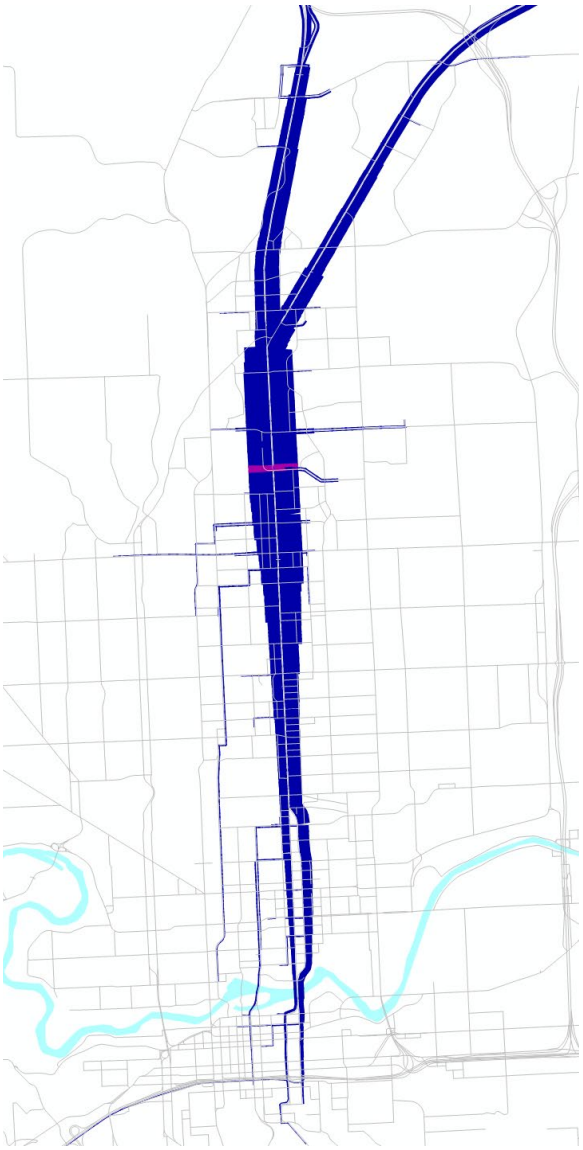


Figure 7: 2045 No Build AM/PM Peak Period Flow - North of Hawthorne Road – Segment 5

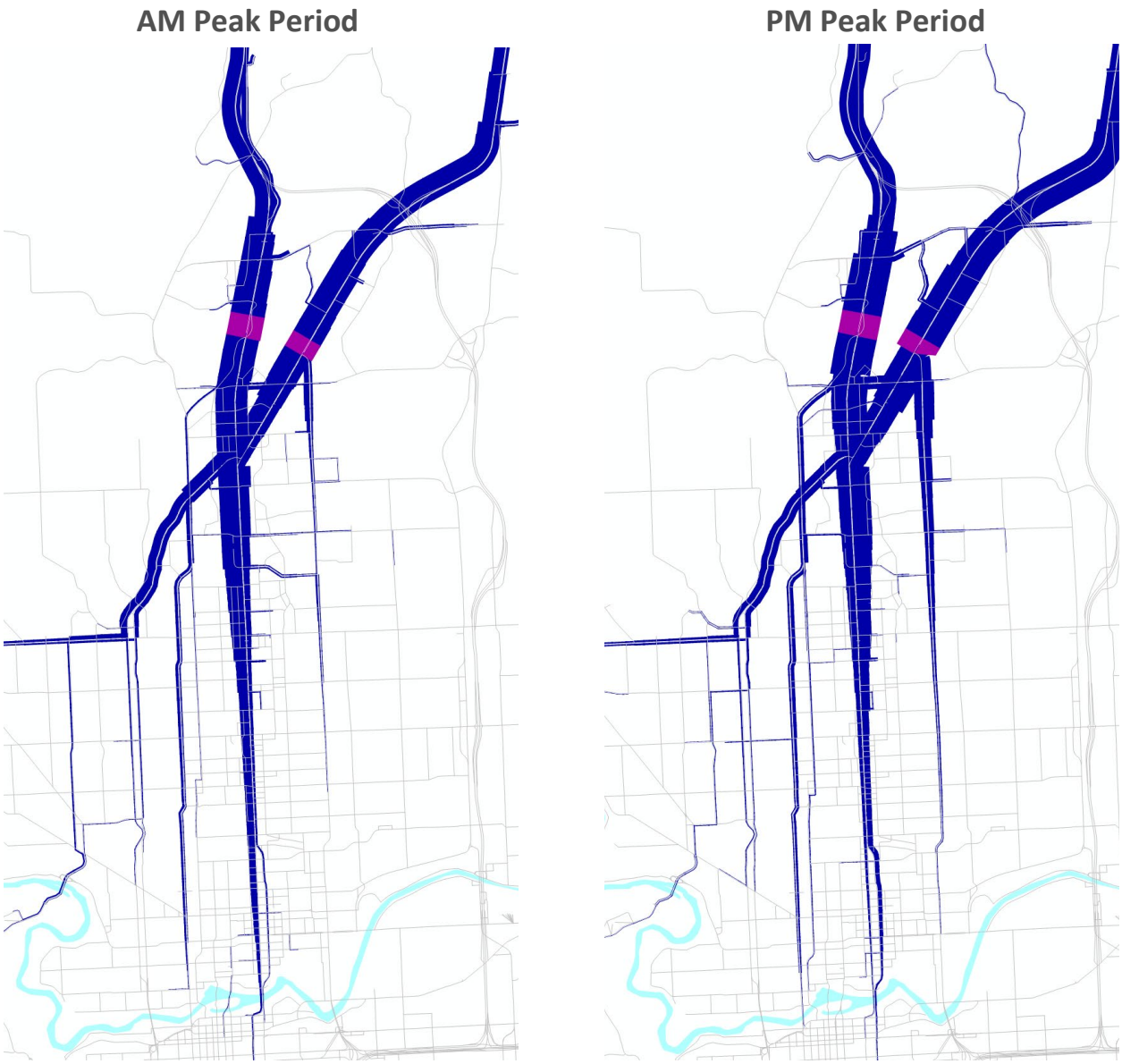
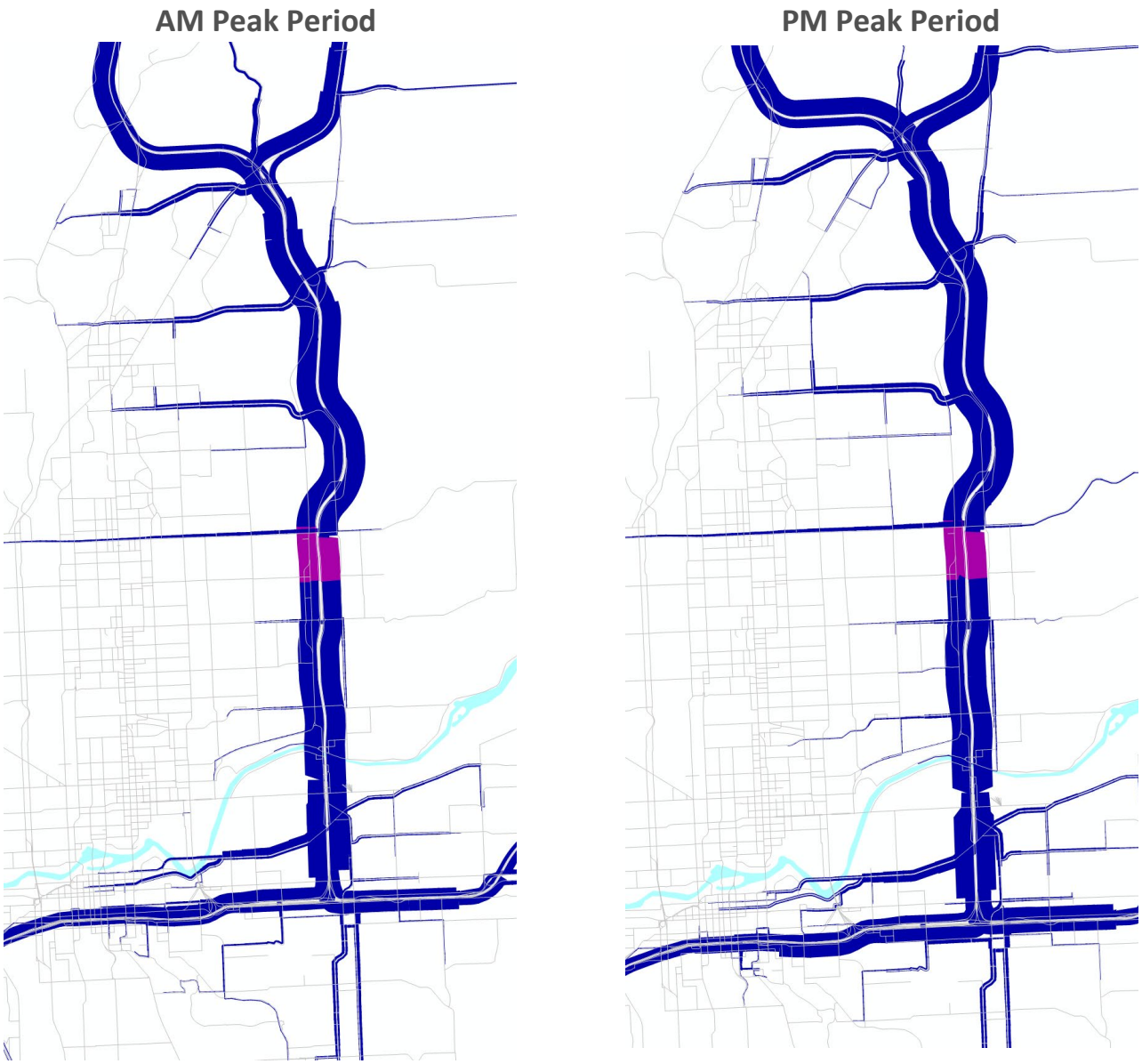


Figure 8: 2045 No Build AM/PM Peak Period Flow Bundle - Full Corridor Travel (Spokane River to Hastings Road)



Figure 9: 2045 No Build AM/PM Peak Period Flow Bundle - NSC (South of Francis Avenue)



3.3 Regional Travel Congestion

Regional vehicle congestion was calculated to illustrate the overall impact of each scenario on the roadways and travel patterns. Volume to Capacity (V/C) ratios on roadway segments were used as a relative measure of Level of Service (LOS) to identify the roadways that are forecast to perform poorly. **Figure 10** illustrates the regional comparison of PM peak period congestion for all future year scenarios. More detailed figures for each of the difference plots are included in **Attachment B** (Figures B16 - B19).

In all scenarios, including the 2045 No Build, roadway congestion includes:

- A bottleneck on the Maple Street Bridge north of the Spokane River
- Country Homes Boulevard is slightly congested west of Wall Street
- Minor congestion on parallel arterials around the Spokane River

In the 2045 Build scenarios, the following comparison is observed:

- The 2045 Build scenarios present similar congestion levels across the region as the 2045 No Build scenario, with minor additional congestion on parallel arterials west of Division Street.
    - A potential reason for additional congestion on parallel arterials is directly related to the reduction in roadway capacity on Division Street, resulting in a redistribution of traffic onto parallel arterials.
- The 2045 Build scenarios show a slight increase in congestion on Division Street north of Lincoln Road.
    - A potential reason for the additional increase in congestion on Division Street north of Lincoln Road is directly related to the reduction in roadway capacity on Division Street, resulting in an increase in the calculated V/C ratio along the corridor.

Figure 10: 2045 PM Peak Period Congestion Comparison



3.4 Regional Mode Split

Mode split is the percentage of travelers using a particular mode (e.g. single-occupant vehicle, high-occupant vehicle, transit, or non-motorized). In this study, the transit and non-motorized mode split percentages are an important component in evaluating the sustainability of the transportation system. **Table 5** summarizes the daily transit and non-motorized mode splits for the 2019 and the four 2045 scenarios. The travel statistics identified in this table are for the entire region, not just for the Division Street study area, therefore the differences between the scenarios are relatively small. As summarized in **Table 5:**

- Drive alone and shared-ride vehicular trips encompass most of the trips in the region.
- The 2045 Build scenarios increase the total number of daily transit trips by between 1,000 and 1,700 trips compared to the 2045 No Build scenario.
  - The primary reason for this is the revision of Route 25 coded as a BRT route with shorter headways than 2019 Existing Route 25. The details on increased ridership, within the region and on Route 25 are detailed in Section 3.5
- The 2045 Build scenarios increase the total number of daily non-motorized trips by between 400 and 2,500 trips compared to the 2045 No Build scenario.
  - The primary reason for this is the revision of Route 25 coded as a BRT route with shorter headways than 2019 Existing Route 25. Additionally, the enhancements to the active transportation network component of the Build scenario add to the increase in non-motorized trips.
- Transit mode split appears to be approximately 3 percent for each future year alternative, similar to the 2019 Existing scenario, and the non-motorized mode split appears to remain constant through all alternatives except in the 2019 Existing scenario.
  - These outcomes generally indicate that the travel demand model is not the best tool to be used to analyze non-motorized travel. This conclusion is based on several factors, but primarily because the travel demand model was not built or validated at a local level for non-motorized trips. To use the SRTC model effectively for TOD studies, the SRTC model could be enhanced by validating non-motorized trip assignments and completing sensitivity testing on modeled non-motorized forecasts.

Table 5 – Average Daily Regional Travel Mode Split

Description	2019	2045			
	Existing	No Build	Build-Low	Build-Half TOD	Build-Full TOD
Drive Alone Person Trips	1,335,710	1,628,580	1,627,830	1,641,620	1,637,860
Shared Ride Person Trips	735,120	901,060	900,550	905,730	904,400
Transit Person Trips	71,620	88,180	90,900	90,830	90,200
Non-Motorized Person Trips	225,170	257,440	257,800	261,010	259,900
Transit Mode Split	3.0%	3.1%	3.2%	3.1%	3.1%
Non-Motorized Mode Split	9.5%	9.0%	9.0%	9.0%	9.0%

3.5 Transit Ridership

Transit ridership for the average weekday conditions was obtained from the travel demand model and compared to available Swiftly data. The transit ridership by direction for Route 25 (the existing year Division Street transit route) and Division BRT (the future year build scenario transit route) as summarized in **Table 6** indicate:

- The 2045 No Build scenario, which reflects baseline transit service in the 2019 model, observes an increase in ridership of approximately 24 percent compared to the 2019 Existing scenario.
  - The primary growth in transit ridership between the 2019 Existing scenario and the 2045 No Build scenario is directly related to the regional growth in the transit system outside of Route 25
- The 2045 Build scenarios observe an increase in ridership of between 29 percent and 32 percent

compared to the 2045 No Build scenario.
    - The primary reason for this is the revision of Route 25 coded as a BRT route with shorter headways than 2019 Existing Route 25.
- Both the 2045 Build-Low and 2045 Build-Half TOD scenarios perform similarly with respect to total growth in ridership, with the 2045 Build-Full TOD seeing the lowest increase in ridership among the 2045 Build scenarios
    - The primary reason for this is that the built system is serving the needs of the corridor and region with the increased headways, and the difference in the average daily ridership between the 2045 Build scenarios is only 150 boardings
    - One potential reason for the lower increase ridership in the 2045 Build-Full TOD scenario could be related to the significant increase in both housing and employment along the corridor in all 12 nodes, which could potentially reduce transit ridership because attractions and destinations are more readily available within walking and biking distances.
- In the 2045 Build scenarios, the increase in regional ridership is greater than the increase in Route 25 ridership.
    - The most likely reason for this comparison is that the improvements made to Route 25 increase ridership on regional routes connecting to Route 25, likely on east-west routes.
- The vehicle trip equivalency for the 2045 Build scenarios, expressed as a ratio of boardings/auto occupancy, represent the equivalent of half a lane of peak hour traffic compared to the 2045 No Build scenario and an increase of almost a full lane of peak hour traffic compared to the 2019 Existing scenario
    - This is an important measure, because this represents the estimated number of vehicles removed from the roadway due to transit ridership. Meaning, if the BRT is built, regardless of the land use associated with it, there is a large number of vehicle trips (600+ daily trips) removed from local arterials.

Table 6 – Average Daily Transit Ridership (Boardings) and Park and Ride Parking Space Capacity

Measurement/Segment	2019	2045			
	Existing	No Build	Build-Low	Build-Half TOD	Build-Full TOD
Total System					
Regional	46,431	58,167	58,167	60,932	73,490
Total Route 25					
Average Daily Ridership	3,779	4,676	6,171	6,233	6,055
Growth (Compared to Existing)	-	24%	-	-	
Growth (Compared to the 2045 No Build scenario)	-	-	32%	33%	29%
Vehicle Trip Equivalency (Calculated as Boardings/Auto Occupancy))	1,612	1,995	2,632	2,659	2,583
Assumed Lane Equivalence (Calculated as Vehicle Trip Equivalency per hour per lane capacity*)	1.3	1.7	2.2	2.2	2.2
Route 25 Percent of System Ridership	8%	8%	11%	10%	8%
Park and Ride					
Park and Ride Location	Hastings	Hastings	Hastings	Hastings	Hastings
Park and Ride Parking Space Capacity	135	135	135	135	135

*Note: A peak hour lane of traffic is assumed to accommodate 1,200 vehicles per hour.

3.6 Travel Time and Speed

Travel times and speeds for the Division Street corridor were obtained from the travel demand model on a segment-by-segment basis, and then summed for the entire corridor. The travel times and speeds are summarized by direction and by analysis segment in **Table 7** (travel times) and **Table 8** (speeds). Findings include:

- The 2045 No Build scenario average travel times for the corridor are similar to the 2019 Existing scenario travel times. In the 2045 No Build, the northbound AM and PM Peak Hour and southbound AM Peak Hour travel times are lower than 2019 Existing scenario, and the southbound PM Peak Hour travel times are marginally higher than 2019 Existing scenario.
- The 2045 No Build scenario average travel speeds for the corridor are equal to or slightly greater than the 2019 Existing scenario speeds. The 2045 No Build scenario southbound PM peak hour average travel speeds are identical to the 2019 Existing scenario, and the 2045 No Build scenario northbound AM, PM peak hour and southbound AM peak hour average travel speeds are slightly higher than the 2019 Existing scenario.
- The 2045 Build scenarios travel speeds are slightly less than the 2045 No Build scenario travel speed, with the 2045 TOD scenarios operating at the lowest speeds overall
    - The likely reason for this decrease in travel speeds in the 2045 Build scenarios compared to the 2045 No Build scenario is directly related to the decreased capacity in the 2045 Build scenarios
    - Another potential reason for the lower speeds in the 2045 TOD scenarios is likely related to the increase in household and employment development within the land use nodes, thus increasing travel and vehicular activity along the corridor

As summarized in **Table 7** and **Table 8**, there are several general conclusions which can be made related to travel times and speeds:

- The travel times and speeds remain relatively unchanged between the 2045 scenarios in comparison with the 2019 Existing scenario.
    - This conclusion is supported by the background 2045 conditions including the NSC as a major north-south parallel arterial to Division Street, as discussed in Section 3.7.
- Another general conclusion that can be made is that the speeds in the AM peak hour are typically faster than the PM peak hour for all segments and scenarios in both the northbound and southbound directions.
    - The most logical explanation for this general conclusion is the greater amount of traffic in the PM peak hour when compared with the AM peak hour, thus lowering speeds and increasing travel times in the PM peak hour when compared with the AM peak hour.

Table 7 – Average AM and PM Peak Hour Travel Time (Minutes) by Segment

Measure	2019	2045			
	Existing	No Build	Build-Low	Build-Half TOD	Build-Full TOD
AM Peak Hour					
Northbound					
1. Riverside Avenue/Division Street, Transit Plaza to Spokane River	3.7	3.7	3.7	3.7	3.7
2. Division Street, Spokane River to Euclid Avenue	6.6	6.3	6.4	6.4	6.4
3. Division Street, Euclid Avenue to Francis Avenue	6.1	6.1	6.1	6.2	6.2
4. Division Street, Francis Avenue to Newport Highway ("Y")	3.9	3.9	3.9	4.0	4.0
5. Newport Highway, "Y" to North Spokane Corridor	6.7	6.7	6.7	6.7	6.7
Total Corridor	**26.9**	**26.7**	**26.8**	**26.9**	**26.9**
Southbound					
5. Newport Highway, "Y" to North Spokane Corridor	7.1	6.8	6.7	6.7	6.7
4. Division Street, Francis Avenue to Newport Highway ("Y")	4.1	4.0	4.1	4.1	4.1
3. Division Street, Euclid Avenue to Francis Avenue	5.0	4.6	4.7	4.7	4.7
2. Division Street, Spokane River to Euclid Avenue	4.1	3.7	3.8	3.9	3.9
1. Riverside Avenue/Division Street, Transit Plaza to Spokane River	3.7	3.9	3.9	3.9	3.9
Total Corridor	**23.7**	**22.9**	**23.0**	**23.1**	**23.1**
PM Peak Hour					
Northbound					
1. Riverside Avenue/Division Street, Transit Plaza to Spokane River	4.4	4.5	4.5	4.4	4.4
2. Division Street, Spokane River to Euclid Avenue	6.3	6.0	6.0	6.0	6.0
3. Division Street, Euclid Avenue to Francis Avenue	7.3	7.1	7.1	7.2	7.1
4. Division Street, Francis Avenue to Newport Highway ("Y")	5.0	4.9	5.0	5.0	5.0
5. Newport Highway, "Y" to North Spokane Corridor	8.5	8.4	8.3	8.3	8.3
Total Corridor	**31.4**	**30.8**	**30.9**	**30.9**	**30.9**
Southbound					
5. Newport Highway, "Y" to North Spokane Corridor	8.9	8.9	8.9	8.9	8.9
4. Division Street, Francis Avenue to Newport Highway ("Y")	5.2	5.2	5.3	5.3	5.3
3. Division Street, Euclid Avenue to Francis Avenue	6.2	6.1	6.2	6.2	6.2
2. Division Street, Spokane River to Euclid Avenue	4.7	4.5	4.5	4.5	4.5
1. Riverside Avenue/Division Street, Transit Plaza to Spokane River	4.1	4.4	4.4	4.4	4.4
Total Corridor	**29.1**	**29.2**	**29.2**	**29.3**	**29.3**

Table 8 – Average AM and PM Peak Hour Speed by Segment

Measure	2019	2045			
	Existing	No Build	Build-Low	Build-Half TOD	Build-Full TOD
AM Peak Hour					
Northbound					
1. Riverside Avenue/Division Street, Transit Plaza to Spokane River	18.9	18.5	18.7	18.7	18.7
2. Division Street, Spokane River to Euclid Avenue	15.3	15.8	15.8	15.8	15.8
3. Division Street, Euclid Avenue to Francis Avenue	19.6	19.7	19.6	19.5	19.4
4. Division Street, Francis Avenue to Newport Highway ("Y")	27.5	27.4	27.2	26.8	26.9
5. Newport Highway, "Y" to North Spokane Corridor	27.5	27.5	27.5	27.5	27.5
Total Corridor	**21.5**	**21.7**	**21.6**	**21.5**	**21.5**
Southbound					
5. Newport Highway, "Y" to North Spokane Corridor	26.0	26.9	27.3	27.5	27.4
4. Division Street, Francis Avenue to Newport Highway ("Y")	25.9	26.7	25.9	26.1	25.9
3. Division Street, Euclid Avenue to Francis Avenue	24.1	25.9	25.6	25.3	25.3
2. Division Street, Spokane River to Euclid Avenue	24.8	26.9	26.3	25.9	25.9
1. Riverside Avenue/Division Street, Transit Plaza to Spokane River	18.8	17.8	17.7	17.8	17.8
Total Corridor	**24.5**	**25.3**	**25.2**	**25.1**	**25.1**

Measure	2019	2045			
	Existing	No Build	Build-Low	Build-Half TOD	Build-Full TOD
PM Peak Hour					
Northbound					
1. Riverside Avenue/Division Street, Transit Plaza to Spokane River	15.8	15.6	15.6	15.7	15.7
2. Division Street, Spokane River to Euclid Avenue	16.0	16.9	16.8	16.6	16.7
3. Division Street, Euclid Avenue to Francis Avenue	16.5	16.8	16.8	16.8	16.8
4. Division Street, Francis Avenue to Newport Highway ("Y")	21.6	21.7	21.3	21.3	21.4
5. Newport Highway, "Y" to North Spokane Corridor	21.6	21.8	22.1	22.1	22.2
Total Corridor	**18.5**	**18.8**	**18.8**	**18.7**	**18.7**
Southbound					
5. Newport Highway, "Y" to North Spokane Corridor	20.5	20.5	20.5	20.5	20.5
4. Division Street, Francis Avenue to Newport Highway ("Y")	20.5	20.4	20.3	20.2	20.2
3. Division Street, Euclid Avenue to Francis Avenue	19.4	19.6	19.5	19.4	19.4
2. Division Street, Spokane River to Euclid Avenue	21.6	22.4	22.3	22.2	22.3
1. Riverside Avenue/Division Street, Transit Plaza to Spokane River	16.7	15.7	15.8	15.8	15.8
Total Corridor	**19.9**	**19.9**	**19.8**	**19.8**	**19.8**

3.7 Screenline Comparison

A screenline comparison measures the combined vehicular and person travel which crosses the screenline. Four east-west screenlines were developed for this project to calculate total north-south regional travel. The four screenlines analyzed are illustrated in **Figure 11**. Average daily north-south vehicular travel at the four project screenlines is summarized in **Table 9**. Additional detailed screenline supporting data is provided in **Attachment C** (Table C1).

As detailed in **Table 9**:

- Total Screenlines with NSC
  - In the 2045 No Build scenario, the overall north-south vehicular travel in the region grows by an average of 35 percent compared to the 2019 Existing scenario
  - The 2045 Build scenarios show a roughly one percent reduction compared to the 2045 No Build scenario.
    - This reduction is directly related to shared-ride and mode shift to transit
- Total Screenlines without NSC *(meaning excluding the NSC from the total summary of volumes)*
  - In the 2045 No Build scenario, the overall north-south vehicular travel on the combined parallel arterials declines by a combined 10 percent compared to the 2019 Existing scenario. Some sections experience reduced average daily north-south vehicular travel by up to 15 percent (between Wellesley Avenue and Garland Avenue).
    - This reduction is directly related to the change in trip distribution of north-south vehicular travel from local arterials (including Division Street) to the NSC in the 2045 Future scenarios
  - When comparing the 2045 Build scenarios to the 2045 No Build scenario, the overall north-south vehicular travel in the region for all scenarios is forecast to lead to a further one to three percent reduction in trips.
    - This can be attributed to mode shift to transit as well as vehicular trip pattern shift onto a parallel arterial with available capacity
- Total Screenlines without NSC and without parallel arterials *(meaning Division Street/Ruby Street only)*
  - In the 2045 No Build scenario, the overall average daily north-south traffic on Division Street/Ruby Street is 7 percent lower than in the 2019 Existing scenario
    - The primary reason for this decrease is likely due to the shift of traffic from north-south arterials (including Division Street) onto the NSC

- In the 2045 Build scenarios Division Street/Ruby Street traffic is reduced by an average of 15-17 percent compared to the 2045 No Build scenario, with the greatest reduction of 21 percent occurring on the screenline between Wellesley Avenue and Garland Avenue in the 2045 TOD scenarios and in the screenline between Lincoln Road and Francis Avenue in the 2045 Build-Low scenario
    - The primary reason for this decrease is likely due to the reduction of one lane of capacity, as well as the mode shift from vehicle travel to transit and non-motorized travel.

Figure 11: Screenline Locations

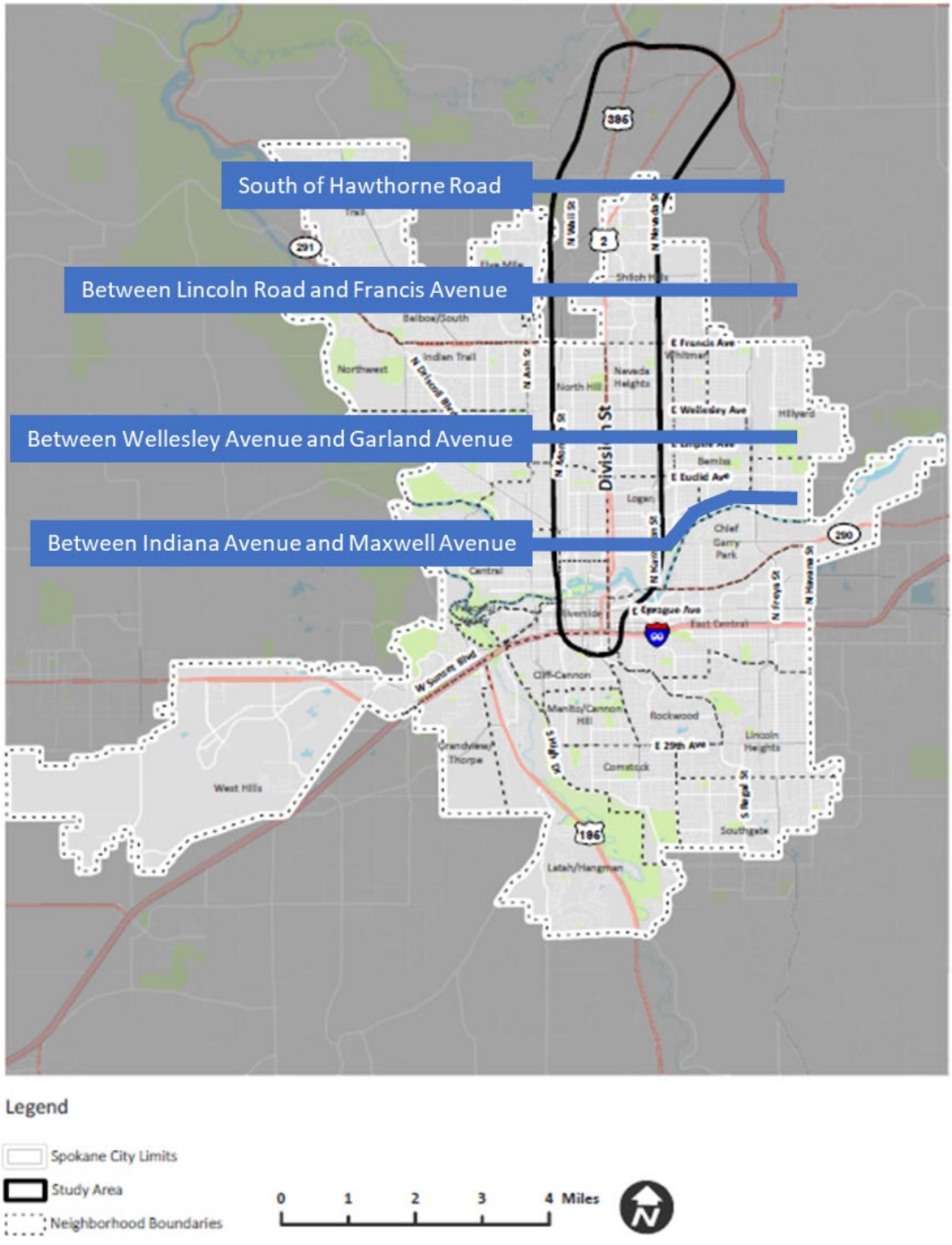


Table 9 – Average Daily Screenline Comparison (Vehicular Travel)

Measure	2019	2045			
	Existing	No Build	Build-Low	Build-Half TOD	Build-Full TOD
Total Screenline Average Daily Vehicular Travel Including NSC					
Between Indiana Avenue and Maxwell Avenue	101,402	140,709	140,511	142,108	141,187
Between Wellesley Avenue and Garland Avenue	123,317	164,553	162,342	165,148	162,922
Between Lincoln Road and Francis Avenue	151,828	212,422	209,031	212,309	210,753
South of Hawthorne Road	202,338	263,750	260,486	263,948	261,845
Overall	**578,885**	**781,434**	**772,370**	**783,513**	**776,707**
Between Indiana Avenue and Maxwell Avenue		39%	0%	1%	0%
Between Wellesley Avenue and Garland Avenue		33%	-1%	0%	-1%
Between Lincoln Road and Francis Avenue		40%	-2%	0%	-1%
South of Hawthorne Road		30%	-1%	0%	-1%
Overall		**35%**	**-1%**	**0%**	**-1%**
Total Screenline Average Daily Vehicular Travel Without NSC					
Between Indiana Avenue and Maxwell Avenue	88,984	83,021	81,848	83,143	82,453
Between Wellesley Avenue and Garland Avenue	110,899	106,865	103,679	106,183	104,188
Between Lincoln Road and Francis Avenue	151,828	128,565	124,435	127,400	125,959
South of Hawthorne Road	202,338	179,893	175,890	179,039	177,051
Overall	**554,049**	**498,344**	**485,852**	**495,765**	**489,651**
Between Indiana Avenue and Maxwell Avenue		-7%	-1%	0%	-1%
Between Wellesley Avenue and Garland Avenue		-4%	-3%	-1%	-3%
Between Lincoln Road and Francis Avenue		-15%	-3%	-1%	-2%
South of Hawthorne Road		-11%	-2%	0%	-2%
Overall		**-10%**	**-3%**	**-1%**	**-2%**
Total Screenline Average Daily Vehicular Travel Division Street/Ruby Street Only					
Between Indiana Avenue and Maxwell Avenue	24,072	23,666	23,047	23,310	24,098
Between Wellesley Avenue and Garland Avenue	44,052	41,709	33,342	32,815	32,950
Between Lincoln Road and Francis Avenue	41,695	38,087	29,993	30,758	30,915
South of Hawthorne Road	46,305	42,226	34,270	35,726	35,226
Overall	**156,124**	**145,688**	**120,652**	**122,609**	**123,189**
Between Indiana Avenue and Maxwell Avenue		-2%	-3%	-2%	2%
Between Wellesley Avenue and Garland Avenue		-5%	-20%	-21%	-21%
Between Lincoln Road and Francis Avenue		-9%	-21%	-19%	-19%
South of Hawthorne Road		-9%	-19%	-15%	-17%
Overall		**-7%**	**-17%**	**-16%**	**-15%**

Note: The 2045 No Build scenario is compared to the 2019 Existing scenario, and the 2045 Build scenarios are compared with the 2045 No Build.

While comparing the 2045 Build scenarios to the 2045 No Build scenario, a diversion of vehicular trips from Division Street to parallel arterials was observed. The diversion occurred because 1) when capacity is reduced on Division Street, some trips destined for locations not along Division Street modify their trip to a facility which has available capacity for additional trips and 2) the increase in transit services on Division Street attract person trips out of vehicles and onto buses further reducing the Division Street vehicular volume. Additionally, when comparing the 2045 No Build scenario with the 2019 Existing scenario, the development of the NSC changes the distribution of regional north-south vehicular travel. The total forecast volume on the NSC is expected to exceed the growth in north-south vehicle trips in the study corridor, thus reducing north-south volumes on parallel arterials throughout Spokane, including Division Street, to below the 2019 Existing scenario.

Table 10 details daily traffic flows on all north-south arterials crossing each of the east-west screenlines. Existing volumes that are greater than the future year volumes are shown in bold. Of the major north-south arterials crossing the screenlines, Division Street, Ruby Street, Hamilton Street, Perry Street, Nevada Street, Crestline Street, Market Street, and Greene Street tend to have lower volumes in the future year scenarios.

Table 10 – Average Daily Arterial Diversion Comparison (Vehicular Travel)

Measure	2019	2045			
	Existing	No Build	Build-Low	Build-Half TOD	Build-Full TOD
South of Hawthorne Road Average Daily Vehicular Travel					
Wall	12,462	11,880	12,234	12,543	11,953
Division	31,630	30,262	29,106	29,440	28,609
Newport	24,072	23,666	23,047	23,310	24,098
Nevada	13,908	14,444	14,634	15,057	15,040
Market	6,912	2,769	2,827	2,793	2,753
NSC	12,418	57,688	58,663	58,965	58,734
Total Screenline Traffic	101,402	140,709	140,511	142,108	141,187
Total Screenline Traffic Growth (%)		39%	0%	1%	0%
Total Screenline Arterial Traffic (Arterials Only – Excluding the NSC)	88,984	83,021	81,848	83,143	82,453
Total Screenline Arterial Traffic Growth (%) (Arterials Only - Excluding the NSC)		-7%	-1%	0%	-1%
Total Screenline Change in Arterial Traffic		-5,963	-1,173	122	-568
Between Lincoln Road and Francis Avenue Average Daily Vehicular Travel					
Country Homes	20,842	20,702	21,183	21,569	21,253
Wall	13,296	13,412	15,532	16,606	15,971
Division	44,052	41,709	33,342	32,815	32,950
Standard	1,646	1,748	2,377	2,583	2,540
Nevada	11,961	10,679	12,462	13,055	12,623
Crestline	9,222	6,628	6,644	6,849	6,551
Market	9,231	6,455	6,535	6,878	6,643
Freya	649	5,532	5,604	5,828	5,657
NSC	12,418	57,688	58,663	58,965	58,734
Total Screenline Traffic	123,317	164,553	162,342	165,148	162,922
Total Screenline Traffic Growth (%)		33%	-1%	0%	-1%
Total Screenline Arterial Traffic (Arterials Only – Excluding the NSC)	32,709	31,042	33,622	35,193	34,014
Total Screenline Arterial Traffic Growth (%) (Arterials Only - Excluding the NSC)		-5%	8%	13%	10%
Total Screenline Change in Arterial Traffic		-1,667	2,580	4,151	2,972
Between Wellesley Avenue and Garland Avenue Average Daily Vehicular Travel					
Maple	10,925	10,366	10,670	10,804	10,738
Ash	10,559	10,177	10,530	10,683	10,586
Monroe	16,585	17,837	18,519	18,805	18,524
Wall	7,069	6,082	6,654	7,195	7,024
Division	41,695	38,087	29,993	30,758	30,915
Addison	4,814	5,136	5,662	5,887	5,764
Nevada	16,758	13,673	14,620	14,969	14,625
Perry	6,356	5,185	5,368	5,480	5,397
Crestline	8,715	5,954	6,044	6,156	6,061
Market	24,813	16,068	16,375	16,663	16,325
NSC	0	83,857	84,596	84,909	84,794
Total Screenline Traffic	148,289	212,422	209,031	212,309	210,753

Measure	2019	2045			
	Existing	No Build	Build-Low	Build-Half TOD	Build-Full TOD
Total Screenline Traffic Growth (%)		43%	-2%	0%	-1%
Total Screenline Arterial Traffic (Arterials Only – Excluding the NSC)	61,456	46,016	48,069	49,155	48,172
Total Screenline Arterial Traffic Growth (%) (Arterials Only - Excluding the NSC)		-25%	4%	7%	5%
Total Screenline Change in Arterial Traffic		-15,440	2,053	3,139	2,156
Between Indiana Avenue and Maxwell Avenue Average Daily Vehicular Travel					
Maple	16,227	16,506	16,824	16,939	16,799
Ash	16,969	16,999	17,313	17,374	17,277
Monroe	19,327	17,985	18,629	18,601	18,460
Post	13,134	12,392	12,650	12,926	12,847
Howard	2,594	2,832	2,939	2,946	2,933
Washington	13,654	12,711	13,573	14,050	13,744
Division	23,115	22,206	17,796	18,495	18,261
Ruby	23,190	20,020	16,474	17,231	16,965
Hamilton	25,913	21,506	22,254	22,525	22,276
Perry	14,071	11,797	12,370	12,642	12,469
Greene	29,846	24,939	25,068	25,310	25,020
NSC	0	83,857	84,596	84,909	84,794
Total Screenline Traffic	198,040	263,750	260,486	263,948	261,845
Total Screenline Traffic Growth (%)		33%	-1%	0%	-1%
Total Screenline Arterial Traffic (Arterials Only – Excluding the NSC)	116,135	100,468	93,962	96,203	94,991
Total Screenline Arterial Traffic Growth (%) (Arterials Only - Excluding the NSC)		-13%	-6%	-4%	-5%
Total Screenline Change in Arterial Traffic		-15,667	-6,506	-4,265	-5,477

Note: The 2045 No Build scenario is compared to the 2019 Existing scenario, and the 2045 Build scenarios are compared with the 2045 No Build.

To get an understanding of the mode shift of person trips across these Screenlines, **Table 11** summarizes average daily north-south motorized person travel at the four project Screenlines. As a note, the model does not assign non-motorized trips, thus walk and bike trips are not summarized in this analysis. Additional detailed screenline supporting data is provided in **Attachment C** (Table C2).

As detailed in **Table 11**:

- Average daily vehicle trips in the 2045 Build scenarios reduces on all Screenlines by an average of 21 to 23%, where average daily person trips in the 2045 Build scenarios reduce on all Screenlines by an average of 15 to 17%.
    - The lower reduction in person trips when compared with the vehicle trips indicates that the trips served on Division Street are shifting away from vehicles and into transit and non-motorized modes of travel

Table 11 – Average Daily Screenline Comparison (Person Trips)

Measure	2019	2045			
	Existing	No Build	Build-Low	Build-Half TOD	Build-Full TOD
Average Daily Vehicle Traffic (Division Street/Ruby Street Only) - (Excluding Parallel Arterials) - (Excluding NSC)					
Between Indiana Avenue and Maxwell Avenue	46,299	42,229	34,344	35,741	35,180
Between Wellesley Avenue and Garland Avenue	41,822	38,064	29,989	30,754	30,970
Between Lincoln Road and Francis Avenue	44,007	41,691	33,388	32,798	32,936
South of Hawthorne Road	24,095	23,665	23,075	23,345	24,045
Overall	**156,223**	**145,649**	**120,796**	**122,638**	**123,131**
Between Indiana Avenue and Maxwell Avenue		-9%	-26%	-23%	-24%
Between Wellesley Avenue and Garland Avenue		-9%	-28%	-26%	-26%
Between Lincoln Road and Francis Avenue		-5%	-24%	-25%	-25%
South of Hawthorne Road		-2%	-4%	-3%	0%
Overall		-7%	-23%	-21%	-21%
Daily Motorized Person Trips (Drive Alone, Shared Ride, Truck, Transit) (Division Street/Ruby Street Only) - (Excluding Parallel Arterials) - (Excluding NSC)					
Between Indiana Avenue and Maxwell Avenue	56,968	51,438	41,898	43,476	42,778
Between Wellesley Avenue and Garland Avenue	51,827	46,349	36,792	37,619	37,874
Between Lincoln Road and Francis Avenue	55,611	52,112	41,806	40,936	41,182
South of Hawthorne Road	31,291	30,518	29,580	29,927	30,706
Overall	**195,697**	**180,416**	**150,076**	**151,957**	**152,539**
Between Indiana Avenue and Maxwell Avenue		-10%	-19%	-15%	-17%
Between Wellesley Avenue and Garland Avenue		-11%	-21%	-19%	-18%
Between Lincoln Road and Francis Avenue		-6%	-20%	-21%	-21%
South of Hawthorne Road		-2%	-3%	-2%	1%
Overall		**-8%**	**-17%**	**-16%**	**-15%**

Note: The 2045 No Build scenario is compared to the 2019 Existing scenario, and the 2045 Build scenarios are compared with the 2045 No Build.

3.8 Land Use Node Vehicular Travel Analysis

Vehicular travel statistics for each node are summarized to understand the impact that land use has on vehicular travel. The primary land use node travel statistic for review is calculated as vehicle miles of travel by varying metrics. As a note, the SRTC travel demand model assumes that hotel resident trips are calculated as home trips, and thus hotel room trips are included in all home-based trip calculations. All of the land use node vehicular travel statistics are calculated based on the trips beginning or ending within the land use nodes, as follows:

- **Daily VMT:** A summary of drive alone and shared ride automobile trips, multiplied by their trip length
- **Daily VMT per Service Population:** A summary of daily VMT, divided by the zonal service population
    - The service population calculation includes home residents, hotel visitors, and employees
        - Home residents are estimated using the 2016 to 2020 household size of 2.28 for the City of Spokane, as obtained from www.census.gov.
        - Hotel visitors are estimated using the assumption of 2.28 visitors per occupied room, with a hotel occupancy of 60 percent, resulting in an average population of 1.37 visitors per available hotel room
    - This metric allows you to see if the average length of trips is changing based on the changes in land use.
- **Daily Home-Based VMT:** A summary of drive alone and shared ride automobile trips which begin or end at a home (meaning the trip starts at a home and ends at another location, such as a grocery store, or the trip begins somewhere other than a home and the home is the destination for that trip),
- **Daily Home-Based VMT per Capita:** A summary of daily home-based VMT, divided by the zonal population.
    - The per capita calculation includes home residents and hotel visitors.

    - This metric allows you to see if the trips with ends at a home are changing length based on the changes in land use.
- **Daily Non-Home-Based VMT:** A summary of drive alone and shared ride automobile trips which do not begin or end at a home, multiplied by their trip length
- **Daily Non-Home-Based VMT per Employee:** A summary of daily non-home-based VMT, divided by the zonal employment.
    - For this metric, there are no trips that begin or end at a home
    - This metric allows you to see if the trips with no trip ends at a home are changing length based on the changes in land use.

Table 12 summarizes the daily VMT values for each of the nodes, as well as an overall combined scenario average. A complete land use node performance summary is included in **Attachment B**. As detailed in **Table 12**:

- **Daily VMT** for each of the nodes increases greatly in the 2045 scenarios compared to the 2019 Existing scenario, and is the greatest in the 2045 TOD scenarios, with the 2045 Build-Full TOD scenario experiencing the greatest amount of daily VMT
    - The reason for the greatest daily VMT occurring in the 2045 TOD scenarios is directly related to the increase in housing and employment densities along the corridor, thus increasing trips in all modes, including vehicular trips.
- **Daily VMT per service population** (household population + hotel population + employment) for 2019 is similar to the 2045 No Build and Build scenarios resulting in lower VMT per service population.
    - The combined average of VMT per Service Population is lower in the 2045 Build-Half TOD and 2045 Build-Full TOD scenarios than in the 2045 No Build and 2045 Build-Low scenarios by 3.5 to 5.1 miles
    - The most likely reason for the lower VMT per service population in the 2045 TOD scenarios is the density of housing and employment in the 2045 TOD scenarios.
- **Daily Home-Based VMT** for each of the nodes increases greatly in the 2045 scenarios compared to the 2019 Existing scenario, and is the greatest in the 2045 TOD scenarios, with the 2045 Build-Full TOD scenario experiencing the greatest amount of daily home-based VMT
    - The reason for the greatest daily home-based VMT occurring in the 2045 TOD scenarios is directly related to the increase in housing and employment densities along the corridor, thus increasing trips in all modes, including vehicular trips.
- **Daily Home-Based VMT per capita** for the 2019 Existing scenario is higher than all Build scenarios, with the 2045 Build-Low scenario resulting in the lowest VMT per population.
    - In the 2045 Build scenarios, Node 7 (Lincoln) observes a great reduction in the length of home-based VMT trips when compared with the 2019 Existing, 2045 No Build, and 2045 Build-Low scenarios
    - The likely reason for the reduction in home-based VMT per capita is that increasing housing and employment densities has potential to decrease home-based vehicular trip length. As a note, it is likely that the decrease in home-based vehicular trip length is associated with the mode shift away from automobile trips to transit and non-motorized trips.
- **Daily Non-Home-Based VMT** for each of the nodes increases greatly in the 2045 scenarios compared to the 2019 Existing scenario, and is the greatest in the 2045 TOD scenarios, with the 2045 Build-Full TOD scenario experiencing the greatest amount of daily non-home-based VMT
    - The likely reason for the greatest daily non-home-based VMT occurring in the 2045 TOD scenarios is directly related to the increase in housing and employment densities along the corridor, thus increasing trips in all modes, including vehicular trips.
- **Daily Non-Home-Based VMT per employee** the 2019 Existing scenario is lower than the 2045 Build scenarios, with the 2045 Build scenarios slightly lower on average than the 2045 No Build scenario
    - The combined average of Non-Home-VMT per employee is lower in the 2045 TOD scenarios than in the 2045 No Build and 2045 Build-Low scenarios by 0.2 to 0.4 miles
    - The likely reason for the lower non-home-based VMT per employee in the 2045 TOD scenarios when compared with the 2045 No Build scenario is due to density of housing and employment.

Table 12 – Average Daily Land Use Node Vehicle Miles Traveled

Metric	Land Use Node	2019	2045			
		Existing	No Build	Build-Low	Build-Half TOD	Build-Full TOD
Daily VMT (Drive Alone + Shared Ride)	Node 1 - Ruby North Bank*	146,589	160,452	158,116	179,925	181,147
	Node 2 - Foothills*	23,173	30,419	30,011	33,953	34,657
	Node 3 - Empire/Garland*	9,133	11,913	11,826	13,618	14,431
	Node 4 – Northtown	89,579	108,581	107,254	102,756	104,539
	Node 5 - Rowan*	66,315	81,995	81,283	79,395	81,803
	Node 6 - Francis/Lyons	42,161	46,214	46,035	47,096	72,711
	Node 7 - Lincoln*	41,301	65,014	64,836	70,564	74,561
	Node 8 - The Y	73,217	81,049	80,444	89,166	84,455
	Node 9 - Whitworth*	18,489	22,220	22,158	24,618	24,858
	Node 10 - Mead*	32,018	41,933	41,820	57,112	65,517
	Node 11 - Hastings	67,124	85,568	85,223	98,691	109,173
	Node 12 - Nevada Junction	36,763	28,352	28,264	26,414	62,834
	Combined Average	**645,860**	**763,710**	**757,270**	**823,309**	**910,687**
Daily VMT per Service Population (Drive Alone + Shared Ride) (Population + Employment)	Node 1 - Ruby North Bank*	27.1	23.9	23.5	22.7	22.8
	Node 2 - Foothills*	44.1	44.7	44.1	28.8	29.4
	Node 3 - Empire/Garland*	18.0	19.6	19.5	15.7	16.6
	Node 4 – Northtown	48.3	53.8	53.1	49.8	40.9
	Node 5 - Rowan*	26.7	27.0	26.7	25.1	25.8
	Node 6 - Francis/Lyons	24.7	25.2	25.1	25.2	25.5
	Node 7 - Lincoln*	40.9	50.1	50.0	34.2	36.1
	Node 8 - The Y	36.9	37.6	37.3	40.3	33.2
	Node 9 - Whitworth*	21.5	23.4	23.4	22.3	22.5
	Node 10 - Mead*	77.5	83.2	83.0	33.8	38.8
	Node 11 - Hastings	52.4	49.7	49.5	51.9	38.9
	Node 12 - Nevada Junction	48.5	44.1	44.0	47.3	27.5
	Combined Average	**34.4**	**34.4**	**34.2**	**30.9**	**29.3**
Daily Home-Based VMT (Drive Alone + Shared Ride)	Node 1 - Ruby North Bank*	19,530	25,143	24,755	27,049	26,972
	Node 2 - Foothills*	432	418	415	2,818	2,866
	Node 3 - Empire/Garland*	2,308	2,286	2,272	3,986	4,044
	Node 4 – Northtown	0	0	0	0	1,078
	Node 5 - Rowan*	910	962	954	1,234	1,216
	Node 6 - Francis/Lyons	7,112	7,255	7,188	7,895	10,279
	Node 7 - Lincoln*	3,625	3,637	3,625	6,197	6,153
	Node 8 - The Y	2,872	3,342	3,304	3,183	5,746
	Node 9 - Whitworth*	4,116	4,455	4,432	5,187	5,218
	Node 10 - Mead*	0	0	0	13,013	12,844
	Node 11 - Hastings	0	0	0	0	12,073
	Node 12 - Nevada Junction	0	0	0	0	9,986
	Combined Average	**40,904**	**47,499**	**46,945**	**70,563**	**98,475**
Daily Home-Based VMT per Capita (Drive Alone + Shared Ride) (Population)	Node 1 - Ruby North Bank*	11.6	9.1	9.0	8.9	8.8
	Node 2 - Foothills*	6.1	5.9	5.8	6.3	6.4
	Node 3 - Empire/Garland*	6.7	6.5	6.5	6.4	6.5
	Node 4 – Northtown	0.0	0.0	0.0	0.0	2.2
	Node 5 - Rowan*	5.9	5.9	5.9	6.1	6.0
	Node 6 - Francis/Lyons	7.2	7.1	7.0	7.8	6.7
	Node 7 - Lincoln*	18.1	18.2	18.1	10.6	10.6
	Node 8 - The Y	6.7	7.0	6.9	6.9	7.1
	Node 9 - Whitworth*	7.6	8.1	8.1	8.0	8.0
	Node 10 - Mead*	0.0	0.0	0.0	11.6	11.5
	Node 11 - Hastings	0.0	0.0	0.0	0.0	13.3
	Node 12 - Nevada Junction	0.0	0.0	0.0	0.0	9.2
	Combined Average	**9.3**	**8.5**	**8.4**	**8.7**	**8.6**

Metric	Land Use Node	2019	2045			
		Existing	No Build	Build-Low	Build-Half TOD	Build-Full TOD
Daily Non-Home-Based Vehicle VMT (Drive Alone + Shared Ride)	Node 1 - Ruby North Bank*	36,188	39,540	39,260	46,364	46,337
	Node 2 - Foothills*	12,156	16,408	16,320	17,636	18,106
	Node 3 - Empire/Garland*	2,834	3,737	3,721	4,332	4,486
	Node 4 – Northtown	45,402	54,866	54,388	53,465	52,997
	Node 5 - Rowan*	17,560	21,208	21,029	21,759	21,599
	Node 6 - Francis/Lyons	17,324	19,289	19,222	19,746	31,695
	Node 7 - Lincoln*	16,833	23,485	23,413	31,118	31,068
	Node 8 - The Y	29,113	33,393	33,041	34,312	33,198
	Node 9 - Whitworth*	5,650	7,337	7,304	7,450	7,784
	Node 10 - Mead*	15,550	21,671	21,583	26,518	26,561
	Node 11 - Hastings	30,678	38,910	38,701	44,349	44,185
	Node 12 - Nevada Junction	14,294	11,356	11,283	10,872	20,207
	Combined Average	**243,581**	**291,200**	**289,262**	**317,922**	**338,222**
Daily Non-Home-Based Vehicle VMT per Employee (Drive Alone + Shared Ride) (Employement)	Node 1 - Ruby North Bank*	9.7	10.0	9.9	9.5	9.5
	Node 2 - Foothills*	26.7	26.9	26.8	24.1	24.8
	Node 3 - Empire/Garland*	17.7	14.4	14.4	17.4	18.0
	Node 4 – Northtown	24.5	27.2	26.9	25.9	25.6
	Node 5 - Rowan*	7.5	7.4	7.3	7.3	7.3
	Node 6 - Francis/Lyons	24.2	23.7	23.6	22.9	24.0
	Node 7 - Lincoln*	20.8	21.4	21.3	21.0	20.9
	Node 8 - The Y	18.7	19.9	19.7	19.6	19.1
	Node 9 - Whitworth*	17.8	18.3	18.2	16.4	17.2
	Node 10 - Mead*	37.7	43.0	42.8	46.4	46.5
	Node 11 - Hastings	24.0	22.6	22.5	23.3	23.3
	Node 12 - Nevada Junction	18.9	17.7	17.5	19.4	16.9
	Combined Average	**16.9**	**17.6**	**17.4**	**17.2**	**17.3**

*Included in Half TOD scenario

An associated metric of shared ride auto occupancy was calculated along with the land use nodes. **Table 13** summarizes the daily shared-ride auto occupancy values for each of the nodes. A complete land use node performance summary is included in **Attachment B**. As detailed in **Table 13**:

- Daily Shared Ride auto occupancy for the 2019 Existing scenario is slightly higher than all Build scenarios, and relatively consistent between all Build scenarios.
  - This result is likely due to the shared ride auto trips in the future being converted to transit or non-motorized trips within the system

Table 13 – Average Daily Shared Ride Auto Occupancy by Node

Metric	Land Use Node	2019	2045			
		Existing	No Build	Build-Low	Build-Half TOD	Build-Full TOD
Shared Ride Auto Occupancy	Node 1 - Ruby North Bank	2.31	2.30	2.31	2.30	2.30
	Node 2 - Foothills	2.49	2.50	2.50	2.42	2.42
	Node 3 - Empire/Garland	2.26	2.30	2.30	2.25	2.28
	Node 4 - Northtown	2.46	2.46	2.46	2.46	2.45
	Node 5 - Rowan	2.29	2.27	2.27	2.25	2.27
	Node 6 - Francis/Lyons	2.38	2.38	2.38	2.39	2.39
	Node 7 - Lincoln	2.42	2.38	2.37	2.39	2.41
	Node 8 - The Y	2.41	2.42	2.41	2.39	2.39
	Node 9 - Whitworth	2.31	2.34	2.31	2.29	2.29
	Node 10 - Mead	2.45	2.46	2.46	2.29	2.35
	Node 11 - Hastings	2.40	2.39	2.39	2.41	2.37
	Node 12 - Nevada Junction	2.42	2.41	2.41	2.43	2.33
	Combined Average	**2.37**	**2.36**	**2.36**	**2.34**	**2.35**

4 CONCLUSION

This technical memorandum details scenario comparisons using the SRTC model as the primary tool for analysis. In Section 3 of this memorandum, detailed performance metrics were primarily related to regional travel performance, mode shares, transit ridership, travel times and speeds, regional north-south travel comparisons, and location-based travel analysis. Notable analysis includes:

Regional Travel Statistics

- When comparing the 2045 No Build scenario to the 2019 Existing scenario, there is an increase of VMT, VHT, and VHD in the Spokane Region and project study area.
- When comparing the 2045 Build scenarios with the 2045 No Build scenario, there is relatively no change in regional statistics, yet the study area results in a decrease of VMT, VHT, and VHD for all build scenarios between 2 and 8 percent.

Flow Bundle Analysis

- For each of the segment locations, both the AM and PM peak periods show little traffic coming from/going eastbound on I-90, because within the model it is more efficient in 2045 to utilize the future NSC for this movement.
- *Full Corridor Travel (Division Street/Ruby Street between Spokane River and Hastings Road)*: While there is vehicular traffic which completes the full length of trip along Division Street, it is still a minimal number of vehicles when compared with select location trips
- *NSC Travel:* A significant amount of traffic from north Spokane (north of Francis Avenue) utilizes the NSC for travel to/from east and west of Spokane via I-90. Additional traffic to/from downtown Spokane via 2nd Avenue utilizes the NSC for travel through the region.

Regional Travel Congestion

- The 2045 Build scenarios present similar congestion levels across the region as the 2045 No Build scenario, with minor additional congestion on parallel arterials west of Division Street.
- The 2045 Build scenarios show a slight increase in congestion on Division Street north of Lincoln Road.

Regional Mode Split

- Drive alone and shared-ride vehicular trips encompass most of the trips in the region.
- The 2045 Build scenarios increase the total number of daily transit trips compared to the 2045 No Build scenario.
- The 2045 Build scenarios increase the total number of daily non-motorized trips compared to the 2045 No Build scenario.

Transit Ridership

- The 2045 No Build scenario, which reflects baseline transit service in the 2019 model, observes an increase in ridership of approximately 24 percent compared to the 2019 Existing scenario.
- The 2045 Build scenarios observe an increase in ridership of between 29 percent and 32 percent compared to the 2045 No Build scenario.
- Both the 2045 Build-Low and 2045 Build-Half TOD scenarios perform similarly with respect to total growth in ridership, with the 2045 Build-Full TOD seeing the lowest increase in ridership among the 2045 Build scenarios

Travel Time and Speed

- The 2045 No Build scenario average travel times for the corridor are similar to the 2019 Existing scenario travel times, and the 2045 No Build scenario average travel speeds for the corridor are equal to or slightly greater than the 2019 Existing scenario speeds.
- The 2045 Build scenarios travel speeds are slightly less than the 2045 No Build scenario travel speed, with

the 2045 TOD scenarios operating at the lowest speeds overall

- The travel times and speeds remain relatively unchanged between the 2045 scenarios in comparison with the 2019 Existing scenario.
- Another general conclusion that can be made is that the speeds in the AM peak hour are typically faster than the PM peak hour for all segments and scenarios in both the northbound and southbound directions.

Screenline Comparison

- *Total Screenlines with NSC:* In the 2045 No Build scenario, the overall north-south travel in the region grows by an average of 35 percent compared to the 2019 Existing scenario, and the 2045 Build scenarios show a roughly one percent reduction compared to the 2045 No Build scenario.
- *Total Screenlines without NSC (meaning excluding the NSC from the total summary of volumes):* In the 2045 No Build scenario, the overall north-south travel on the combined parallel arterials declines by a combined 10 percent compared to the 2019 Existing scenario. When comparing the 2045 Build scenarios to the 2045 No Build scenario, the overall north-south travel in the region for all scenarios is forecast to lead to a further reduction in trips.
- *Total Screenlines without NSC and without parallel arterials (meaning Division Street/Ruby Street only):* In the 2045 No Build scenario, the overall average daily north-south traffic on Division Street/Ruby Street is 7 percent lower than in the 2019 Existing scenario. In the 2045 Build scenarios Division Street/Ruby Street traffic is reduced by an average of 15-17 percent compared to the 2045 No Build scenario.
- Average daily vehicle trips in the 2045 Build scenarios reduces on all screenlines by an average of 21 to 23%, where average daily person trips in the 2045 Build scenarios reduce on all screenlines by an average of 15 to 17%, leading to the conclusion that there is a mode shift away from vehicles and into transit and non-motorized modes along the Division Street corridor.

Land Use Node Travel Analysis

- **Daily VMT** for each of the nodes increases greatly in the 2045 scenarios compared to the 2019 Existing scenario, and is the greatest in the 2045 TOD scenarios, with the 2045 Build-Full TOD scenario experiencing the greatest amount of daily VMT.
- **Daily VMT per service population** (household population + hotel population + employment) for 2019 is similar to the 2045 No Build and Build scenarios resulting in lower VMT per service population. The combined average of VMT per Service Population is lower in the 2045 Build-Half TOD and 2045 Build-Full TOD scenarios than in the 2045 No Build and 2045 Build-Low scenarios
- **Daily Home-Based VMT** for each of the nodes increases greatly in the 2045 scenarios compared to the 2019 Existing scenario, and is the greatest in the 2045 TOD scenarios, with the 2045 Build-Full TOD scenario experiencing the greatest amount of daily home-based VMT
- **Daily Home-Based VMT per capita** for the 2019 Existing scenario is higher than all Build scenarios, with the 2045 Build-Low scenario resulting in the lowest VMT per population.
- **Daily Non-Home-Based VMT** for each of the nodes increases greatly in the 2045 scenarios compared to the 2019 Existing scenario, and is the greatest in the 2045 TOD scenarios, with the 2045 Build-Full TOD scenario experiencing the greatest amount of daily non-home-based VMT
- **Daily Non-Home-Based VMT per employee** the 2019 Existing scenario is lower than the 2045 Build scenarios, with the 2045 Build scenarios lower on average than the 2045 No Build scenario. The combined average of Non-Home-VMT per employee is lower in the 2045 TOD scenarios than in the 2045 No Build and 2045 Build-Low scenarios.
- Daily Shared Ride auto occupancy for the 2019 Existing scenario is slightly higher than all Build scenarios, and relatively consistent between all 2045 Build scenarios.

ATTACHMENT A – LAND USE NODE FIGURES

ATTACHMENT B – SUPPORT FIGURES

Figure B1: No Build versus Low Average Daily Traffic Flows (No Build Minus Low)

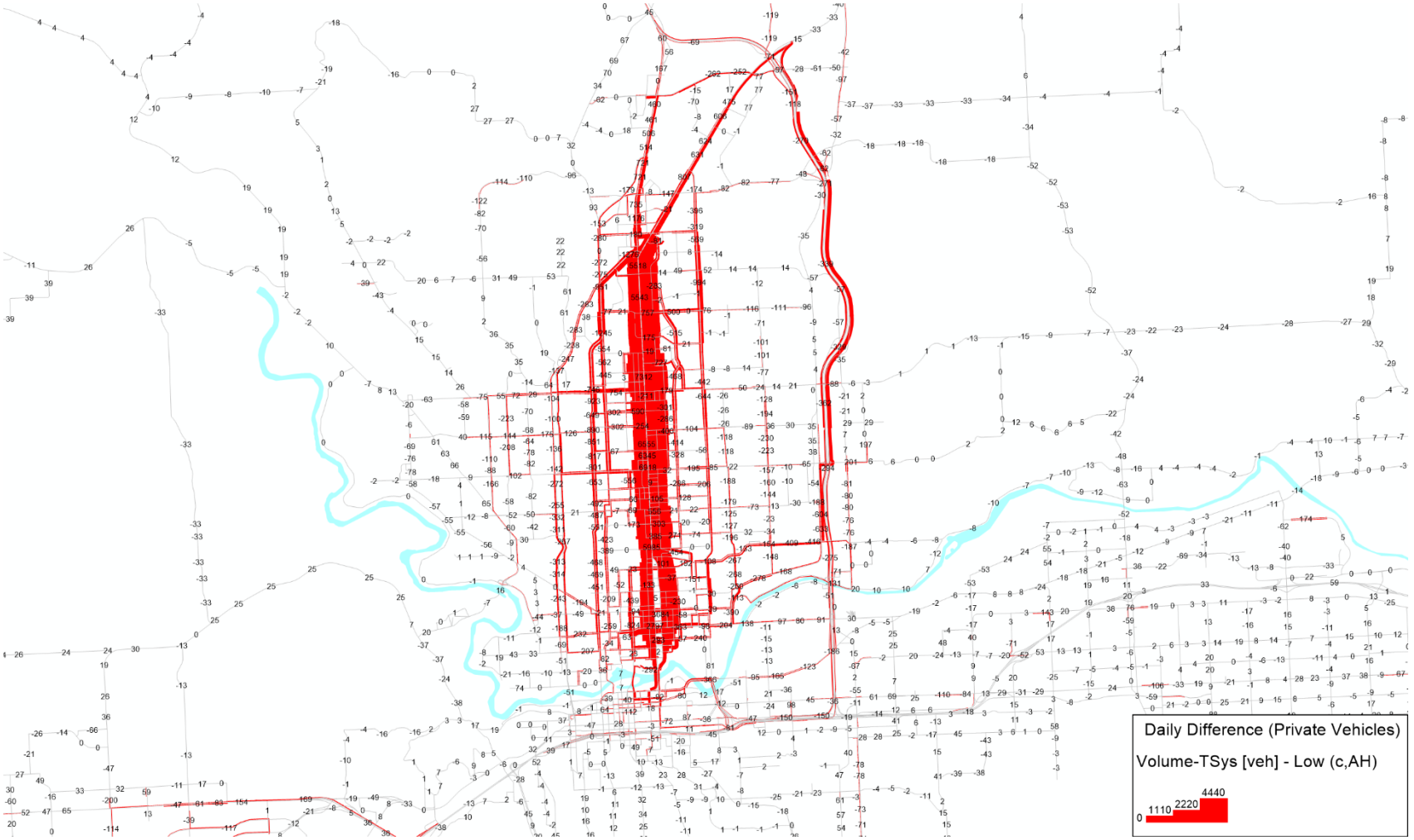


Figure B2: No Build versus Half-TOD Average Daily Traffic Flows (No Build Minus Half-TOD)

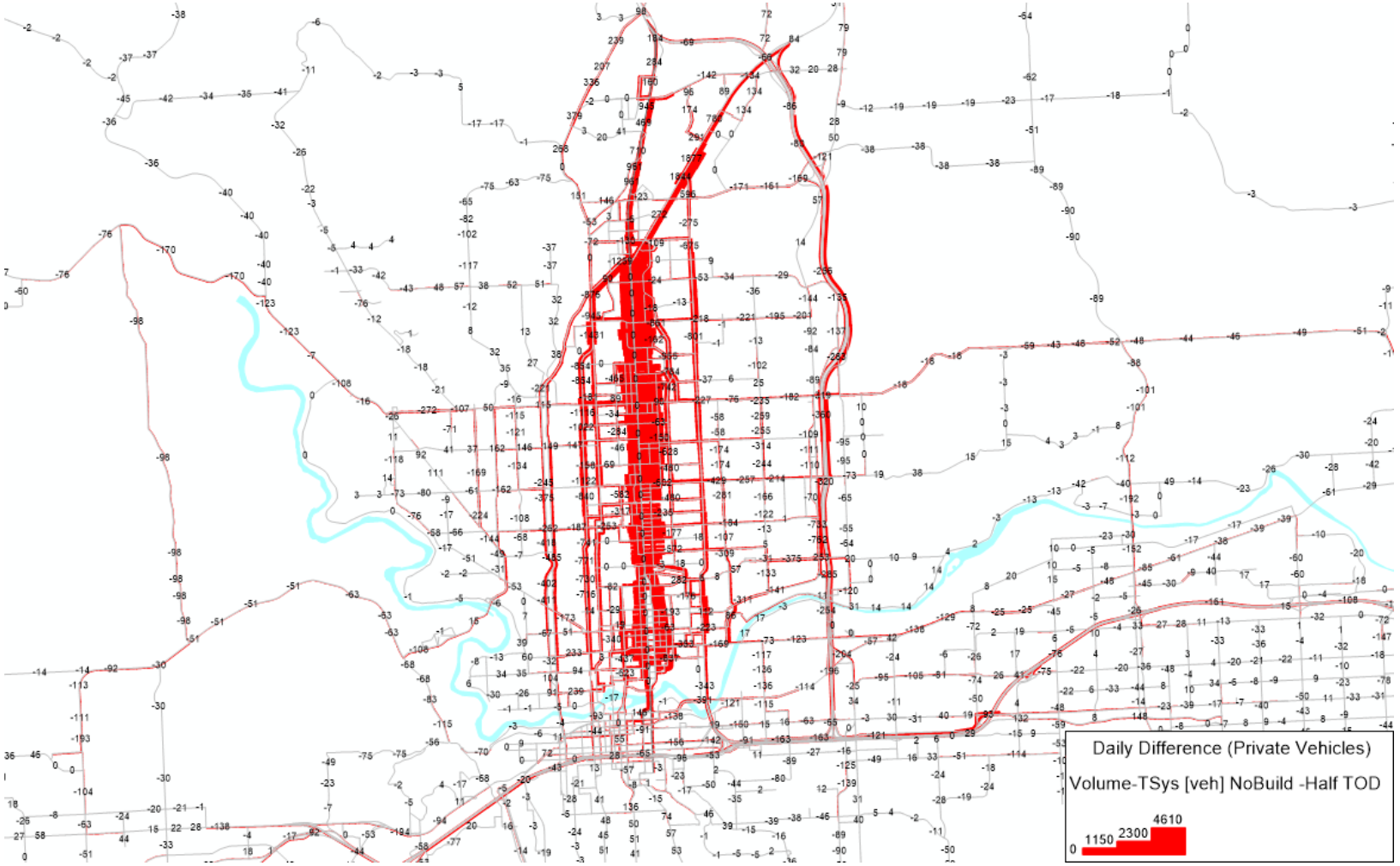


Figure B3: No Build versus Full TOD Average Daily Traffic Flows (No Build Minus Full TOD)

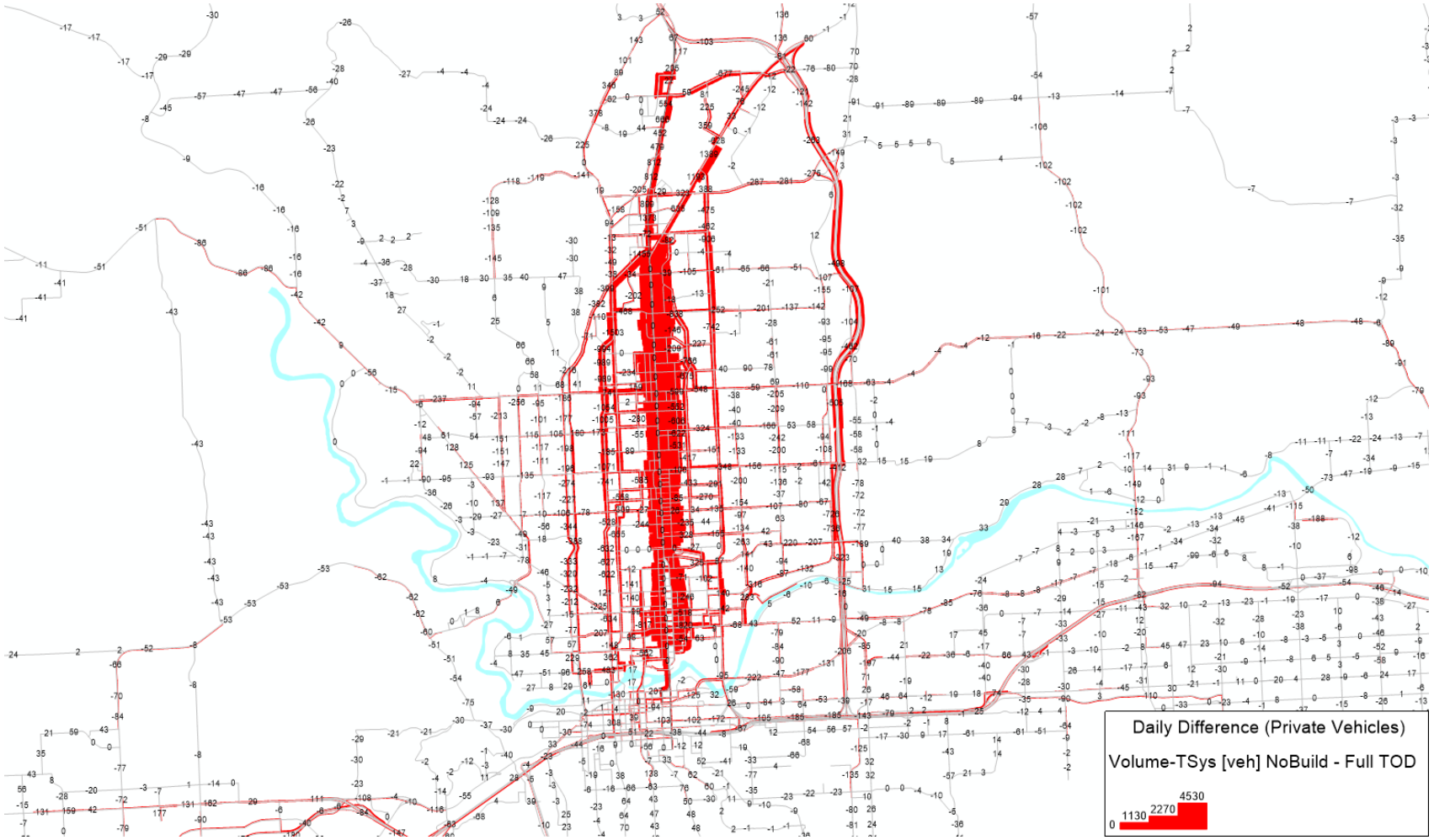


Figure B4: No Build AM Peak Period Flow Bundle for Segment 2 (North of Mission Avenue)

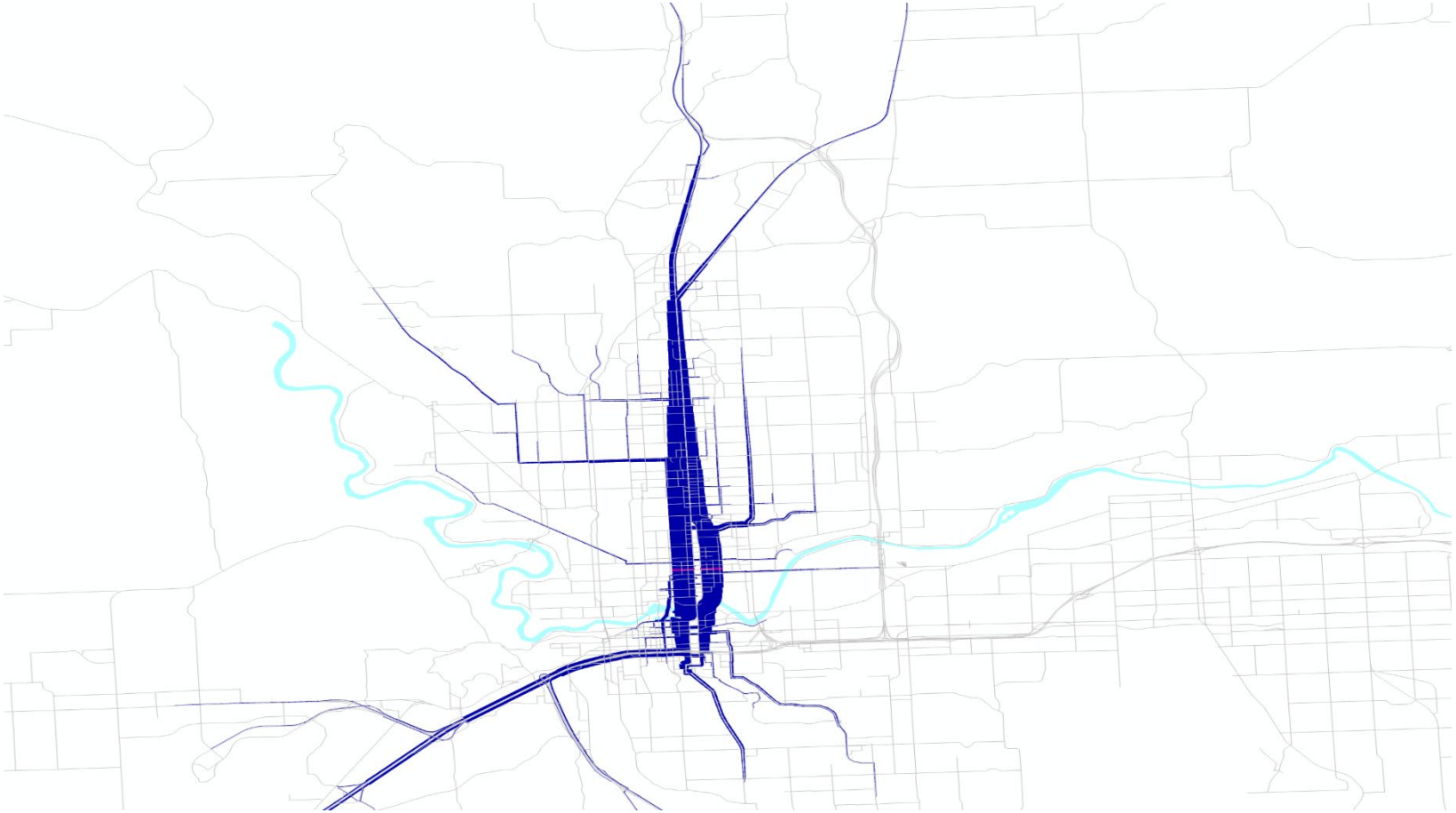


Figure B5: No Build PM Peak Period Flow Bundle for Segment 2 (North of Mission Avenue)

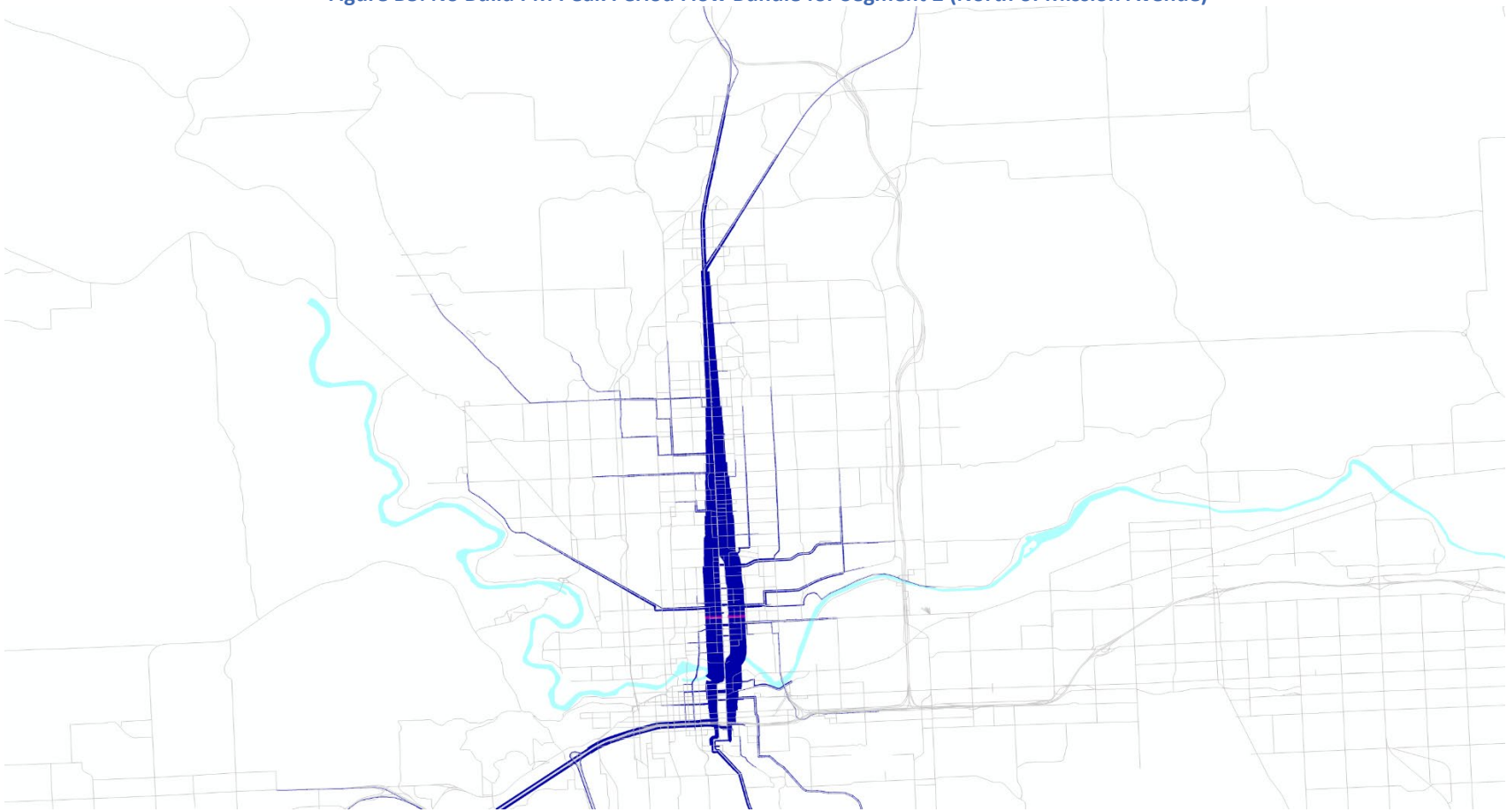


Figure B6: No Build AM Peak Period Flow Bundle for Segment 3 (North of Empire Avenue/Garland Avenue)

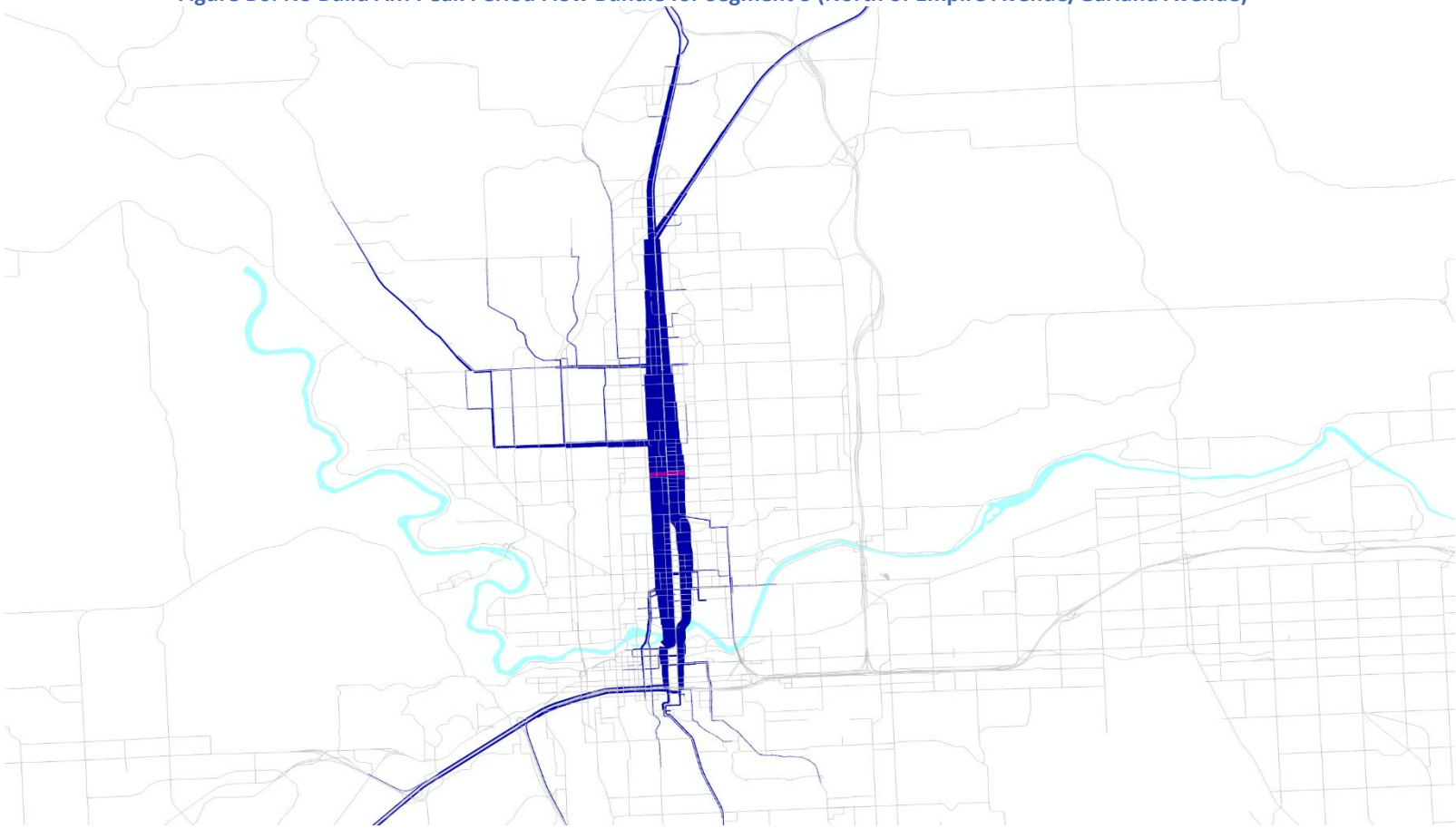


Figure B7: No Build PM Peak Period Flow Bundle for Segment 3 (North of Empire Avenue/Garland Avenue)



Figure B8: No Build AM Peak Period Flow Bundle for Segment 4 (South of Lincoln Road)



Figure B9: No Build PM Peak Period Flow Bundle for Segment 4 (South of Lincoln Road)



Figure B10: No Build AM Peak Period Flow Bundle for Segment 5 (North of Hawthorne Road)



Figure B11: No Build PM Peak Period Flow Bundle for Segment 5 (North of Hawthorne Road)



Figure B12: No Build AM Peak Period Flow Bundle for Full Corridor Travel (Spokane River to Hastings Road)

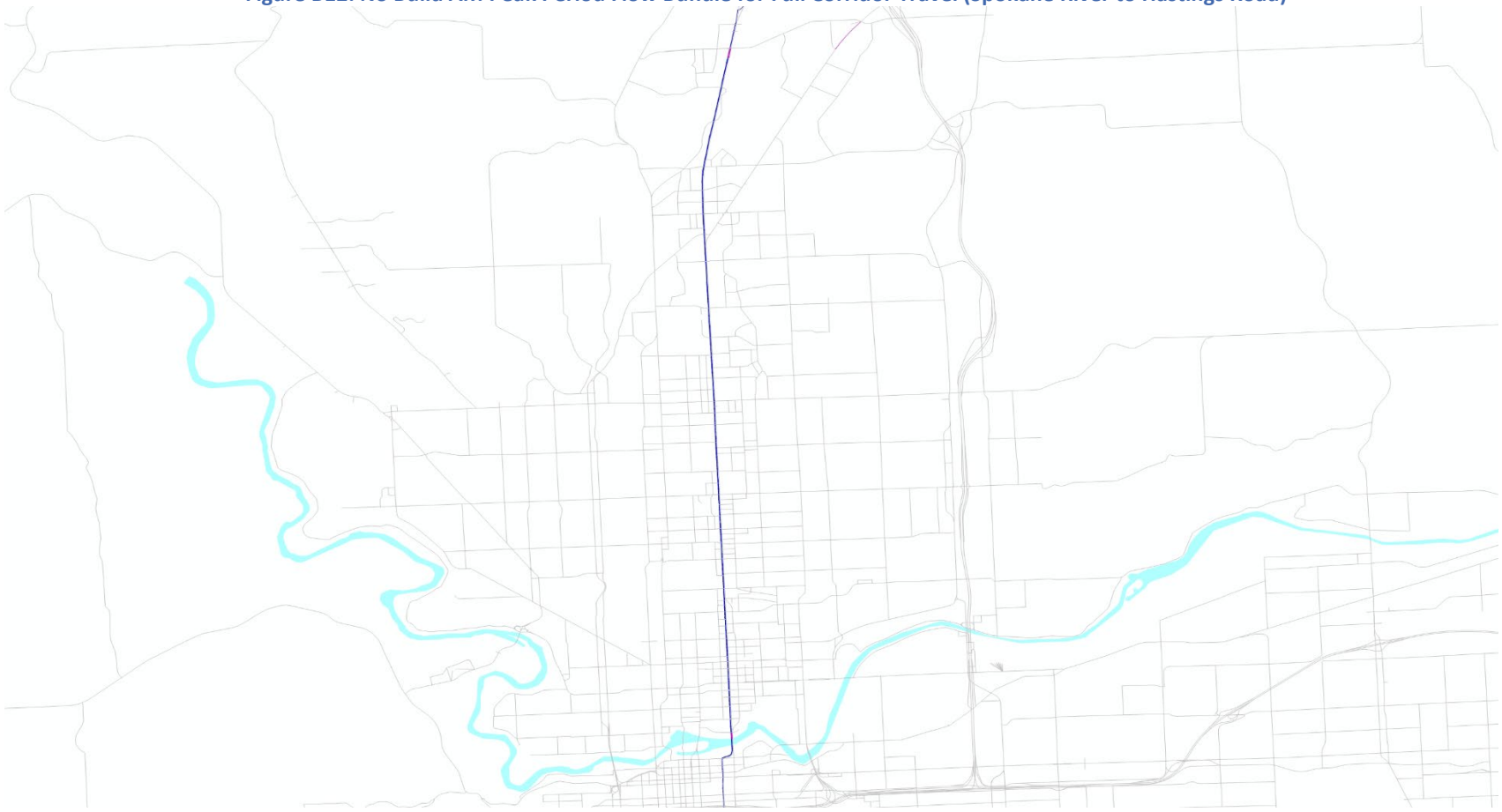


Figure B13: No Build PM Peak Period Flow Bundle for Full Corridor Travel (Spokane River to Hastings Road)

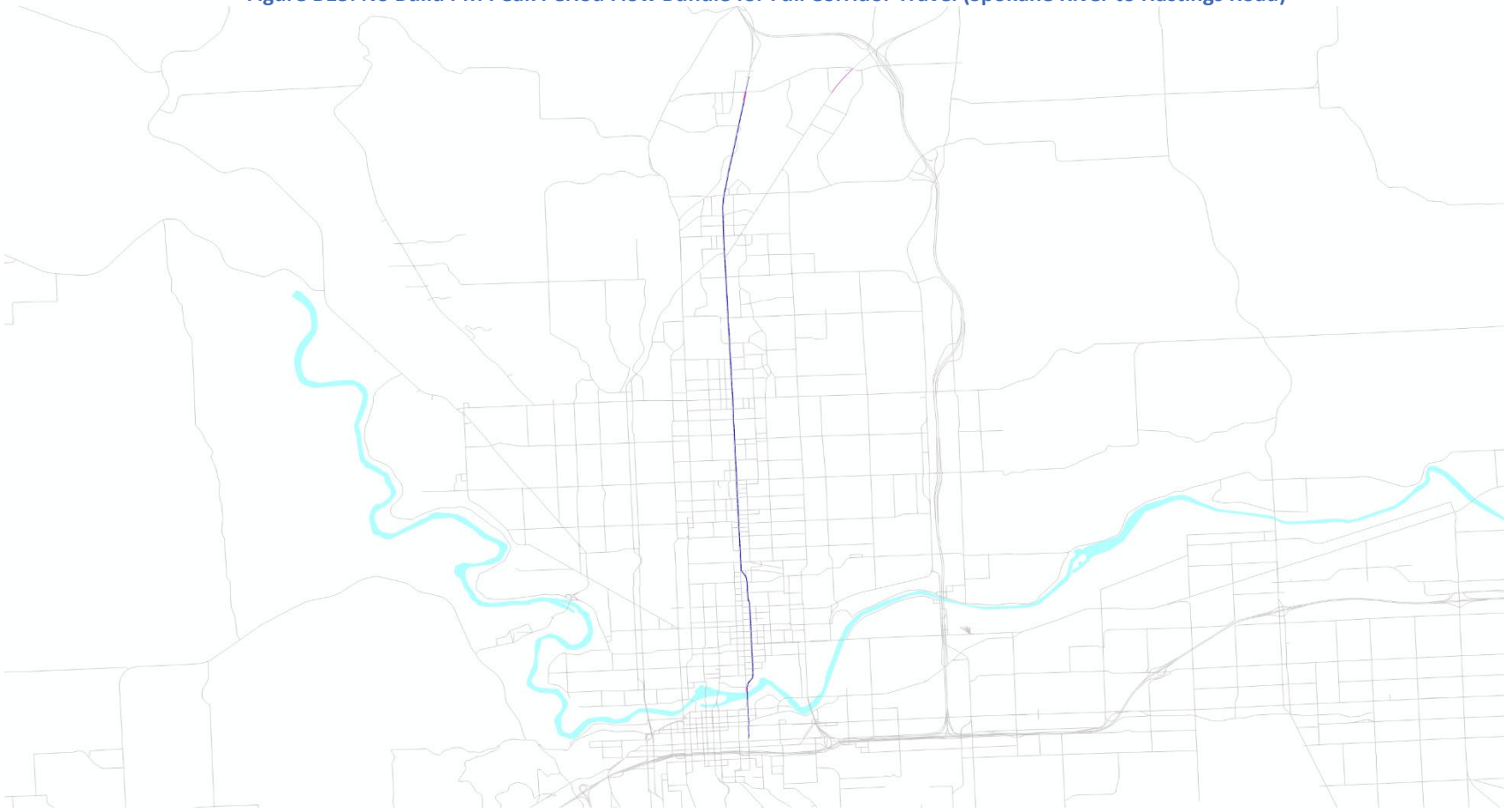


Figure B14: No Build AM Peak Period Flow Bundle for NSC Travel (South of Francis Avenue)

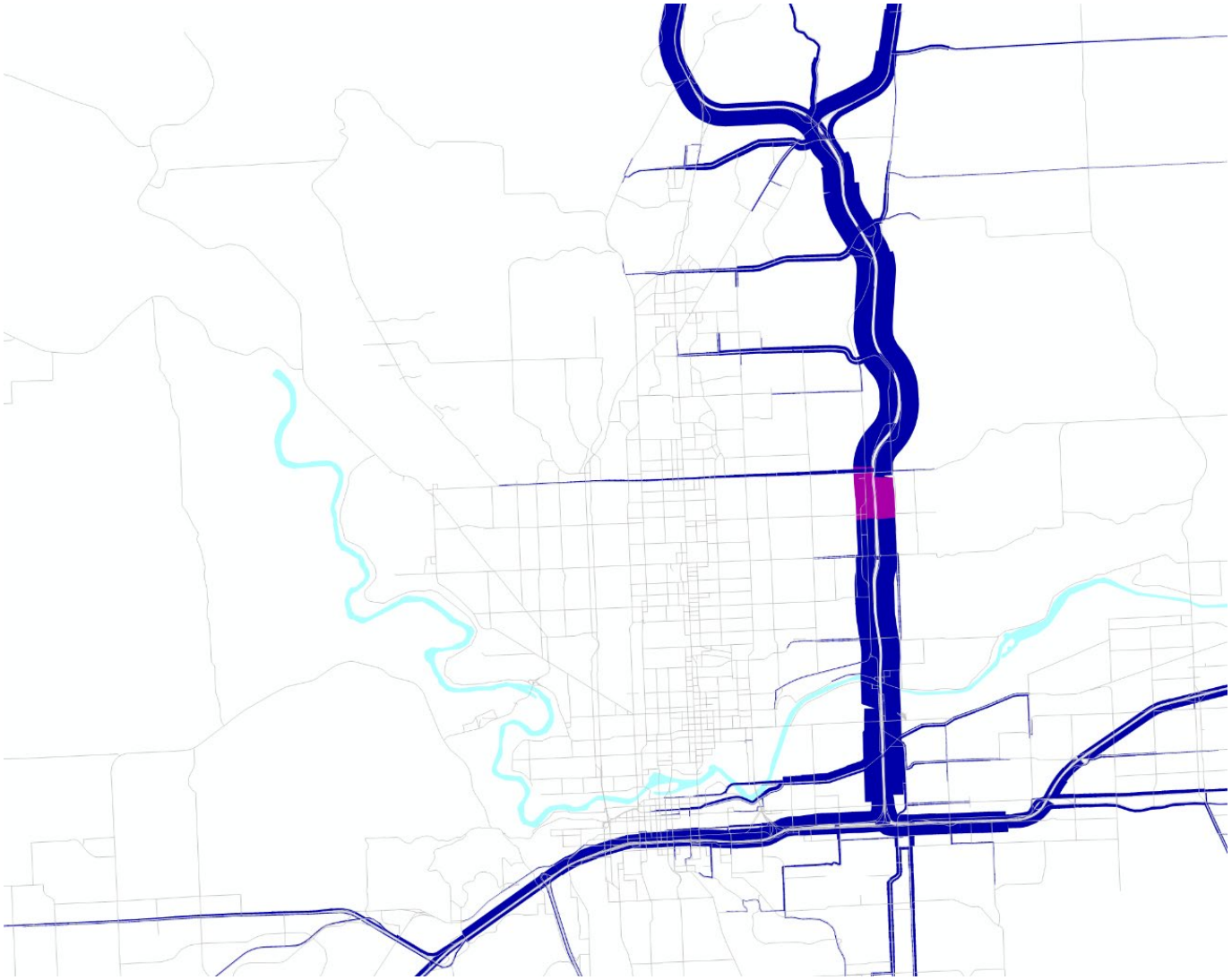


Figure B15: No Build PM Peak Period Flow Bundle for NSC Travel (South of Francis Avenue)

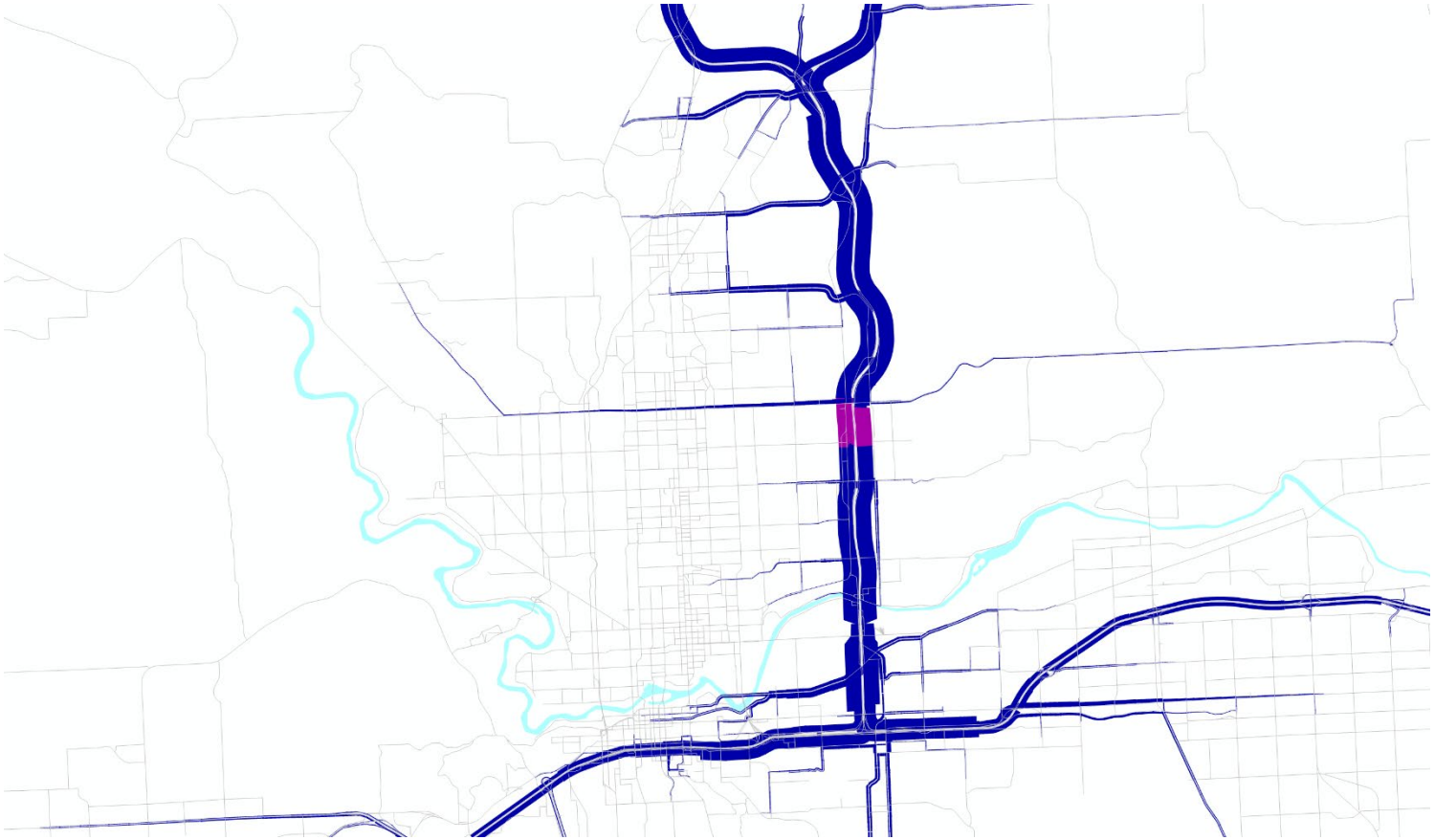


Figure B16: 2045 PM Peak Period Congestion – No Build Scenario

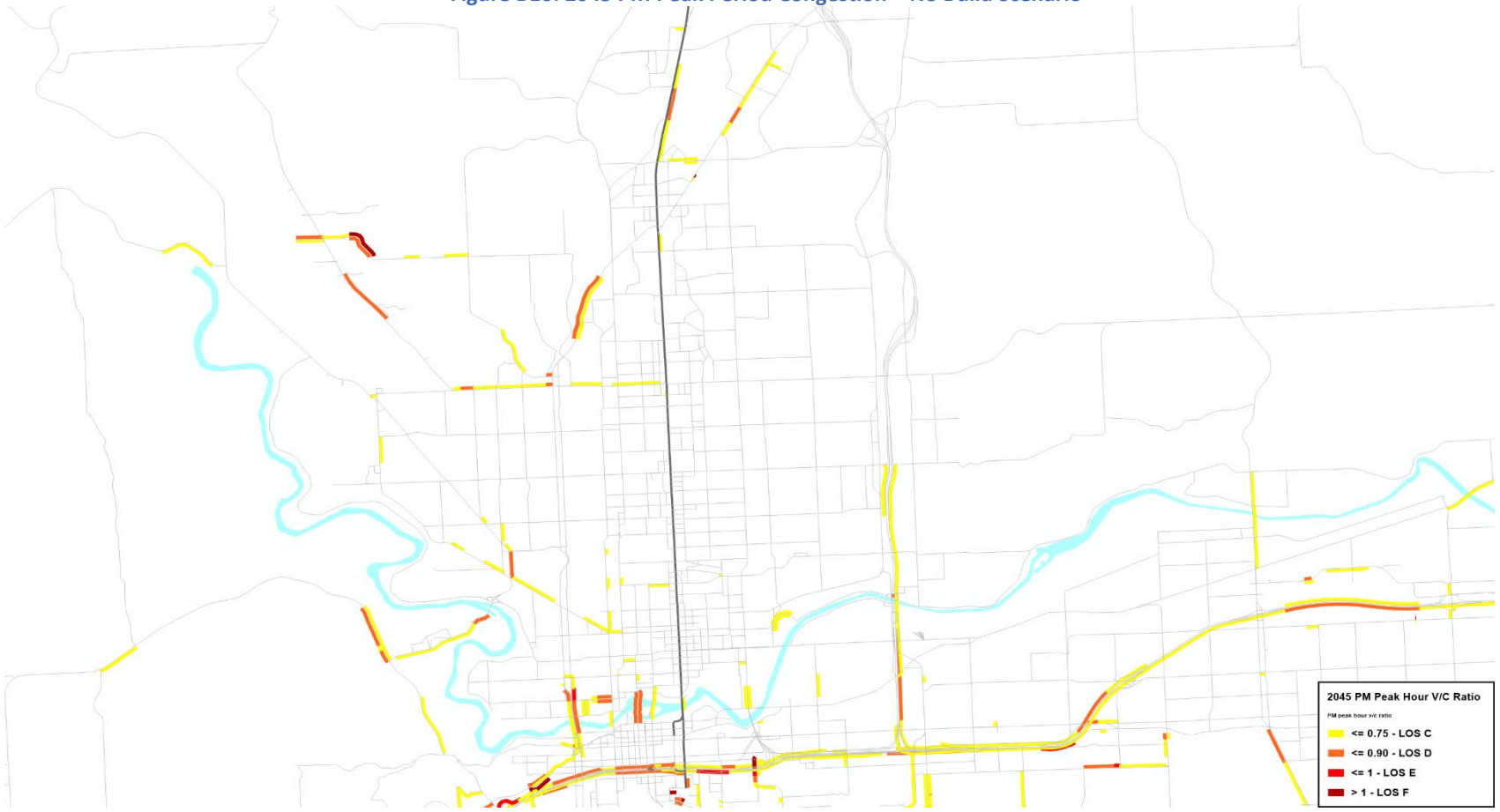


Figure B17: 2045 PM Peak Period Congestion –Low Scenario

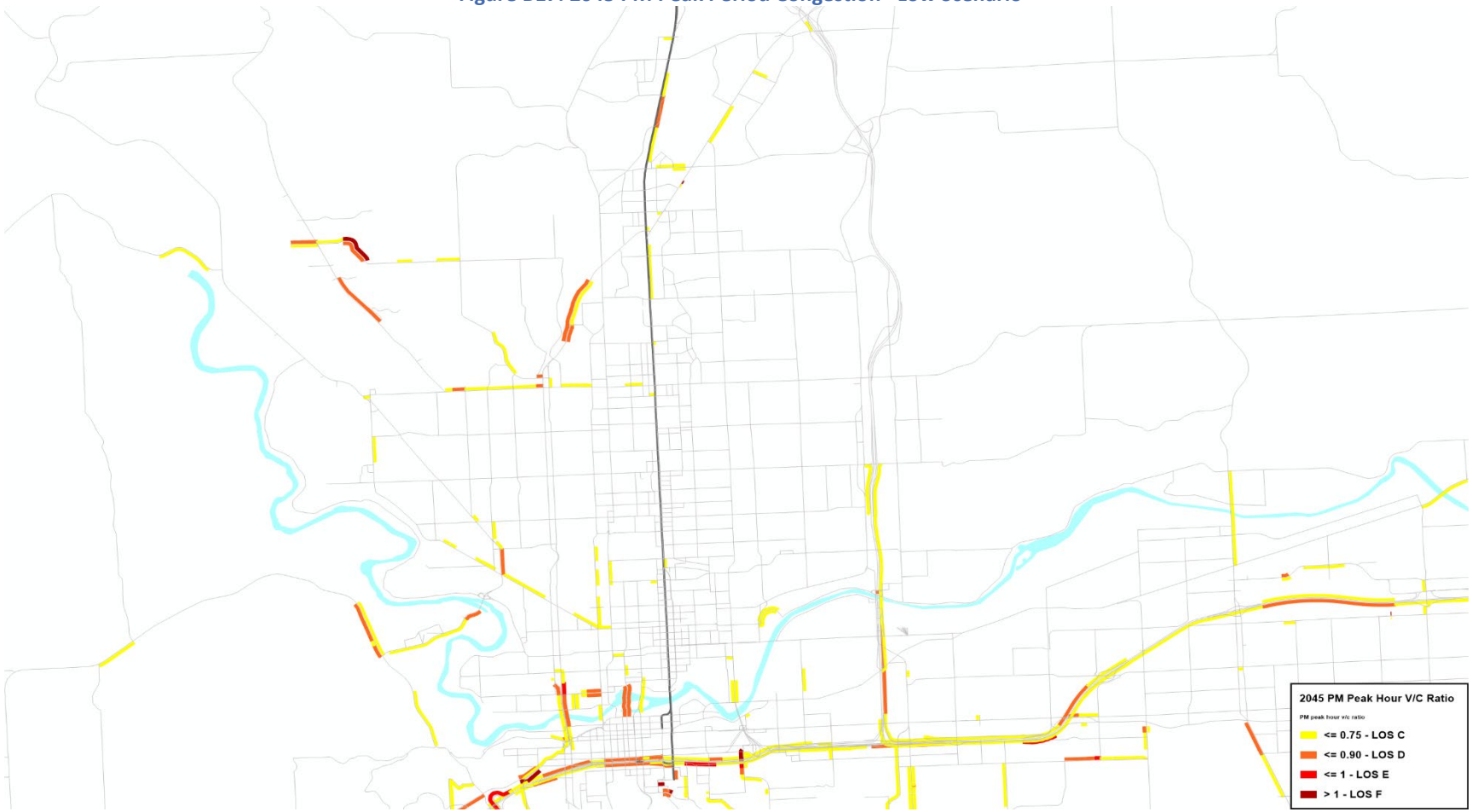


Figure B18: 2045 PM Peak Period Congestion – Half TOD Scenario

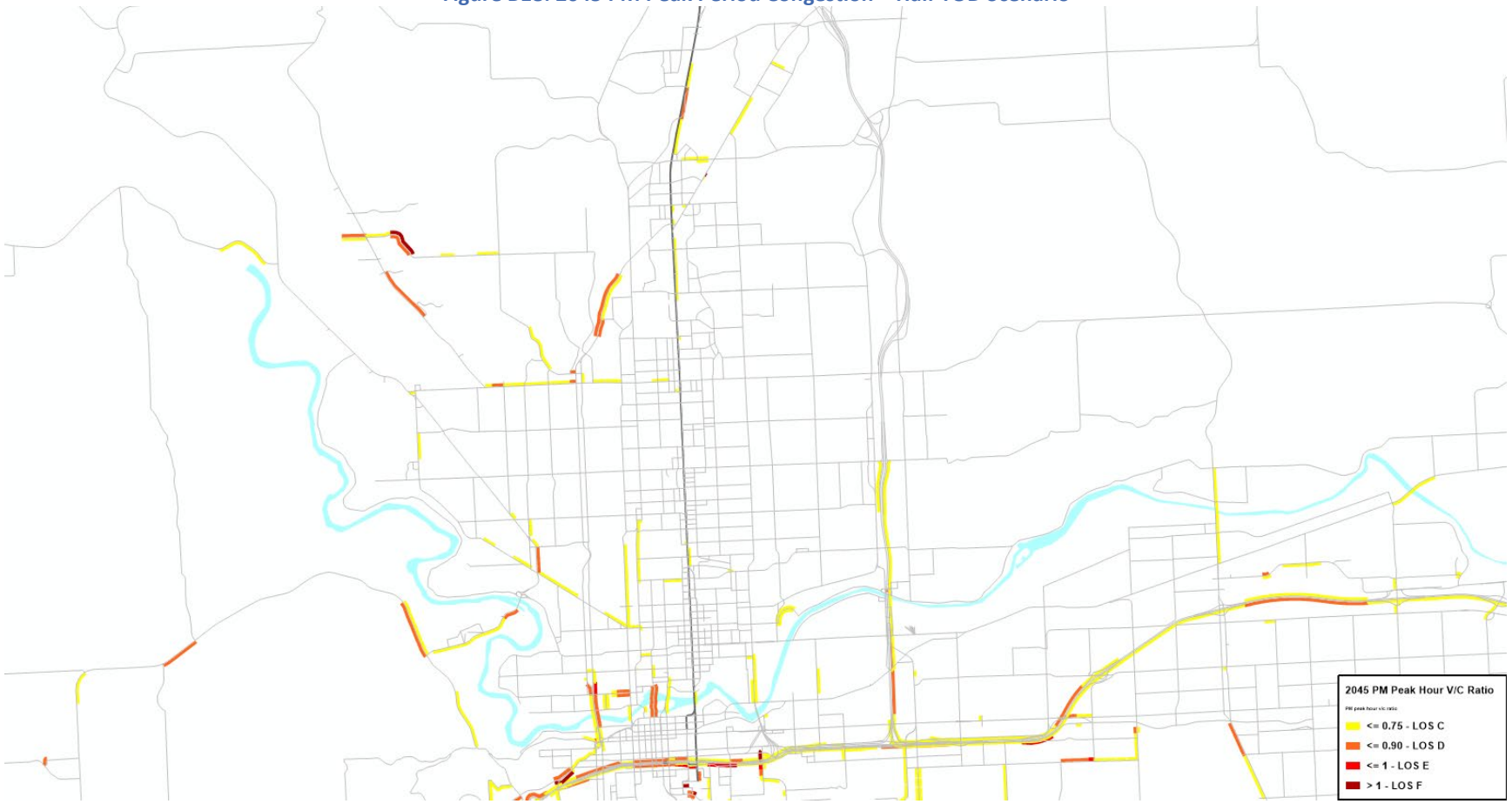
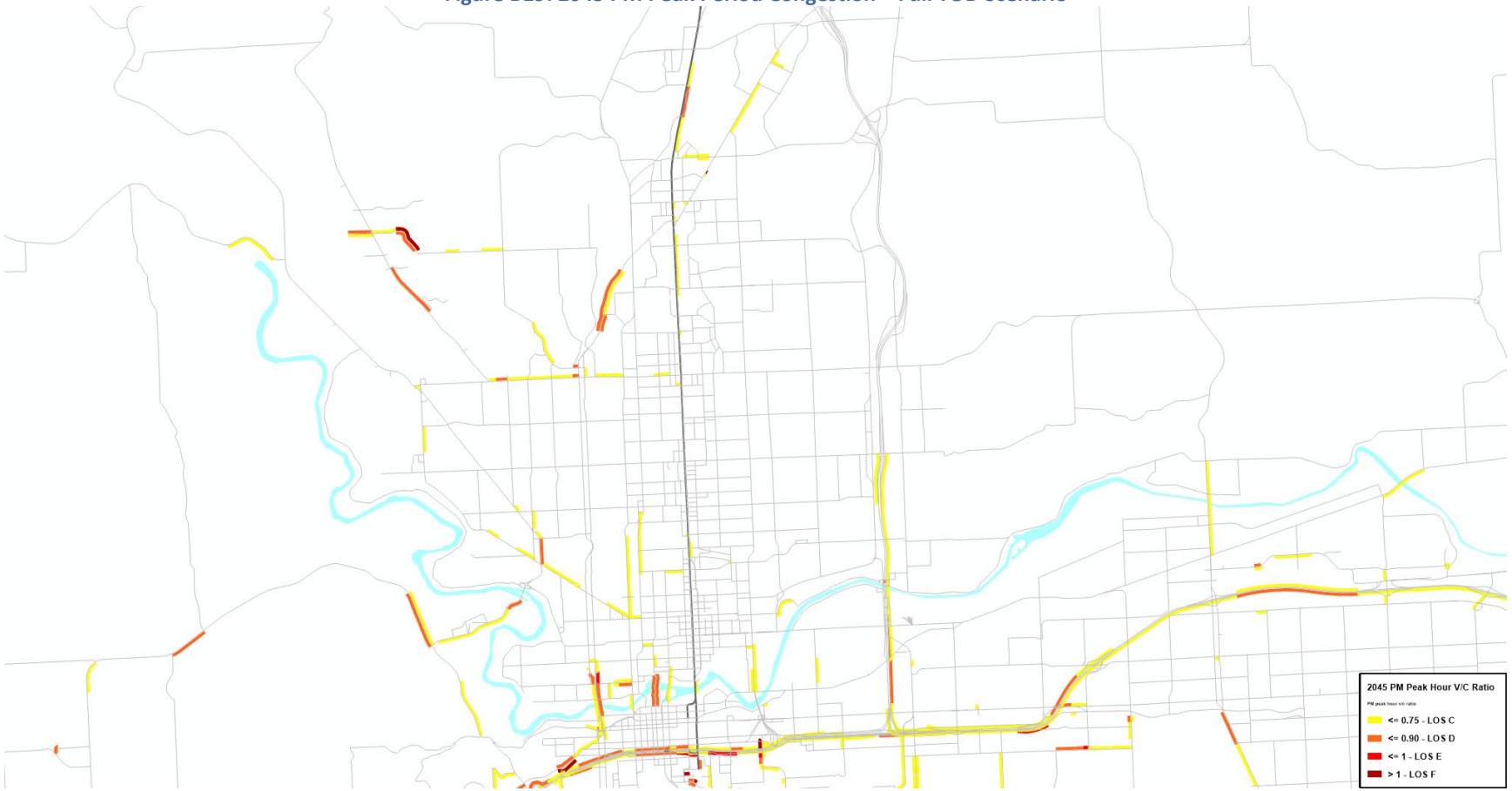


Figure B19: 2045 PM Peak Period Congestion – Full TOD Scenario



ATTACHMENT C –DETAILED SCREENLINE DATA

Table C1 – Detailed Average Daily Screenline Comparison

Description	Measure	2019	2045			
		Existing	No Build	Build-Low	Build-Half TOD	Build-Full TOD
TOTAL Screenline (With NSC)						
Daily ADT	South of Hawthorne Road	101,402	140,709	140,511	142,108	141,187
	Between Lincoln Road and Francis Avenue	123,317	164,553	162,342	165,148	162,922
	Between Wellesley Avenue and Garland Avenue	151,828	212,422	209,031	212,309	210,753
	Between Indiana Avenue and Maxwell Avenue	202,338	263,750	260,486	263,948	261,845
	Overall	578,885	781,434	772,370	783,513	776,707
AM Peak Period ADT	South of Hawthorne Road	19,473	26,915	26,950	27,102	27,095
	Between Lincoln Road and Francis Avenue	23,428	31,106	30,821	31,189	30,955
	Between Wellesley Avenue and Garland Avenue	30,134	41,386	40,759	41,359	41,150
	Between Indiana Avenue and Maxwell Avenue	39,996	51,491	50,842	51,677	51,442
	Overall	113,031	150,898	149,372	151,327	150,642
PM Peak Period ADT	South of Hawthorne Road	26,669	36,309	36,468	36,923	36,667
	Between Lincoln Road and Francis Avenue	32,546	43,341	42,828	43,613	42,998
	Between Wellesley Avenue and Garland Avenue	39,662	55,219	54,323	55,154	54,784
	Between Indiana Avenue and Maxwell Avenue	52,050	66,906	65,939	66,748	66,200
	Overall	150,927	201,775	199,558	202,438	200,649
Daily ADT Difference %	South of Hawthorne Road		39%	0%	1%	0%
	Between Lincoln Road and Francis Avenue		33%	-1%	0%	-1%
	Between Wellesley Avenue and Garland Avenue		40%	-2%	0%	-1%
	Between Indiana Avenue and Maxwell Avenue		30%	-1%	0%	-1%
	Overall		35%	-1%	0%	-1%
AM Peak Period ADT Difference %	South of Hawthorne Road		38%	0%	1%	1%
	Between Lincoln Road and Francis Avenue		33%	-1%	0%	0%
	Between Wellesley Avenue and Garland Avenue		37%	-2%	0%	-1%
	Between Indiana Avenue and Maxwell Avenue		29%	-1%	0%	0%
	Overall		34%	-1%	0%	0%
PM Peak Period ADT Difference %	South of Hawthorne Road		36%	0%	2%	1%
	Between Lincoln Road and Francis Avenue		33%	-1%	1%	-1%
	Between Wellesley Avenue and Garland Avenue		39%	-2%	0%	-1%
	Between Indiana Avenue and Maxwell Avenue		29%	-1%	0%	-1%
	Overall		34%	-1%	0%	-1%
TOTAL Screenline (Without NSC)						

Description	Measure	2019	2045			
		Existing	No Build	Build-Low	Build-Half TOD	Build-Full TOD
Daily ADT	South of Hawthorne Road	88,984	83,021	81,848	83,143	82,453
	Between Lincoln Road and Francis Avenue	110,899	106,865	103,679	106,183	104,188
	Between Wellesley Avenue and Garland Avenue	151,828	128,565	124,435	127,400	125,959
	Between Indiana Avenue and Maxwell Avenue	202,338	179,893	175,890	179,039	177,051
	Overall	554,049	498,344	485,852	495,765	489,651
AM Peak Period ADT	South of Hawthorne Road	16,947	14,934	14,737	14,881	14,876
	Between Lincoln Road and Francis Avenue	20,902	19,125	18,608	18,968	18,736
	Between Wellesley Avenue and Garland Avenue	30,134	24,704	23,864	24,373	24,186
	Between Indiana Avenue and Maxwell Avenue	39,996	34,809	33,947	34,691	34,478
	Overall	107,979	93,572	91,156	92,913	92,276
PM Peak Period	South of Hawthorne Road	23,457	21,714	21,458	21,782	21,634
	Between Lincoln Road and Francis Avenue	29,334	28,746	27,818	28,472	27,965
	Between Wellesley Avenue and Garland Avenue	39,662	33,987	32,906	33,636	33,338
	Between Indiana Avenue and Maxwell Avenue	52,050	45,674	44,522	45,230	44,754
	Overall	144,503	130,121	126,704	129,120	127,691
Daily ADT Difference %	South of Hawthorne Road		-7%	-1%	0%	-1%
	Between Lincoln Road and Francis Avenue		-4%	-3%	-1%	-3%
	Between Wellesley Avenue and Garland Avenue		-15%	-3%	-1%	-2%
	Between Indiana Avenue and Maxwell Avenue		-11%	-2%	0%	-2%
	Overall		-10%	-3%	-1%	-2%
AM Peak Period ADT Difference %	South of Hawthorne Road		-12%	-1%	0%	0%
	Between Lincoln Road and Francis Avenue		-9%	-3%	-1%	-2%
	Between Wellesley Avenue and Garland Avenue		-18%	-3%	-1%	-2%
	Between Indiana Avenue and Maxwell Avenue		-13%	-2%	0%	-1%
	Overall		-13%	-3%	-1%	-1%
PM Peak Period ADT Difference %	South of Hawthorne Road		-7%	-1%	0%	0%
	Between Lincoln Road and Francis Avenue		-2%	-3%	-1%	-3%
	Between Wellesley Avenue and Garland Avenue		-14%	-3%	-1%	-2%
	Between Indiana Avenue and Maxwell Avenue		-12%	-3%	-1%	-2%
	Overall		-10%	-3%	-1%	-2%

Description	Measure	2019	2045			
		Existing	No Build	Build-Low	Build-Half TOD	Build-Full TOD
TOTAL Screenline (Division Street/Ruby Street Only)						
Daily ADT	South of Hawthorne Road	24,072	23,666	23,047	23,310	24,098
	Between Lincoln Road and Francis Avenue	44,052	41,709	33,342	32,815	32,950
	Between Wellesley Avenue and Garland Avenue	41,695	38,087	29,993	30,758	30,915
	Between Indiana Avenue and Maxwell Avenue	46,305	42,226	34,270	35,726	35,226
	Overall	156,124	145,688	120,652	122,609	123,189
AM Peak Period ADT	South of Hawthorne Road	4,609	4,433	4,307	4,357	4,523
	Between Lincoln Road and Francis Avenue	8,763	7,995	6,280	6,158	6,184
	Between Wellesley Avenue and Garland Avenue	8,625	7,741	5,991	6,092	6,124
	Between Indiana Avenue and Maxwell Avenue	9,809	8,767	7,120	7,311	7,277
	Overall	31,806	28,936	23,698	23,918	24,108
PM Peak Period	South of Hawthorne Road	5,888	5,865	5,634	5,664	5,740
	Between Lincoln Road and Francis Avenue	9,530	9,241	7,216	6,977	6,991
	Between Wellesley Avenue and Garland Avenue	8,997	8,597	6,448	6,569	6,651
	Between Indiana Avenue and Maxwell Avenue	10,911	9,625	7,417	7,695	7,536
	Overall	35,326	33,328	26,715	26,905	26,918
Daily ADT Difference %	South of Hawthorne Road		-2%	-3%	-2%	2%
	Between Lincoln Road and Francis Avenue		-5%	-20%	-21%	-21%
	Between Wellesley Avenue and Garland Avenue		-9%	-21%	-19%	-19%
	Between Indiana Avenue and Maxwell Avenue		-9%	-19%	-15%	-17%
	Overall		-7%	-17%	-16%	-15%
AM Peak Period ADT Difference %	South of Hawthorne Road		-4%	-3%	-2%	2%
	Between Lincoln Road and Francis Avenue		-9%	-21%	-23%	-23%
	Between Wellesley Avenue and Garland Avenue		-10%	-23%	-21%	-21%
	Between Indiana Avenue and Maxwell Avenue		-11%	-19%	-17%	-17%
	Overall		-9%	-18%	-17%	-17%
PM Peak Period ADT Difference %	South of Hawthorne Road		0%	-4%	-3%	-2%
	Between Lincoln Road and Francis Avenue		-3%	-22%	-24%	-24%
	Between Wellesley Avenue and Garland Avenue		-4%	-25%	-24%	-23%
	Between Indiana Avenue and Maxwell Avenue		-12%	-23%	-20%	-22%
	Overall		-6%	-20%	-19%	-19%

Table C2 – Detailed Average Daily Screenline Comparison – Person Trips by Auto Mode

Description	Measure	2019	2045			
		2019	Existing	No Build	Build-Low	Build-Half TOD
Daily ADT - LOV	Between Indiana Avenue and Maxwell Avenue	32,577	30,376	24,792	26,014	25,658
	Between Wellesley Avenue and Garland Avenue	29,109	27,080	21,429	22,175	22,352
	Between Lincoln Road and Francis Avenue	31,015	29,957	24,155	23,781	23,921
	South of Hawthorne Road	16,268	16,422	16,055	16,274	16,744
	Overall	108,969	103,835	86,431	88,244	88,675
Daily ADT - HOV	Between Indiana Avenue and Maxwell Avenue	7,590	6,487	5,269	5,406	5,304
	Between Wellesley Avenue and Garland Avenue	7,309	6,030	4,724	4,765	4,799
	Between Lincoln Road and Francis Avenue	8,227	7,347	5,854	5,647	5,726
	South of Hawthorne Road	5,359	4,979	4,846	4,901	4,962
	Overall	28,485	24,843	20,693	20,719	20,791
Daily ADT - TRK	Between Indiana Avenue and Maxwell Avenue	6,121	5,358	4,277	4,311	4,209
	Between Wellesley Avenue and Garland Avenue	5,398	4,947	3,830	3,808	3,811
	Between Lincoln Road and Francis Avenue	4,756	4,378	3,374	3,362	3,283
	South of Hawthorne Road	2,460	2,256	2,165	2,163	2,329
	Overall	18,735	16,939	13,646	13,644	13,632
% Auto that is LOV	Between Indiana Avenue and Maxwell Avenue	81%	82%	82%	83%	83%
	Between Wellesley Avenue and Garland Avenue	80%	82%	82%	82%	82%
	Between Lincoln Road and Francis Avenue	79%	80%	80%	81%	81%
	South of Hawthorne Road	75%	77%	77%	77%	77%
	Overall	79%	81%	81%	81%	81%
% Auto that is HOV	Between Indiana Avenue and Maxwell Avenue	19%	18%	18%	17%	17%
	Between Wellesley Avenue and Garland Avenue	20%	18%	18%	18%	18%
	Between Lincoln Road and Francis Avenue	21%	20%	20%	19%	19%
	South of Hawthorne Road	25%	23%	23%	23%	23%
	Overall	21%	19%	19%	19%	19%
% Truck	Between Indiana Avenue and Maxwell Avenue	13%	13%	12%	12%	12%
	Between Wellesley Avenue and Garland Avenue	13%	13%	13%	12%	12%
	Between Lincoln Road and Francis Avenue	11%	11%	10%	10%	10%
	South of Hawthorne Road	10%	10%	9%	9%	10%
	Overall	12%	12%	11%	11%	11%

ATTACHMENT D – DETAILED LAND USE NODE ANALYSIS

Table D1 – Detailed Land Use Node Performance Comparison

Metric	Description	2019	2045 No Build	2045 Build - Low	2045 Build - Half TOD	2045 Build - Full TOD
Node 1 - Ruby North Bank	Population (2.28 per Household, 1.37 per Hotel Room)	1,685	2,760	2,760	3,054	3,054
	Dwelling Units (Single Family + Multi-Family)	164	617	617	746	746
	Hotel Rooms	957	988	988	988	988
	Employment	3,726	3,956	3,956	4,878	4,878
	Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips)	36,431	40,103	39,667	44,572	44,940
	Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips)	146,589	160,452	158,116	179,925	181,147
	Average Vehicle Trip Length	4.0	4.0	4.0	4.0	4.0
	Daily Home-Based Person Trips (Drive Alone)	6,900	8,793	8,686	9,167	9,159
	Daily Home-Based Person Trips (Shared Ride)	3,013	3,694	3,650	3,872	3,863
	Daily Home-Based Person Trips (Drive Alone + Shared Ride)	9,913	12,487	12,336	13,040	13,022
	Daily Home-Based Person Miles Traveled (Drive Alone)	15,785	20,662	20,350	22,146	22,084
	Daily Home-Based Person Miles Traveled (Shared Ride)	8,651	10,312	10,178	11,258	11,242
	Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	19,530	25,143	24,755	27,049	26,972
	Daily Home-Based Person Trip Length	2.5	2.5	2.5	2.6	2.6
	Daily Non-Home-Based Person Trips (Drive Alone)	9,642	10,259	10,233	11,993	11,993
	Daily Non-Home-Based Person Trips (Shared Ride)	5,508	5,900	5,880	6,902	6,903
	Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride)	15,150	16,159	16,113	18,895	18,896
	Daily Non-Home-Based Person Miles Traveled (Drive Alone)	26,264	28,666	28,486	33,588	33,565
	Daily Non-Home-Based Person Miles Traveled (Shared Ride)	22,922	25,021	24,893	29,333	29,372
	Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	36,188	39,540	39,260	46,364	46,337
	Daily Non-Home-Based Person Trip Length	2.1	2.2	2.1	2.2	2.2
	DA Person Trips	30,534	33,617	33,266	37,447	37,746
	SR Person Trips	13,621	14,923	14,788	16,359	16,546
	SR Auto Occupancy	2.31	2.30	2.31	2.30	2.30
	Daily VMT per Service Population	27.09	23.89	23.54	22.68	22.84
	Daily Home-Based VMT/Capita	11.6	9.1	9.0	8.9	8.8
	Daily Non-Home-Based VMT/Employee	9.7	10.0	9.9	9.5	9.5

Metric	Description	2019	2045 No Build	2045 Build - Low	2045 Build - Half TOD	2045 Build - Full TOD
Node 2 - Foothills	Population (2.28 per Household, 1.37 per Hotel Room)	71	71	71	449	449
	Dwelling Units (Single Family + Multi-Family)	31	31	31	197	197
	Hotel Rooms	0	0	0	0	0
	Employment	455	610	610	731	731
	Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips)	6,785	9,013	8,950	10,166	10,267
	Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips)	23,173	30,419	30,011	33,953	34,657
	Average Vehicle Trip Length	3.4	3.4	3.4	3.3	3.4
	Daily Home-Based Person Trips (Drive Alone)	126	124	123	828	829
	Daily Home-Based Person Trips (Shared Ride)	46	45	45	307	310
	Daily Home-Based Person Trips (Drive Alone + Shared Ride)	172	169	168	1,135	1,139
	Daily Home-Based Person Miles Traveled (Drive Alone)	373	364	361	2,430	2,467
	Daily Home-Based Person Miles Traveled (Shared Ride)	146	136	135	937	968
	Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	432	418	415	2,818	2,866
	Daily Home-Based Person Trip Length	3.0	3.0	2.9	3.0	3.0
	Daily Non-Home-Based Person Trips (Drive Alone)	3,124	4,186	4,175	4,564	4,565
	Daily Non-Home-Based Person Trips (Shared Ride)	1,807	2,427	2,419	2,630	2,649
	Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride)	4,931	6,613	6,594	7,194	7,214
	Daily Non-Home-Based Person Miles Traveled (Drive Alone)	9,071	12,258	12,182	13,058	13,402
	Daily Non-Home-Based Person Miles Traveled (Shared Ride)	7,680	10,383	10,334	11,062	11,383
	Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	12,156	16,408	16,320	17,636	18,106
	Daily Non-Home-Based Person Trip Length	2.2	2.2	2.2	2.2	2.2
	DA Person Trips	5,534	7,352	7,301	8,358	8,435
	SR Person Trips	3,114	4,156	4,118	4,367	4,435
	SR Auto Occupancy	2.49	2.50	2.50	2.42	2.42
	Daily VMT per Service Population	44.06	44.67	44.07	28.77	29.37
	Daily Home-Based VMT/Capita	6.1	5.9	5.8	6.3	6.4
	Daily Non-Home-Based VMT/Employee	26.7	26.9	26.8	24.1	24.8

Metric	Description	2019	2045 No Build	2045 Build - Low	2045 Build - Half TOD	2045 Build - Full TOD
Node 3 - Empire/Garland	Population (2.28 per Household, 1.37 per Hotel Room)	347	349	349	618	618
	Dwelling Units (Single Family + Multi-Family)	152	153	153	271	271
	Hotel Rooms	0	0	0	0	0
	Employment	160	259	259	249	249
	Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips)	2,481	3,134	3,132	3,807	4,049
	Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips)	9,133	11,913	11,826	13,618	14,431
	Average Vehicle Trip Length	3.7	3.8	3.8	3.6	3.6
	Daily Home-Based Person Trips (Drive Alone)	610	624	624	1,095	1,096
	Daily Home-Based Person Trips (Shared Ride)	233	235	234	411	414
	Daily Home-Based Person Trips (Drive Alone + Shared Ride)	843	859	858	1,505	1,510
	Daily Home-Based Person Miles Traveled (Drive Alone)	1,951	1,958	1,946	3,402	3,452
	Daily Home-Based Person Miles Traveled (Shared Ride)	808	756	749	1,314	1,352
	Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	2,308	2,286	2,272	3,986	4,044
	Daily Home-Based Person Trip Length	3.3	3.2	3.1	3.1	3.2
	Daily Non-Home-Based Person Trips (Drive Alone)	683	903	903	1,074	1,083
	Daily Non-Home-Based Person Trips (Shared Ride)	400	528	527	623	633
	Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride)	1,082	1,431	1,430	1,697	1,716
	Daily Non-Home-Based Person Miles Traveled (Drive Alone)	2,050	2,731	2,716	3,148	3,270
	Daily Non-Home-Based Person Miles Traveled (Shared Ride)	1,775	2,318	2,308	2,667	2,779
	Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	2,834	3,737	3,721	4,332	4,486
	Daily Non-Home-Based Person Trip Length	2.2	2.2	2.2	2.2	2.2
	DA Person Trips	2,060	2,613	2,612	3,180	3,374
	SR Person Trips	952	1,201	1,197	1,413	1,542
	SR Auto Occupancy	2.26	2.30	2.30	2.25	2.28
	Daily VMT per Service Population	18.01	19.59	19.45	15.71	16.65
	Daily Home-Based VMT/Capita	6.7	6.5	6.5	6.4	6.5
	Daily Non-Home-Based VMT/Employee	17.7	14.4	14.4	17.4	18.0

Metric	Description	2019	2045 No Build	2045 Build - Low	2045 Build - Half TOD	2045 Build - Full TOD
Node 4 - Northtown	Population (2.28 per Household, 1.37 per Hotel Room)	0	0	0	0	492
	Dwelling Units (Single Family + Multi-Family)	0	0	0	0	216
	Hotel Rooms	0	0	0	0	0
	Employment	1,855	2,020	2,020	2,062	2,067
	Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips)	25,362	26,668	26,653	26,328	26,451
	Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips)	89,579	108,581	107,254	102,756	104,539
	Average Vehicle Trip Length	3.5	4.1	4.0	3.9	4.0
	Daily Home-Based Person Trips (Drive Alone)	0	0	0	0	290
	Daily Home-Based Person Trips (Shared Ride)	0	0	0	0	109
	Daily Home-Based Person Trips (Drive Alone + Shared Ride)	0	0	0	0	399
	Daily Home-Based Person Miles Traveled (Drive Alone)	0	0	0	0	932
	Daily Home-Based Person Miles Traveled (Shared Ride)	0	0	0	0	357
	Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	0	0	0	0	1,078
	Daily Home-Based Person Trip Length	0.0	0.0	0.0	0.0	3.2
	Daily Non-Home-Based Person Trips (Drive Alone)	11,625	12,023	12,019	11,949	11,715
	Daily Non-Home-Based Person Trips (Shared Ride)	6,749	7,341	7,320	7,250	7,133
	Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride)	18,374	19,364	19,339	19,199	18,848
	Daily Non-Home-Based Person Miles Traveled (Drive Alone)	33,302	39,461	39,112	38,476	38,038
	Daily Non-Home-Based Person Miles Traveled (Shared Ride)	29,792	37,864	37,544	36,813	36,612
	Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	45,402	54,866	54,388	53,465	52,997
	Daily Non-Home-Based Person Trip Length	2.2	2.2	2.2	2.2	2.2
	DA Person Trips	20,672	21,526	21,533	21,293	21,406
	SR Person Trips	11,548	12,638	12,584	12,366	12,349
	SR Auto Occupancy	2.46	2.46	2.46	2.46	2.45
	Daily VMT per Service Population	48.29	53.75	53.10	49.83	40.85
	Daily Home-Based VMT/Capita	0.0	0.0	0.0	0.0	2.2
	Daily Non-Home-Based VMT/Employee	24.5	27.2	26.9	25.9	25.6

Metric	Description	2019	2045 No Build	2045 Build - Low	2045 Build - Half TOD	2045 Build - Full TOD
Node 5 - Rowan	Population (2.28 per Household, 1.37 per Hotel Room)	153	162	162	201	201
	Dwelling Units (Single Family + Multi-Family)	67	71	71	88	88
	Hotel Rooms	0	0	0	0	0
	Employment	2,334	2,879	2,879	2,964	2,965
	Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips)	16,432	19,002	18,986	19,019	19,838
	Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips)	66,315	81,995	81,283	79,395	81,803
	Average Vehicle Trip Length	4.0	4.3	4.3	4.2	4.1
	Daily Home-Based Person Trips (Drive Alone)	250	265	264	335	334
	Daily Home-Based Person Trips (Shared Ride)	93	98	98	125	123
	Daily Home-Based Person Trips (Drive Alone + Shared Ride)	342	363	362	459	458
	Daily Home-Based Person Miles Traveled (Drive Alone)	781	829	822	1,058	1,046
	Daily Home-Based Person Miles Traveled (Shared Ride)	294	304	301	396	386
	Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	910	962	954	1,234	1,216
	Daily Home-Based Person Trip Length	3.1	3.1	3.1	3.2	3.1
	Daily Non-Home-Based Person Trips (Drive Alone)	4,709	5,351	5,347	5,583	5,581
	Daily Non-Home-Based Person Trips (Shared Ride)	2,679	3,096	3,088	3,212	3,208
	Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride)	7,387	8,447	8,435	8,795	8,789
	Daily Non-Home-Based Person Miles Traveled (Drive Alone)	12,774	15,342	15,201	15,696	15,606
	Daily Non-Home-Based Person Miles Traveled (Shared Ride)	10,951	13,340	13,252	13,611	13,591
	Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	17,560	21,208	21,029	21,759	21,599
	Daily Non-Home-Based Person Trip Length	2.1	2.2	2.2	2.2	2.1
	DA Person Trips	13,759	15,890	15,884	16,011	16,670
	SR Person Trips	6,115	7,076	7,052	6,754	7,183
	SR Auto Occupancy	2.29	2.27	2.27	2.25	2.27
	Daily VMT per Service Population	26.66	26.96	26.73	25.09	25.84
	Daily Home-Based VMT/Capita	5.9	5.9	5.9	6.1	6.0
	Daily Non-Home-Based VMT/Employee	7.5	7.4	7.3	7.3	7.3

Metric	Description	2019	2045 No Build	2045 Build - Low	2045 Build - Half TOD	2045 Build - Full TOD
Node 6 - Francis/Lyons	Population (2.28 per Household, 1.37 per Hotel Room)	992	1,022	1,022	1,008	1,535
	Dwelling Units (Single Family + Multi-Family)	401	414	414	408	639
	Hotel Rooms	57	57	57	57	57
	Employment	717	815	815	861	1,319
	Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips)	12,405	13,084	13,126	13,844	21,597
	Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips)	42,161	46,214	46,035	47,096	72,711
	Average Vehicle Trip Length	3.4	3.5	3.5	3.4	3.4
	Daily Home-Based Person Trips (Drive Alone)	1,953	2,002	1,996	2,165	2,844
	Daily Home-Based Person Trips (Shared Ride)	756	769	766	852	1,068
	Daily Home-Based Person Trips (Drive Alone + Shared Ride)	2,709	2,771	2,763	3,017	3,912
	Daily Home-Based Person Miles Traveled (Drive Alone)	6,092	6,236	6,178	6,783	8,878
	Daily Home-Based Person Miles Traveled (Shared Ride)	2,423	2,428	2,403	2,660	3,350
	Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	7,112	7,255	7,188	7,895	10,279
	Daily Home-Based Person Trip Length	3.1	3.1	3.1	3.1	3.1
	Daily Non-Home-Based Person Trips (Drive Alone)	4,584	4,821	4,826	5,040	8,288
	Daily Non-Home-Based Person Trips (Shared Ride)	2,625	2,811	2,810	2,922	4,776
	Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride)	7,209	7,632	7,637	7,961	13,064
	Daily Non-Home-Based Person Miles Traveled (Drive Alone)	12,708	14,046	13,980	14,401	23,068
	Daily Non-Home-Based Person Miles Traveled (Shared Ride)	10,965	12,496	12,471	12,779	20,630
	Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	17,324	19,289	19,222	19,746	31,695
	Daily Non-Home-Based Person Trip Length	2.1	2.2	2.2	2.2	2.2
	DA Person Trips	10,203	10,756	10,791	11,358	17,695
	SR Person Trips	5,229	5,548	5,553	5,943	9,329
	SR Auto Occupancy	2.38	2.38	2.38	2.39	2.39
	Daily VMT per Service Population	24.67	25.16	25.06	25.20	25.48
	Daily Home-Based VMT/Capita	7.2	7.1	7.0	7.8	6.7
	Daily Non-Home-Based VMT/Employee	24.2	23.7	23.6	22.9	24.0

Metric	Description	2019	2045 No Build	2045 Build - Low	2045 Build - Half TOD	2045 Build - Full TOD
Node 7 - Lincoln	Population (2.28 per Household, 1.37 per Hotel Room)	200	200	200	583	583
	Dwelling Units (Single Family + Multi-Family)	9	9	9	177	177
	Hotel Rooms	131	131	131	131	131
	Employment	809	1,097	1,097	1,483	1,483
	Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips)	10,437	15,228	15,238	17,891	18,876
	Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips)	41,301	65,014	64,836	70,564	74,561
	Average Vehicle Trip Length	4.0	4.3	4.3	3.9	4.0
	Daily Home-Based Person Trips (Drive Alone)	921	929	927	1,565	1,564
	Daily Home-Based Person Trips (Shared Ride)	427	429	428	667	664
	Daily Home-Based Person Trips (Drive Alone + Shared Ride)	1,348	1,357	1,355	2,232	2,228
	Daily Home-Based Person Miles Traveled (Drive Alone)	2,987	2,991	2,979	5,210	5,180
	Daily Home-Based Person Miles Traveled (Shared Ride)	1,544	1,535	1,534	2,360	2,342
	Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	3,625	3,637	3,625	6,197	6,153
	Daily Home-Based Person Trip Length	3.4	3.3	3.3	3.4	3.4
	Daily Non-Home-Based Person Trips (Drive Alone)	3,990	5,330	5,328	7,291	7,289
	Daily Non-Home-Based Person Trips (Shared Ride)	2,365	3,201	3,198	4,340	4,341
	Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride)	6,354	8,532	8,526	11,630	11,630
	Daily Non-Home-Based Person Miles Traveled (Drive Alone)	12,270	16,913	16,843	22,460	22,434
	Daily Non-Home-Based Person Miles Traveled (Shared Ride)	11,048	15,612	15,602	20,690	20,781
	Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	16,833	23,485	23,413	31,118	31,068
	Daily Non-Home-Based Person Trip Length	2.2	2.2	2.2	2.2	2.2
	DA Person Trips	8,494	12,494	12,506	14,604	15,377
	SR Person Trips	4,704	6,495	6,488	7,854	8,423
	SR Auto Occupancy	2.42	2.38	2.37	2.39	2.41
	Daily VMT per Service Population	40.93	50.13	49.99	34.16	36.09
	Daily Home-Based VMT/Capita	18.1	18.2	18.1	10.6	10.6
	Daily Non-Home-Based VMT/Employee	20.8	21.4	21.3	21.0	20.9

Metric	Description	2019	2045 No Build	2045 Build - Low	2045 Build - Half TOD	2045 Build - Full TOD
Node 8 - The Y	Population (2.28 per Household, 1.37 per Hotel Room)	426	479	479	461	807
	Dwelling Units (Single Family + Multi-Family)	187	210	210	202	354
	Hotel Rooms	0	0	0	0	0
	Employment	1,558	1,676	1,676	1,750	1,740
	Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips)	19,054	20,384	20,276	23,080	21,490
	Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips)	73,217	81,049	80,444	89,166	84,455
	Average Vehicle Trip Length	3.8	4.0	4.0	3.9	3.9
	Daily Home-Based Person Trips (Drive Alone)	703	792	789	759	1,371
	Daily Home-Based Person Trips (Shared Ride)	268	303	301	290	526
	Daily Home-Based Person Trips (Drive Alone + Shared Ride)	971	1,095	1,090	1,049	1,897
	Daily Home-Based Person Miles Traveled (Drive Alone)	2,486	2,894	2,859	2,752	4,960
	Daily Home-Based Person Miles Traveled (Shared Ride)	933	1,083	1,072	1,032	1,881
	Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	2,872	3,342	3,304	3,183	5,746
	Daily Home-Based Person Trip Length	3.5	3.6	3.6	3.6	3.6
	Daily Non-Home-Based Person Trips (Drive Alone)	8,095	8,632	8,609	9,222	8,699
	Daily Non-Home-Based Person Trips (Shared Ride)	4,593	5,010	4,986	5,290	5,026
	Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride)	12,688	13,642	13,595	14,512	13,726
	Daily Non-Home-Based Person Miles Traveled (Drive Alone)	21,251	24,080	23,778	24,688	23,861
	Daily Non-Home-Based Person Miles Traveled (Shared Ride)	18,983	22,522	22,333	23,012	22,353
	Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	29,113	33,393	33,041	34,312	33,198
	Daily Non-Home-Based Person Trip Length	2.1	2.2	2.2	2.1	2.2
	DA Person Trips	15,541	16,571	16,475	18,803	17,507
	SR Person Trips	8,485	9,222	9,166	10,227	9,535
	SR Auto Occupancy	2.41	2.42	2.41	2.39	2.39
	Daily VMT per Service Population	36.90	37.61	37.33	40.33	33.16
	Daily Home-Based VMT/Capita	6.7	7.0	6.9	6.9	7.1
	Daily Non-Home-Based VMT/Employee	18.7	19.9	19.7	19.6	19.1

Metric	Description	2019	2045 No Build	2045 Build - Low	2045 Build - Half TOD	2045 Build - Full TOD
Node 9 - Whitworth	Population (2.28 per Household, 1.37 per Hotel Room)	540	547	547	650	650
	Dwelling Units (Single Family + Multi-Family)	237	240	240	285	285
	Hotel Rooms	0	0	0	0	0
	Employment	318	401	401	453	453
	Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips)	4,612	5,226	5,246	5,863	5,890
	Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips)	18,489	22,220	22,158	24,618	24,858
	Average Vehicle Trip Length	4.0	4.3	4.2	4.2	4.2
	Daily Home-Based Person Trips (Drive Alone)	945	950	949	1,124	1,126
	Daily Home-Based Person Trips (Shared Ride)	359	367	368	432	436
	Daily Home-Based Person Trips (Drive Alone + Shared Ride)	1,304	1,316	1,317	1,556	1,561
	Daily Home-Based Person Miles Traveled (Drive Alone)	3,541	3,818	3,790	4,434	4,453
	Daily Home-Based Person Miles Traveled (Shared Ride)	1,331	1,487	1,482	1,727	1,753
	Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	4,116	4,455	4,432	5,187	5,218
	Daily Home-Based Person Trip Length	3.7	4.0	4.0	4.0	4.0
	Daily Non-Home-Based Person Trips (Drive Alone)	1,432	1,697	1,699	1,801	1,806
	Daily Non-Home-Based Person Trips (Shared Ride)	831	1,016	1,014	1,062	1,078
	Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride)	2,263	2,713	2,713	2,863	2,884
	Daily Non-Home-Based Person Miles Traveled (Drive Alone)	4,058	5,182	5,136	5,239	5,467
	Daily Non-Home-Based Person Miles Traveled (Shared Ride)	3,682	5,033	5,004	5,064	5,311
	Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	5,650	7,337	7,304	7,450	7,784
	Daily Non-Home-Based Person Trip Length	2.2	2.2	2.2	2.2	2.2
	DA Person Trips	3,741	4,238	4,244	4,761	4,781
	SR Person Trips	2,015	2,309	2,313	2,524	2,542
	SR Auto Occupancy	2.31	2.34	2.31	2.29	2.29
	Daily VMT per Service Population	21.55	23.44	23.37	22.32	22.54
	Daily Home-Based VMT/Capita	7.6	8.1	8.1	8.0	8.0
	Daily Non-Home-Based VMT/Employee	17.8	18.3	18.2	16.4	17.2

Metric	Description	2019	2045 No Build	2045 Build - Low	2045 Build - Half TOD	2045 Build - Full TOD
Node 10 - Mead	Population (2.28 per Household, 1.37 per Hotel Room)	0	0	0	1,119	1,119
	Dwelling Units (Single Family + Multi-Family)	0	0	0	491	491
	Hotel Rooms	0	0	0	0	0
	Employment	413	504	504	571	571
	Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips)	6,060	7,315	7,315	9,972	11,315
	Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips)	32,018	41,933	41,820	57,112	65,517
	Average Vehicle Trip Length	5.3	5.7	5.7	5.7	5.8
	Daily Home-Based Person Trips (Drive Alone)	0	0	0	1,844	1,843
	Daily Home-Based Person Trips (Shared Ride)	0	0	0	833	827
	Daily Home-Based Person Trips (Drive Alone + Shared Ride)	0	0	0	2,677	2,670
	Daily Home-Based Person Miles Traveled (Drive Alone)	0	0	0	10,684	10,594
	Daily Home-Based Person Miles Traveled (Shared Ride)	0	0	0	5,340	5,281
	Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	0	0	0	13,013	12,844
	Daily Home-Based Person Trip Length	0.0	0.0	0.0	6.0	5.9
	Daily Non-Home-Based Person Trips (Drive Alone)	2,799	3,325	3,327	4,031	4,020
	Daily Non-Home-Based Person Trips (Shared Ride)	1,826	2,333	2,330	2,812	2,820
	Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride)	4,625	5,658	5,657	6,842	6,840
	Daily Non-Home-Based Person Miles Traveled (Drive Alone)	11,145	14,860	14,796	17,822	17,948
	Daily Non-Home-Based Person Miles Traveled (Shared Ride)	10,808	16,728	16,666	19,938	20,216
	Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	15,550	21,671	21,583	26,518	26,561
	Daily Non-Home-Based Person Trip Length	2.3	2.4	2.4	2.4	2.4
	DA Person Trips	4,754	5,674	5,676	7,862	8,862
	SR Person Trips	3,204	4,030	4,026	4,838	5,758
	SR Auto Occupancy	2.45	2.46	2.46	2.29	2.35
	Daily VMT per Service Population	77.53	83.20	82.98	33.79	38.77
	Daily Home-Based VMT/Capita	0.0	0.0	0.0	11.6	11.5
	Daily Non-Home-Based VMT/Employee	37.7	43.0	42.8	46.4	46.5

Metric	Description	2019	2045 No Build	2045 Build - Low	2045 Build - Half TOD	2045 Build - Full TOD
Node 11 - Hastings	Population (2.28 per Household, 1.37 per Hotel Room)	0	0	0	0	907
	Dwelling Units (Single Family + Multi-Family)	0	0	0	0	398
	Hotel Rooms	0	0	0	0	0
	Employment	1,280	1,723	1,723	1,901	1,896
	Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips)	13,397	17,117	17,110	19,957	22,093
	Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips)	67,124	85,568	85,223	98,691	109,173
	Average Vehicle Trip Length	5.0	5.0	5.0	4.9	4.9
	Daily Home-Based Person Trips (Drive Alone)	0	0	0	0	2,073
	Daily Home-Based Person Trips (Shared Ride)	0	0	0	0	915
	Daily Home-Based Person Trips (Drive Alone + Shared Ride)	0	0	0	0	2,988
	Daily Home-Based Person Miles Traveled (Drive Alone)	0	0	0	0	10,176
	Daily Home-Based Person Miles Traveled (Shared Ride)	0	0	0	0	4,502
	Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	0	0	0	0	12,073
	Daily Home-Based Person Trip Length	0.0	0.0	0.0	0.0	4.9
	Daily Non-Home-Based Person Trips (Drive Alone)	5,525	6,951	6,952	8,309	8,057
	Daily Non-Home-Based Person Trips (Shared Ride)	3,604	4,575	4,567	5,379	5,260
	Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride)	9,129	11,527	11,520	13,689	13,317
	Daily Non-Home-Based Person Miles Traveled (Drive Alone)	21,671	26,731	26,574	30,584	30,308
	Daily Non-Home-Based Person Miles Traveled (Shared Ride)	21,588	29,096	28,970	33,118	32,935
	Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	30,678	38,910	38,701	44,349	44,185
	Daily Non-Home-Based Person Trip Length	2.3	2.3	2.3	2.3	2.3
	DA Person Trips	10,740	13,725	13,723	15,975	17,784
	SR Person Trips	6,369	8,105	8,093	9,582	10,226
	SR Auto Occupancy	2.40	2.39	2.39	2.41	2.37
	Daily VMT per Service Population	52.44	49.66	49.46	51.92	38.95
	Daily Home-Based VMT/Capita	0.0	0.0	0.0	0.0	13.3
	Daily Non-Home-Based VMT/Employee	24.0	22.6	22.5	23.3	23.3

Metric	Description	2019	2045 No Build	2045 Build - Low	2045 Build - Half TOD	2045 Build - Full TOD
Node 12 - Nevada Junction	Population (2.28 per Household, 1.37 per Hotel Room)	0	0	0	0	1,090
	Dwelling Units (Single Family + Multi-Family)	0	0	0	0	478
	Hotel Rooms	0	0	0	0	0
	Employment	758	643	643	559	1,193
	Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips)	8,095	5,728	5,726	5,492	13,331
	Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips)	36,763	28,352	28,264	26,414	62,834
	Average Vehicle Trip Length	4.5	4.9	4.9	4.8	4.7
	Daily Home-Based Person Trips (Drive Alone)	0	0	0	0	1,966
	Daily Home-Based Person Trips (Shared Ride)	0	0	0	0	781
	Daily Home-Based Person Trips (Drive Alone + Shared Ride)	0	0	0	0	2,747
	Daily Home-Based Person Miles Traveled (Drive Alone)	0	0	0	0	8,466
	Daily Home-Based Person Miles Traveled (Shared Ride)	0	0	0	0	3,539
	Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	0	0	0	0	9,986
	Daily Home-Based Person Trip Length	0.0	0.0	0.0	0.0	4.4
	Daily Non-Home-Based Person Trips (Drive Alone)	3,425	2,334	2,335	2,325	4,339
	Daily Non-Home-Based Person Trips (Shared Ride)	2,028	1,458	1,455	1,434	2,663
	Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride)	5,453	3,792	3,790	3,758	7,002
	Daily Non-Home-Based Person Miles Traveled (Drive Alone)	10,358	7,990	7,934	7,683	14,079
	Daily Non-Home-Based Person Miles Traveled (Shared Ride)	9,521	8,107	8,066	7,740	14,271
	Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride)	14,294	11,356	11,283	10,872	20,207
	Daily Non-Home-Based Person Trip Length	2.2	2.2	2.2	2.2	2.2
	DA Person Trips	6,544	4,629	4,629	4,424	10,879
	SR Person Trips	3,752	2,646	2,643	2,591	5,711
	SR Auto Occupancy	2.42	2.41	2.41	2.43	2.33
	Daily VMT per Service Population	48.50	44.09	43.96	47.25	27.52
	Daily Home-Based VMT/Capita	0.0	0.0	0.0	0.0	9.2
	Daily Non-Home-Based VMT/Employee	18.9	17.7	17.5	19.4	16.9

Appendix C: Future Traffic Forecasts (2030 and 2050)

2030 No Build Forecasts (AM Peak Hour)

Zone	ID	Intersection	Existing Control Type	2030 AM Forecasts												Total
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1	1	W 2nd Ave & S Wall St	Signalized	55	55			60	55				30	675	25	955
1	2	N Howard St & Sprague Ave	Signalized	20	60			70	30				95	175	30	480
1	3	N Browne St & Sprague Ave	Signalized				520	1,090	50		90	20	40	200		2,010
1	4	N Browne St & W Spokane Falls Blvd	Signalized					1,420	205				70	255		1,950
2a	5	N Division St & W North River Rd	Signalized	215	1,330	15	20	1,600	190	60	10	75	10	5	10	3,540
2a	6	N Division St & W Boone Ave	TWSC					1,980	25			30				2,035
2b	7	N Ruby St & E Boone Ave	TWSC, HAWK	40	1,475	10				20	5			10	10	1,570
2a	8	N Division St & W Sharp Ave	Signalized				160	1,780	145		140	5	75	175		2,480
2b	9	N Ruby St & E Sharp Ave	Signalized	80	1,295	105				85	205			145	50	1,965
2a	10	N Division St & Mission Ave	Signalized				240	1,880	110		320	65	155	440		3,210
2b	11	E Mission Ave & N Ruby St	Signalized	70	1,150	95				80	495			535	150	2,575
2a	12	N Division St & W Indiana Ave	Signalized				110	2,140	125		440	235	130	475		3,655
2b	13	E Indiana Ave & N Ruby St	Signalized	165	1,195	75				140	430			480	60	2,545
2a	14	N Division St & E Montgomery Ave	Signalized				50	2,310					75			2,435
2b	15	E Montgomery Ave & N Ruby St	Signalized	10	1,190	50				20	55			65	30	1,420
2a	16	W Buckeye Ave/E North Foothills Dr & N Division St	Signalized				115	1,870	110		330	110	245	310		3,090
2b	17	E North Foothills Dr & N Ruby St	Signalized	50	1,030	200				100	335			500	90	2,305
3a	18	N Division St & W Garland Ave/E Empire Ave	Signalized	60	970	35	30	1,350	35	45	165	140	135	185	40	3,190
3a	19	N Division St & W Wellesley Ave	Signalized	115	790	75	65	1,130	50	120	420	275	95	405	45	3,585
3b	20	N Division St & W Francis Ave	Signalized	125	545	65	115	1,000	125	170	640	215	105	455	215	3,775
4	21	N Division St & W Cascade Way/Lincoln Rd	Signalized	45	610	30	60	1,020	70	70	165	80	80	175	100	2,505
4	22	N Division St & E Holland Ave	TWSC, RIRO	20	670	300	155	965	15			100			20	2,245
5	23	N Division St & W Hawthorne Rd	Signalized	20	670	300	155	940	15	0	0	100	0	0	20	2,220
5	24	N. Division St & Fred Meyer DRWY	Stop, No Left out		685	35	30	990							55	1,795
5	25	N Division St & E Hastings Rd	Signalized	145	310	140	170	710	145	75	390	145	210	325	130	2,895
5	26	E Hasitngs/Farwell Rd & N Perry St	TWSC	15	10	10	50	5	100	50	745	15	5	600	35	1,640

2030 No Build Forecasts (PM Peak Hour)

Zone	ID	Intersection	Existing Control Type	2030 PM Forecasts												Total
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1	1	W 2nd Ave & S Wall St	Signalized	50	55			130	90				15	1,020	20	1,380
1	2	N Howard St & Sprague Ave	Signalized	25	60			70	45				30	360	30	620
1	3	N Browne St & Sprague Ave	Signalized				200	1,700	50		95	65	65	215		2,390
1	4	N Browne St & W Spokane Falls Blvd	Signalized					1,590	205				120	305		2,220
2a	5	N Division St & W North River Rd	Signalized	150	2,080	40	40	1,645	180	115	10	110	20	10	20	4,420
2a	6	N Division St & W Boone Ave	TWSC					1,855	25			65				1,945
2b	7	N Ruby St & E Boone Ave	TWSC, HAWK	30	2,465	15				50	5			15	20	2,600
2a	8	N Division St & W Sharp Ave	Signalized				110	1,655	75		260	15	155	165		2,435
2b	9	N Ruby St & E Sharp Ave	Signalized	90	2,150	80				175	235			280	180	3,190
2a	10	N Division St & Mission Ave	Signalized				225	1,620	140		495	65	160	435		3,140
2b	11	E Mission Ave & N Ruby St	Signalized	130	2,030	150				185	675			480	285	3,935
2a	12	N Division St & W Indiana Ave	Signalized				80	1,830	140		635	190	95	520		3,490
2b	13	E Indiana Ave & N Ruby St	Signalized	250	2,130	100				215	480			455	120	3,750
2a	14	N Division St & E Montgomery Ave	Signalized				70	1,785					80			1,935
2b	15	E Montgomery Ave & N Ruby St	Signalized	20	2,360	80				30	60			90	70	2,710
2a	16	W Buckeye Ave/E North Foothills Dr & N Division St	Signalized				115	1,490	105		500	75	215	370		2,870
2b	17	E North Foothills Dr & N Ruby St	Signalized	105	2,130	430				215	390			460	195	3,925
3a	18	N Division St & W Garland Ave/E Empire Ave	Signalized	135	1,815	80	50	1,305	55	70	215	110	140	240	65	4,280
3a	19	N Division St & W Wellesley Ave	Signalized	320	1,395	190	115	1,110	135	280	525	145	210	585	115	5,125
3b	20	N Division St & W Francis Ave	Signalized	305	1,215	110	150	890	235	290	620	190	110	670	155	4,940
4	21	N Division St & W Cascade Way/Lincoln Rd	Signalized	80	1,565	70	150	1,115	135	125	200	50	110	245	185	4,030
4	22	N Division St & E Holland Ave	TWSC, RIRO	50	1,280	385	115	830	30			195			50	2,935
5	23	N Division St & W Hawthorne Rd	Signalized	125	990	120	100	790	90	95	325	105	90	305	315	3,450
5	24	N. Division St & Fred Meyer DRWY	Stop, No Left out		1,465	145	25	895							190	2,720
5	25	N Division St & E Hastings Rd	Signalized	225	1,085	355	220	660	90	135	510	115	225	495	220	4,335
5	26	E Hasitngs/Farwell Rd & N Perry St	TWSC	10	5	5	40	5	70	80	930	10	5	950	75	2,185

2030 Build Forecasts (AM Peak Hour)

Zone	ID	Intersection	Existing Control Type	2030 Build AM Forecasts												Total
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1	1	W 2nd Ave & S Wall St	Signalized	55	55			60	55				30	675	25	955
1	2	N Howard St & Sprague Ave	Signalized	20	60			70	30				95	175	30	480
1	3	N Browne St & Sprague Ave	Signalized				520	1,090	50		90	20	40	200		2,010
1	4	N Browne St & W Spokane Falls Blvd	Signalized					1,320	205				70	255		1,850
2a	5	N Division St & W North River Rd	Signalized	215	1,240	15	20	1,500	190	60	10	75	10	5	10	3,350
2a	6	N Division St & W Boone Ave	TWSC					1,880	25			30				1,935
2b	7	N Ruby St & E Boone Ave	TWSC, HAWK	40	1,385	10				20	5			10	10	1,480
2a	8	N Division St & W Sharp Ave	Signalized				160	1,680	145		140	5	75	175		2,380
2b	9	N Ruby St & E Sharp Ave	Signalized	80	1,205	105				85	205			145	50	1,875
2a	10	N Division St & Mission Ave	Signalized				240	1,780	110		320	65	155	440		3,110
2b	11	E Mission Ave & N Ruby St	Signalized	70	1,065	95				80	495			535	150	2,490
2a	12	N Division St & W Indiana Ave	Signalized				110	2,040	125		440	235	130	475		3,555
2b	13	E Indiana Ave & N Ruby St	Signalized	165	1,100	75				140	430			480	60	2,450
2a	14	N Division St & E Montgomery Ave	Signalized				50	2,210					75			2,335
2b	15	E Montgomery Ave & N Ruby St	Signalized	10	1,090	50				20	55			65	30	1,320
2a	16	W Buckeye Ave/E North Foothills Dr & N Division St	Signalized				115	1,770	110		330	110	245	310		2,990
2b	17	E North Foothills Dr & N Ruby St	Signalized	50	940	200				100	335			500	90	2,215
3a	18	N Division St & W Garland Ave/E Empire Ave	Signalized	60	875	35	30	1,250	35	45	165	140	135	185	40	2,995
3a	19	N Division St & W Wellesley Ave	Signalized	115	695	75	65	1,030	50	120	420	275	95	405	45	3,390
3b	20	N Division St & W Francis Ave	Signalized	125	450	65	115	900	125	170	640	215	105	455	215	3,580
4	21	N Division St & W Cascade Way/Lincoln Rd	Signalized	45	515	30	60	920	70	70	165	80	80	175	100	2,310
4	22	N Division St & E Holland Ave	TWSC, RIRO	20	670	300	155	940	15			100			20	2,220
5	23	N Division St & W Hawthorne Rd	Signalized	60	410	75	140	950	90	65	245	85	50	180	70	2,420
5	24	N. Division St & Fred Meyer DRWY	Stop, No Left out		685	35	30	990							55	1,795
5	25	N Division St & E Hastings Rd	Signalized	145	310	140	170	710	145	75	390	145	210	325	130	2,895
5	26	E Hasitngs/Farwell Rd & N Perry St	TWSC	15	10	10	50	5	100	50	745	15	5	600	35	1,640

2030 Build Forecasts (PM Peak Hour)

Zone	ID	Intersection	Existing Control Type	2030 Build PM Forecasts												Total
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1	1	W 2nd Ave & S Wall St	Signalized	50	55			130	90				15	1,020	20	1,380
1	2	N Howard St & Sprague Ave	Signalized	25	60			70	45				30	360	30	620
1	3	N Browne St & Sprague Ave	Signalized				200	1,700	50		95	65	65	215		2,390
1	4	N Browne St & W Spokane Falls Blvd	Signalized					1,490	205				120	305		2,120
2a	5	N Division St & W North River Rd	Signalized	150	1,890	40	40	1,400	180	115	10	110	20	10	20	3,985
2a	6	N Division St & W Boone Ave	TWSC					1,615	25			10				1,650
2b	7	N Ruby St & E Boone Ave	TWSC, HAWK	30	2,085	15				25	5			15	20	2,195
2a	8	N Division St & W Sharp Ave	Signalized				85	1,410	75		260	15	155	165		2,165
2b	9	N Ruby St & E Sharp Ave	Signalized	90	1,780	80				175	235			280	180	2,820
2a	10	N Division St & Mission Ave	Signalized				225	1,120	105		430	65	160	480		2,585
2b	11	E Mission Ave & N Ruby St	Signalized	130	1,630	110				185	640			480	225	3,400
2a	12	N Division St & W Indiana Ave	Signalized				80	1,335	140		635	190	95	485		2,960
2b	13	E Indiana Ave & N Ruby St	Signalized	195	1,730	50				215	480			455	120	3,245
2a	14	N Division St & E Montgomery Ave	Signalized				70	1,690					80			1,840
2b	15	E Montgomery Ave & N Ruby St	Signalized	20	1,960	50				30	60			90	70	2,280
2a	16	W Buckeye Ave/E North Foothills Dr & N Division St	Signalized				115	1,300	150		500	75	215	370		2,725
2b	17	E North Foothills Dr & N Ruby St	Signalized	105	1,745	430				215	490			460	195	3,640
3a	18	N Division St & W Garland Ave/E Empire Ave	Signalized	135	1,520	80	50	1,160	55	70	215	110	140	240	65	3,840
3a	19	N Division St & W Wellesley Ave	Signalized	320	1,105	190	115	960	135	280	525	145	210	585	115	4,685
3b	20	N Division St & W Francis Ave	Signalized	305	930	110	150	740	235	290	620	190	110	670	155	4,505
4	21	N Division St & W Cascade Way/Lincoln Rd	Signalized	80	1,280	70	150	970	135	125	200	50	110	245	185	3,600
4	22	N Division St & E Holland Ave	TWSC, RIRO	50	1,280	385	115	830	30			195			50	2,935
5	23	N Division St & W Hawthorne Rd	Signalized	125	990	120	100	790	90	95	325	105	90	305	315	3,450
5	24	N. Division St & Fred Meyer DRWY	Stop, No Left out		1,465	145	25	995							295	2,925
5	25	N Division St & E Hastings Rd	Signalized	225	1,085	355	220	660	90	135	510	115	225	495	220	4,335
5	26	E Hasitngs/Farwell Rd & N Perry St	TWSC	10	5	5	40	5	70	80	930	10	5	950	75	2,185

2050 No Build Forecasts (AM Peak Hour)

Zone	ID	Intersection	Existing Control Type	2050 AM Forecasts												Total
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1	1	W 2nd Ave & S Wall St	Signalized	60	100			110	70				40	770	50	1,200
1	2	N Howard St & Sprague Ave	Signalized	20	60			90	30				150	220	30	600
1	3	N Browne St & Sprague Ave	Signalized				1,320	1,090	50		110	20	40	220		2,850
1	4	N Browne St & W Spokane Falls Blvd	Signalized					1,420	270				130	460		2,280
2a	5	N Division St & W North River Rd	Signalized	250	1,450	20	20	1,600	190	70	10	80	10	10	10	3,720
2a	6	N Division St & W Boone Ave	TWSC					1,980	70			70				2,120
2b	7	N Ruby St & E Boone Ave	TWSC, HAWK	40	1,610	10				40	10			20	10	1,740
2a	8	N Division St & W Sharp Ave	Signalized				160	1,780	220		240	10	90	310		2,810
2b	9	N Ruby St & E Sharp Ave	Signalized	120	1,430	110				120	250			260	50	2,340
2a	10	N Division St & Mission Ave	Signalized				270	1,880	110		400	70	190	650		3,570
2b	11	E Mission Ave & N Ruby St	Signalized	70	1,280	100				80	610			780	160	3,080
2a	12	N Division St & W Indiana Ave	Signalized				130	2,140	130		610	250	140	740		4,140
2b	13	E Indiana Ave & N Ruby St	Signalized	210	1,210	120				150	590			720	70	3,070
2a	14	N Division St & E Montgomery Ave	Signalized				70	2,310					150			2,530
2b	15	E Montgomery Ave & N Ruby St	Signalized	10	1,190	50				20	80			140	30	1,520
2a	16	W Buckeye Ave/E North Foothills Dr & N Division St	Signalized				170	1,870	110		360	110	250	320		3,190
2b	17	E North Foothills Dr & N Ruby St	Signalized	80	1,110	220				100	360			510	90	2,470
3a	18	N Division St & W Garland Ave/E Empire Ave	Signalized	60	1,010	40	40	1,350	40	50	230	170	190	260	40	3,480
3a	19	N Division St & W Wellesley Ave	Signalized	120	800	100	90	1,130	80	140	490	280	100	540	50	3,920
3b	20	N Division St & W Francis Ave	Signalized	130	560	80	200	1,000	130	180	770	220	110	510	220	4,110
4	21	N Division St & W Cascade Way/Lincoln Rd	Signalized	50	630	30	60	1,020	80	70	210	100	120	240	100	2,710
4	22	N Division St & E Holland Ave	TWSC, RIRO	30	800	390	190	940	20			140			20	2,530
5	23	N Division St & W Hawthorne Rd	Signalized	100	500	80	140	950	90	70	310	160	50	220	70	2,740
5	24	N. Division St & Fred Meyer DRWY	Stop, No Left out		730	40	40	990							70	1,870
5	25	N Division St & E Hastings Rd	Signalized	150	330	160	200	710	160	100	560	220	280	390	180	3,440
5	26	E Hastings/Farwell Rd & N Perry St	TWSC	20	20	10	70	10	110	50	1,050	20	10	740	40	2,150

2050 No Build Forecasts (PM Peak Hour)

Zone	ID	Intersection	Existing Control Type	2050 PM Forecasts												Total
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1	1	W 2nd Ave & S Wall St	Signalized	50	100			290	90				20	1,220	30	1,800
1	2	N Howard St & Sprague Ave	Signalized	30	80			110	50				30	470	30	800
1	3	N Browne St & Sprague Ave	Signalized				240	1,710	70		150	90	70	250		2,580
1	4	N Browne St & W Spokane Falls Blvd	Signalized					1,590	210				130	350		2,280
2a	5	N Division St & W North River Rd	Signalized	150	2,180	40	70	1,650	190	130	10	130	20	10	20	4,600
2a	6	N Division St & W Boone Ave	TWSC					1,900	50			200				2,150
2b	7	N Ruby St & E Boone Ave	TWSC, HAWK	30	2,570	20				100	10			30	30	2,790
2a	8	N Division St & W Sharp Ave	Signalized				110	1,660	130		400	20	260	320		2,900
2b	9	N Ruby St & E Sharp Ave	Signalized	130	2,300	90				180	360			520	180	3,760
2a	10	N Division St & Mission Ave	Signalized				240	1,620	180		730	70	210	540		3,590
2b	11	E Mission Ave & N Ruby St	Signalized	130	2,030	170				250	860			640	340	4,420
2a	12	N Division St & W Indiana Ave	Signalized				90	1,840	140		920	190	110	660		3,950
2b	13	E Indiana Ave & N Ruby St	Signalized	340	2,130	100				250	780			600	130	4,330
2a	14	N Division St & E Montgomery Ave	Signalized				130	1,790					150			2,070
2b	15	E Montgomery Ave & N Ruby St	Signalized	20	2,360	130				40	110			160	70	2,890
2a	16	W Buckeye Ave/E North Foothills Dr & N Division St	Signalized				120	1,530	120		540	90	220	370		2,990
2b	17	E North Foothills Dr & N Ruby St	Signalized	150	2,200	440				270	390			460	200	4,110
3a	18	N Division St & W Garland Ave/E Empire Ave	Signalized	140	1,830	100	60	1,310	60	70	300	120	170	290	70	4,520
3a	19	N Division St & W Wellesley Ave	Signalized	320	1,420	230	160	1,110	160	320	630	150	250	660	120	5,530
3b	20	N Division St & W Francis Ave	Signalized	310	1,260	130	200	890	240	300	640	200	110	810	170	5,260
4	21	N Division St & W Cascade Way/Lincoln Rd	Signalized	100	1,630	110	170	1,150	140	130	260	60	120	290	190	4,350
4	22	N Division St & E Holland Ave	TWSC, RIRO	60	1,330	450	170	860	40			250			80	3,240
5	23	N Division St & W Hawthorne Rd	Signalized	170	1,030	120	100	870	100	100	430	150	90	390	350	3,900
5	24	N. Division St & Fred Meyer DRWY	Stop, No Left out		1,470	150	30	900							200	2,750
5	25	N Division St & E Hastings Rd	Signalized	290	1,090	420	280	660	110	140	570	120	250	630	250	4,810
5	26	E Hastings/Farwell Rd & N Perry St	TWSC	10	10	10	50	10	70	90	1,090	20	10	1,170	90	2,630

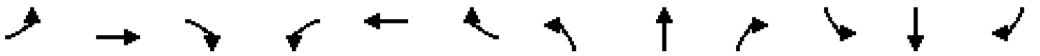
2050 Build Forecasts (AM Peak Hour)

Zone	ID	Intersection	Existing Control Type	2050 AM Forecasts												Total
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1	1	W 2nd Ave & S Wall St	Signalized	60	100			110	70				40	770	50	1,200
1	2	N Howard St & Sprague Ave	Signalized	20	60			90	30				150	220	30	600
1	3	N Browne St & Sprague Ave	Signalized				1,320	1,090	50		110	20	40	220		2,850
1	4	N Browne St & W Spokane Falls Blvd	Signalized					1,320	270				130	460		2,180
2a	5	N Division St & W North River Rd	Signalized	250	1,350	20	20	1,500	190	70	10	80	10	10	10	3,520
2a	6	N Division St & W Boone Ave	TWSC					1,880	70			70				2,020
2b	7	N Ruby St & E Boone Ave	TWSC, HAWK	40	1,510	10				40	10			20	10	1,640
2a	8	N Division St & W Sharp Ave	Signalized				160	1,680	220		240	10	90	310		2,710
2b	9	N Ruby St & E Sharp Ave	Signalized	120	1,330	110				120	250			260	50	2,240
2a	10	N Division St & Mission Ave	Signalized				270	1,780	110		400	70	190	650		3,470
2b	11	E Mission Ave & N Ruby St	Signalized	70	1,180	100				80	610			780	160	2,980
2a	12	N Division St & W Indiana Ave	Signalized				130	2,040	130		610	250	140	740		4,040
2b	13	E Indiana Ave & N Ruby St	Signalized	210	1,110	120				150	590			720	70	2,970
2a	14	N Division St & E Montgomery Ave	Signalized				70	2,210					150			2,430
2b	15	E Montgomery Ave & N Ruby St	Signalized	10	1,090	50				20	80			140	30	1,420
2a	16	W Buckeye Ave/E North Foothills Dr & N Division St	Signalized				170	1,770	110		360	110	250	320		3,090
2b	17	E North Foothills Dr & N Ruby St	Signalized	80	1,010	220				100	360			510	90	2,370
3a	18	N Division St & W Garland Ave/E Empire Ave	Signalized	60	910	40	40	1,250	40	50	230	170	190	260	40	3,280
3a	19	N Division St & W Wellesley Ave	Signalized	120	700	100	90	1,030	80	140	490	280	100	540	50	3,720
3b	20	N Division St & W Francis Ave	Signalized	130	460	80	200	900	130	180	770	220	110	510	220	3,910
4	21	N Division St & W Cascade Way/Lincoln Rd	Signalized	50	530	30	60	920	80	70	210	100	120	240	100	2,510
4	22	N Division St & E Holland Ave	TWSC, RIRO	30	800	390	190	940	20			140			20	2,530
5	23	N Division St & W Hawthorne Rd	Signalized	100	500	80	140	950	90	70	310	160	50	220	70	2,740
5	24	N. Division St & Fred Meyer DRWY	Stop, No Left out		730	40	40	990							70	1,870
5	25	N Division St & E Hastings Rd	Signalized	150	330	160	200	710	160	100	560	220	280	390	180	3,440
5	26	E Hastings/Farwell Rd & N Perry St	TWSC	20	20	10	70	10	110	50	1,050	20	10	740	40	2,150

2050 Build Forecasts (PM Peak Hour)

Zone	ID	Intersection	Existing Control Type	2050 PM Forecasts												Total
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1	1	W 2nd Ave & S Wall St	Signalized	50	100			290	90				20	1,220	30	1,800
1	2	N Howard St & Sprague Ave	Signalized	30	80			110	50				30	470	30	800
1	3	N Browne St & Sprague Ave	Signalized				240	1,710	70		150	90	70	250		2,580
1	4	N Browne St & W Spokane Falls Blvd	Signalized					1,490	210				130	350		2,180
2a	5	N Division St & W North River Rd	Signalized	150	1,980	40	70	1,400	190	130	10	130	20	10	20	4,150
2a	6	N Division St & W Boone Ave	TWSC					1,650	50			25				1,725
2b	7	N Ruby St & E Boone Ave	TWSC, HAWK	30	2,170	20				50	10			30	30	2,340
2a	8	N Division St & W Sharp Ave	Signalized				85	1,410	130		400	20	260	320		2,625
2b	9	N Ruby St & E Sharp Ave	Signalized	130	1,900	90				180	360			520	180	3,360
2a	10	N Division St & Mission Ave	Signalized				240	1,120	130		630	70	210	590		2,990
2b	11	E Mission Ave & N Ruby St	Signalized	130	1,630	120				250	810			640	265	3,845
2a	12	N Division St & W Indiana Ave	Signalized				90	1,340	140		920	190	110	610		3,400
2b	13	E Indiana Ave & N Ruby St	Signalized	265	1,730	50				250	780			600	130	3,805
2a	14	N Division St & E Montgomery Ave	Signalized				130	1,690					150			1,970
2b	15	E Montgomery Ave & N Ruby St	Signalized	20	1,960	80				40	110			160	70	2,440
2a	16	W Buckeye Ave/E North Foothills Dr & N Division St	Signalized				120	1,330	170		540	90	220	370		2,840
2b	17	E North Foothills Dr & N Ruby St	Signalized	150	1,800	440				270	490			460	200	3,810
3a	18	N Division St & W Garland Ave/E Empire Ave	Signalized	140	1,530	100	60	1,160	60	70	300	120	170	290	70	4,070
3a	19	N Division St & W Wellesley Ave	Signalized	320	1,120	230	160	960	160	320	630	150	250	660	120	5,080
3b	20	N Division St & W Francis Ave	Signalized	310	960	130	200	740	240	300	640	200	110	810	170	4,810
4	21	N Division St & W Cascade Way/Lincoln Rd	Signalized	100	1,330	110	170	1,000	140	130	260	60	120	290	190	3,900
4	22	N Division St & E Holland Ave	TWSC, RIRO	60	1,330	450	170	860	40			250			80	3,240
5	23	N Division St & W Hawthorne Rd	Signalized	170	1,030	120	100	870	100	100	430	150	90	390	350	3,900
5	24	N. Division St & Fred Meyer DRWY	Stop, No Left out		1,470	150	30	1,000							310	2,960
5	25	N Division St & E Hastings Rd	Signalized	290	1,090	420	280	660	110	140	570	120	250	630	250	4,810
5	26	E Hastings/Farwell Rd & N Perry St	TWSC	10	10	10	50	10	70	90	1,090	20	10	1,170	90	2,630

Appendix D: Analysis Synchro Reports



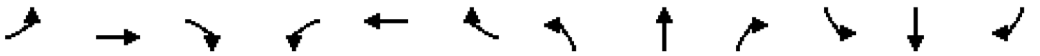
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	26	639	14	50	38	0	0	39	46
Future Volume (veh/h)	0	0	0	26	639	14	50	38	0	0	39	46
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.97	0.99		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.88
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1569	1569	1569	1569	1569	0	0	1569	1569
Adj Flow Rate, veh/h				28	687	12	54	41	0	0	42	14
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				4	4	4	4	4	0	0	4	4
Cap, veh/h				101	2487	43	292	198	0	0	313	104
Arrive On Green				0.20	0.20	0.20	0.32	0.32	0.00	0.00	0.32	0.32
Sat Flow, veh/h				169	4145	72	683	610	0	0	987	329
Grp Volume(v), veh/h				259	236	232	95	0	0	0	0	56
Grp Sat Flow(s),veh/h/ln				1561	1428	1397	1293	0	0	0	0	1316
Q Serve(g_s), s				11.3	11.2	11.3	2.4	0.0	0.0	0.0	0.0	2.4
Cycle Q Clear(g_c), s				11.3	11.2	11.3	4.8	0.0	0.0	0.0	0.0	2.4
Prop In Lane				0.11		0.05	0.57		0.00	0.00		0.25
Lane Grp Cap(c), veh/h				937	857	838	491	0	0	0	0	418
V/C Ratio(X)				0.28	0.28	0.28	0.19	0.00	0.00	0.00	0.00	0.13
Avail Cap(c_a), veh/h				937	857	838	491	0	0	0	0	428
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				17.3	17.3	17.4	19.9	0.0	0.0	0.0	0.0	19.5
Incr Delay (d2), s/veh				0.7	0.8	0.8	0.9	0.0	0.0	0.0	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				4.8	4.4	4.3	1.4	0.0	0.0	0.0	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				18.1	18.1	18.2	20.7	0.0	0.0	0.0	0.0	19.6
LnGrp LOS				B	B	B	C					B
Approach Vol, veh/h					727			95			56	
Approach Delay, s/veh					18.1			20.7			19.6	
Approach LOS					B			C			B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	29.0	51.0	29.0
Change Period (Y+Rc), s	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	24.4	46.4	* 25
Max Q Clear Time (g_c+I1), s	6.8	13.3	4.4
Green Ext Time (p_c), s	0.0	0.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	18.5
HCM 7th LOS	B

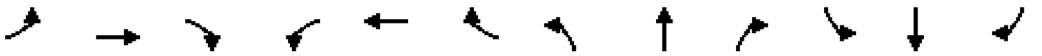
Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	73	159	27	18	55	0	0	62	25
Future Volume (vph)	0	0	0	73	159	27	18	55	0	0	62	25
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	13	13	13	12	12	12	12	12	12
Total Lost time (s)					3.0			3.0			3.0	
Lane Util. Factor					0.91			1.00			1.00	
Frpb, ped/bikes					0.99			1.00			0.99	
Flpb, ped/bikes					0.98			0.99			1.00	
Frt					0.98			1.00			0.96	
Flt Protected					0.99			0.99			1.00	
Satd. Flow (prot)					3649			1359			1264	
Flt Permitted					0.99			0.94			1.00	
Satd. Flow (perm)					3649			1291			1264	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	81	177	30	20	61	0	0	69	28
RTOR Reduction (vph)	0	0	0	0	13	0	0	0	0	0	18	0
Lane Group Flow (vph)	0	0	0	0	275	0	0	81	0	0	79	0
Confl. Peds. (#/hr)	22		36	36		22	33		9	9		33
Confl. Bikes (#/hr)	1		2	2		1						
Heavy Vehicles (%)	0%	0%	0%	0%	23%	7%	6%	5%	0%	0%	2%	28%
Parking (#/hr)					0	0	0	0			0	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					37.4			23.4			23.4	
Effective Green, g (s)					39.0			25.0			25.0	
Actuated g/C Ratio					0.56			0.36			0.36	
Clearance Time (s)					4.6			4.6			4.6	
Vehicle Extension (s)					0.2			0.2			0.2	
Lane Grp Cap (vph)					2033			461			451	
v/s Ratio Prot											0.06	
v/s Ratio Perm					0.08			c0.06				
v/c Ratio					0.14			0.18			0.18	
Uniform Delay, d1					7.4			15.4			15.4	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					0.1			0.8			0.8	
Delay (s)					7.6			16.3			16.3	
Level of Service					A			B			B	
Approach Delay (s/veh)		0.0			7.6			16.3			16.3	
Approach LOS		A			A			B			B	

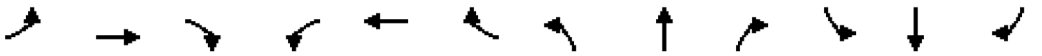
Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.15		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	83	18	38	188	0	0	0	0	234	1279	53
Future Volume (vph)	0	83	18	38	188	0	0	0	0	234	1279	53
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		3.0			3.0						3.0	
Lane Util. Factor		0.95			0.95						0.91	
Frpb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.97			1.00						0.99	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		2744			2780						4233	
Flt Permitted		1.00			0.89						0.99	
Satd. Flow (perm)		2744			2503						4233	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	94	20	43	214	0	0	0	0	266	1453	60
RTOR Reduction (vph)	0	14	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	100	0	0	257	0	0	0	0	0	1775	0
Confl. Peds. (#/hr)	11		9	9		11	6		11	11		6
Heavy Vehicles (%)	0%	6%	17%	5%	3%	0%	0%	0%	0%	3%	3%	0%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Parking (#/hr)					0							
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		25.0			25.0						55.0	
Effective Green, g (s)		27.0			27.0						57.0	
Actuated g/C Ratio		0.30			0.30						0.63	
Clearance Time (s)		5.0			5.0						5.0	
Vehicle Extension (s)		0.2			0.2						0.2	
Lane Grp Cap (vph)		823			750						2680	
v/s Ratio Prot		0.04										
v/s Ratio Perm					c0.10						0.42	
v/c Ratio		0.12			0.34						0.66	
Uniform Delay, d1		22.9			24.6						10.4	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.3			1.2						1.3	
Delay (s)		23.2			25.8						11.7	
Level of Service		C			C						B	
Approach Delay (s/veh)		23.2			25.8			0.0			11.7	
Approach LOS		C			C			A			B	

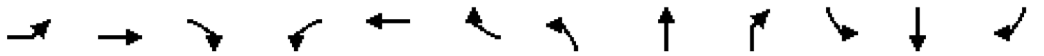
Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



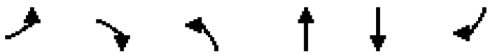
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	49	180	0	0	0	0	0	1518	180
Future Volume (vph)	0	0	0	49	180	0	0	0	0	0	1518	180
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					5.3						5.9	5.9
Lane Util. Factor					0.95						0.86	0.86
Frpb, ped/bikes					1.00						1.00	0.98
Flpb, ped/bikes					1.00						1.00	1.00
Frt					1.00						1.00	0.85
Flt Protected					0.99						1.00	1.00
Satd. Flow (prot)					3120						4488	1254
Flt Permitted					0.99						1.00	1.00
Satd. Flow (perm)					3120						4488	1254
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	54	198	0	0	0	0	0	1668	198
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	252	0	0	0	0	0	1688	178
Confl. Peds. (#/hr)	2		3	3		2	5					5
Heavy Vehicles (%)	0%	0%	0%	2%	9%	0%	0%	0%	0%	0%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	2	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Actuated Green, G (s)					27.3						52.7	52.7
Effective Green, g (s)					26.7						52.1	52.1
Actuated g/C Ratio					0.30						0.58	0.58
Clearance Time (s)					4.7						5.3	5.3
Vehicle Extension (s)					0.2						0.2	0.2
Lane Grp Cap (vph)					925						2598	725
v/s Ratio Prot											c0.38	
v/s Ratio Perm					0.08							0.14
v/c Ratio					0.27						0.65	0.25
Uniform Delay, d1					24.2						12.8	9.3
Progression Factor					1.00						1.00	1.00
Incremental Delay, d2					0.7						1.3	0.8
Delay (s)					24.9						14.1	10.1
Level of Service					C						B	B
Approach Delay (s/veh)		0.0			24.9			0.0			13.7	
Approach LOS		A			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	7	70	7	2	4	202	1284	9	19	1701	186
Future Volume (vph)	50	7	70	7	2	4	202	1284	9	19	1701	186
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	12	11	12	12	12	12	14
Total Lost time (s)	2.7	2.7	2.7	2.7	2.7	3.6	4.0	3.6		4.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1674	1800	1491	1706	1920	1496	1653	4692		1710	4771	1575
Flt Permitted	0.76	1.00	1.00	0.75	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1333	1800	1491	1351	1920	1496	1653	4692		1710	4771	1575
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	57	8	80	8	2	5	230	1459	10	22	1933	211
RTOR Reduction (vph)	0	0	67	0	0	0	0	0	0	0	0	94
Lane Group Flow (vph)	57	8	13	8	2	5	230	1469	0	22	1933	117
Confl. Peds. (#/hr)	1		2	2		1	3		3	3		3
Confl. Bikes (#/hr)			1	1								
Heavy Vehicles (%)	2%	0%	1%	0%	0%	0%	0%	4%	11%	0%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	4	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4		4						6
Actuated Green, G (s)	12.4	12.4	12.4	12.4	12.4	12.4	16.9	61.4		3.0	47.5	47.5
Effective Green, g (s)	14.3	14.3	14.3	14.3	14.3	13.4	16.9	62.4		3.0	49.1	49.1
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16	0.15	0.19	0.69		0.03	0.55	0.55
Clearance Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.6		4.0	4.6	4.6
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	211	286	236	214	305	222	310	3253		57	2602	859
v/s Ratio Prot		0.00			0.00		c0.14	0.31		0.01	c0.41	
v/s Ratio Perm	c0.04		0.01	0.01		0.00						0.07
v/c Ratio	0.27	0.03	0.05	0.04	0.01	0.02	0.74	0.45		0.39	0.74	0.14
Uniform Delay, d1	33.3	32.0	32.1	32.0	31.9	32.7	34.5	6.2		42.6	15.6	10.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	0.0	0.1	0.1	0.0	0.0	8.8	0.5		3.1	2.0	0.3
Delay (s)	33.8	32.0	32.2	32.1	31.9	32.7	43.2	6.6		45.7	17.6	10.4
Level of Service	C	C	C	C	C	C	D	A		D	B	B
Approach Delay (s/veh)		32.8			32.3			11.6			17.2	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.3
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	12	0	0	2065	8
Future Volume (Veh/h)	0	12	0	0	2065	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	13	0	0	2320	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2325	585	2329			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2325	585	2329			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	31	455	210			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	13	663	663	663	340
Volume Left	0	0	0	0	0
Volume Right	13	0	0	0	9
cSH	455	1700	1700	1700	1700
Volume to Capacity	0.03	0.39	0.39	0.39	0.20
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s/veh)	13.2	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s/veh)	13.2	0.0			
Approach LOS	B				

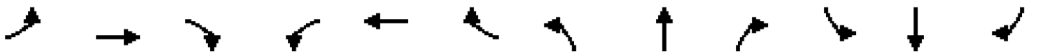
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	2	0	0	2	5	34	1427	7	0	0	0
Future Volume (veh/h)	9	2	0	0	2	5	34	1427	7	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1758	1758	0	0	1758	1758	1758	1758	1758			
Adj Flow Rate, veh/h	11	2	0	0	2	6	40	1699	8			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	90	3	0	0	7	21	133	5668	27			
Arrive On Green	0.02	0.02	0.00	0.00	0.02	0.02	0.89	0.89	0.89			
Sat Flow, veh/h	877	160	0	0	387	1162	149	6347	30			
Grp Volume(v), veh/h	13	0	0	0	0	8	469	809	469			
Grp Sat Flow(s),veh/h/ln	1037	0	0	0	0	1549	1750	1512	1752			
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.5	3.5	3.5	3.5			
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.0	0.0	0.5	3.5	3.5	3.5			
Prop In Lane	0.85		0.00	0.00		0.75	0.09		0.02			
Lane Grp Cap(c), veh/h	93	0	0	0	0	28	1563	2700	1565			
V/C Ratio(X)	0.14	0.00	0.00	0.00	0.00	0.28	0.30	0.30	0.30			
Avail Cap(c_a), veh/h	563	0	0	0	0	533	1563	2700	1565			
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	44.2	0.0	0.0	0.0	0.0	43.6	0.7	0.7	0.7			
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	5.4	0.5	0.3	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	0.3	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.9	0.0	0.0	0.0	0.0	49.0	1.2	1.0	1.2			
LnGrp LOS	D					D	A	A	A			
Approach Vol, veh/h		13			8			1747				
Approach Delay, s/veh		44.9			49.0			1.1				
Approach LOS		D			D			A				

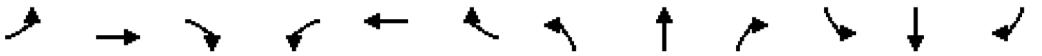
Timer - Assigned Phs	2	4			8			
Phs Duration (G+Y+Rc), s	84.4	5.6			5.6			
Change Period (Y+Rc), s	4.0	4.0			4.0			
Max Green Setting (Gmax), s	51.0	31.0			31.0			
Max Q Clear Time (g_c+I1), s	5.5	2.5			3.3			
Green Ext Time (p_c), s	17.5	0.0			0.0			

Intersection Summary								
HCM 7th Control Delay, s/veh	1.6							
HCM 7th LOS	A							



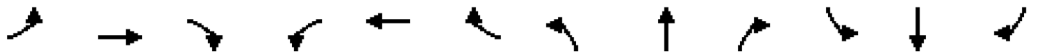
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	102	3	65	124	0	0	0	0	158	1822	118
Future Volume (vph)	0	102	3	65	124	0	0	0	0	158	1822	118
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		1.00		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3340		1604	3353						6346	
Flt Permitted		1.00		0.68	1.00						1.00	
Satd. Flow (perm)		3340		1146	3353						6346	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	113	3	72	138	0	0	0	0	176	2024	131
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	114	0	72	138	0	0	0	0	0	2321	0
Confl. Peds. (#/hr)			1	1					2	2		
Heavy Vehicles (%)	0%	2%	0%	3%	2%	0%	0%	0%	0%	1%	3%	2%
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		28.4		41.8	41.2						39.6	
Effective Green, g (s)		30.0		43.4	42.8						41.2	
Actuated g/C Ratio		0.33		0.48	0.48						0.46	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		1113		605	1594						2905	
v/s Ratio Prot		0.03		c0.01	0.04							
v/s Ratio Perm				c0.04							0.37	
v/c Ratio		0.10		0.12	0.09						0.80	
Uniform Delay, d1		20.7		12.9	12.9						20.9	
Progression Factor		1.00		1.09	1.06						0.30	
Incremental Delay, d2		0.2		0.0	0.1						1.2	
Delay (s)		20.9		14.1	13.8						7.4	
Level of Service		C		B	B						A	
Approach Delay (s/veh)		20.9			13.9			0.0			7.4	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	186	0	0	104	47	63	1243	101	0	0	0
Future Volume (vph)	72	186	0	0	104	47	63	1243	101	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.95			0.99				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1588	3420			3203			6084				
Flt Permitted	0.63	1.00			1.00			1.00				
Satd. Flow (perm)	1060	3420			3203			6084				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	84	216	0	0	121	55	73	1445	117	0	0	0
RTOR Reduction (vph)	0	0	0	0	37	0	0	13	0	0	0	0
Lane Group Flow (vph)	84	216	0	0	139	0	0	1622	0	0	0	0
Confl. Peds. (#/hr)	2		5	5		2	4		5	5		4
Heavy Vehicles (%)	4%	0%	0%	0%	1%	2%	3%	4%	0%	0%	0%	0%
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	40.8	40.2			27.4			40.6				
Effective Green, g (s)	42.4	41.8			29.0			42.2				
Actuated g/C Ratio	0.47	0.46			0.32			0.47				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	2.0	0.2			0.2			0.2				
Lane Grp Cap (vph)	560	1588			1032			2852				
v/s Ratio Prot	c0.02	0.06			0.04							
v/s Ratio Perm	c0.05							0.27				
v/c Ratio	0.15	0.14			0.13			0.57				
Uniform Delay, d1	13.8	13.8			21.6			17.3				
Progression Factor	0.34	0.37			1.00			0.83				
Incremental Delay, d2	0.0	0.2			0.3			0.8				
Delay (s)	4.8	5.3			21.9			15.1				
Level of Service	A	A			C			B				
Approach Delay (s/veh)		5.1			21.9			15.1			0.0	
Approach LOS		A			C			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



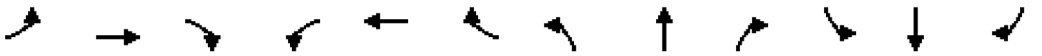
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	286	57	141	366	0	0	0	0	224	1937	104
Future Volume (vph)	0	286	57	141	366	0	0	0	0	224	1937	104
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.98		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3126		1637	3275						6317	
Flt Permitted		1.00		0.44	1.00						1.00	
Satd. Flow (perm)		3126		754	3275						6317	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	325	65	160	416	0	0	0	0	255	2201	118
RTOR Reduction (vph)	0	19	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	371	0	160	416	0	0	0	0	0	2566	0
Confl. Peds. (#/hr)	4					4	2					2
Heavy Vehicles (%)	0%	7%	0%	1%	4%	0%	0%	0%	0%	1%	3%	4%
Bus Blockages (#/hr)	0	4	4	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		26.4		42.0	41.4						39.4	
Effective Green, g (s)		28.0		43.6	43.0						41.0	
Actuated g/C Ratio		0.31		0.48	0.48						0.46	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		972		488	1564						2877	
v/s Ratio Prot		c0.12		c0.05	0.13							
v/s Ratio Perm				0.11							0.41	
v/c Ratio		0.38		0.33	0.27						0.89	
Uniform Delay, d1		24.2		17.8	14.1						22.5	
Progression Factor		1.00		0.28	0.33						0.49	
Incremental Delay, d2		1.1		0.1	0.4						2.6	
Delay (s)		25.4		5.1	5.0						13.7	
Level of Service		C		A	A						B	
Approach Delay (s/veh)		25.4			5.0			0.0			13.7	
Approach LOS		C			A			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

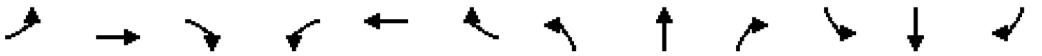
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	449	0	0	446	143	69	1102	87	0	0	0
Future Volume (vph)	74	449	0	0	446	143	69	1102	87	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.96			0.99				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1544	3275			3152			6009				
Flt Permitted	0.30	1.00			1.00			1.00				
Satd. Flow (perm)	489	3275			3152			6009				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	80	483	0	0	480	154	74	1185	94	0	0	0
RTOR Reduction (vph)	0	0	0	0	33	0	0	13	0	0	0	0
Lane Group Flow (vph)	80	483	0	0	601	0	0	1340	0	0	0	0
Confl. Peds. (#/hr)	5					5			6	6		
Confl. Bikes (#/hr)	1					1						
Heavy Vehicles (%)	7%	4%	0%	0%	3%	4%	3%	5%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	4	4	0	4	4	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	43.8	43.2			32.0			37.6				
Effective Green, g (s)	45.4	44.8			33.6			39.2				
Actuated g/C Ratio	0.50	0.50			0.37			0.44				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	2.0	0.2			0.2			0.2				
Lane Grp Cap (vph)	349	1630			1176			2617				
v/s Ratio Prot	0.02	c0.15			c0.19							
v/s Ratio Perm	0.09							0.22				
v/c Ratio	0.23	0.30			0.51			0.51				
Uniform Delay, d1	18.7	13.3			21.8			18.5				
Progression Factor	0.98	0.86			1.00			0.37				
Incremental Delay, d2	0.1	0.4			1.6			0.6				
Delay (s)	18.3	11.9			23.4			7.4				
Level of Service	B	B			C			A				
Approach Delay (s/veh)		12.8			23.4			7.4			0.0	
Approach LOS		B			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	380	229	123	381	0	0	0	0	103	2162	119
Future Volume (vph)	0	380	229	123	381	0	0	0	0	103	2162	119
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		5.2		4.6	5.2						5.2	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		0.99		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.94		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3125		1636	3275						6374	
Flt Permitted		1.00		0.24	1.00						1.00	
Satd. Flow (perm)		3125		410	3275						6374	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	427	257	138	428	0	0	0	0	116	2429	134
RTOR Reduction (vph)	0	31	0	0	0	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	653	0	138	428	0	0	0	0	0	2670	0
Confl. Peds. (#/hr)			3	3			3					3
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	0%	4%	2%	3%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		24.4		36.0	35.4						45.4	
Effective Green, g (s)		23.8		35.4	34.8						44.8	
Actuated g/C Ratio		0.26		0.39	0.39						0.50	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		826		248	1266						3172	
v/s Ratio Prot		c0.21		c0.04	0.13							
v/s Ratio Perm				0.18							0.42	
v/c Ratio		0.79		0.56	0.34						0.84	
Uniform Delay, d1		30.8		30.4	19.5						19.5	
Progression Factor		1.00		1.23	1.26						0.74	
Incremental Delay, d2		7.6		1.2	0.6						2.6	
Delay (s)		38.4		38.5	25.1						17.0	
Level of Service		D		D	C						B	
Approach Delay (s/veh)		38.4			28.4			0.0			17.0	
Approach LOS		D			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	368	0	0	396	51	146	1189	55	0	0	0
Future Volume (vph)	134	368	0	0	396	51	146	1189	55	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.98			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1574	3275			3234			5997				
Flt Permitted	0.34	1.00			1.00			0.99				
Satd. Flow (perm)	567	3275			3234			5997				
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	158	433	0	0	466	60	172	1399	65	0	0	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	6	0	0	0	0
Lane Group Flow (vph)	158	433	0	0	515	0	0	1630	0	0	0	0
Confl. Peds. (#/hr)	3					3	2		4	4		2
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	5%	4%	0%	0%	3%	6%	5%	5%	5%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	39.0	38.4			23.4			42.4				
Effective Green, g (s)	38.4	37.8			22.8			41.8				
Actuated g/C Ratio	0.43	0.42			0.25			0.46				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	1.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	358	1375			819			2785				
v/s Ratio Prot	c0.05	0.13			c0.16							
v/s Ratio Perm	0.14							0.27				
v/c Ratio	0.44	0.31			0.63			0.59				
Uniform Delay, d1	24.1	17.4			29.8			17.7				
Progression Factor	1.43	1.46			1.00			0.64				
Incremental Delay, d2	0.2	0.4			3.6			0.8				
Delay (s)	34.8	25.8			33.5			12.2				
Level of Service	C	C			C			B				
Approach Delay (s/veh)		28.2			33.5			12.2			0.0	
Approach LOS		C			C			B			A	

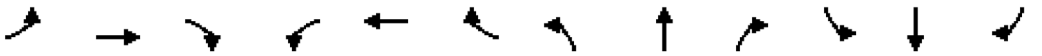
Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	44	0	0	0	43	2319
Future Volume (vph)	44	0	0	0	43	2319
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	14
Total Lost time (s)	5.2					5.2
Lane Util. Factor	0.97					0.86
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3159					6446
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3159					6446
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	48	0	0	0	47	2548
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	48	0	0	0	0	2595
Confl. Peds. (#/hr)		4		1	1	
Heavy Vehicles (%)	5%	0%	0%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	4
Turn Type	Prot				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	11.6					69.2
Effective Green, g (s)	11.0					68.6
Actuated g/C Ratio	0.12					0.76
Clearance Time (s)	4.6					4.6
Vehicle Extension (s)	2.5					0.2
Lane Grp Cap (vph)	386					4913
v/s Ratio Prot	c0.02					
v/s Ratio Perm						0.40
v/c Ratio	0.12					0.53
Uniform Delay, d1	35.2					4.3
Progression Factor	1.01					0.75
Incremental Delay, d2	0.1					0.3
Delay (s)	35.8					3.4
Level of Service	D					A
Approach Delay (s/veh)	35.8		0.0			3.4
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	45	0	0	33	24	6	1185	48	0	0	0
Future Volume (vph)	19	45	0	0	33	24	6	1185	48	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	14	14	12	11	12	13	13	13	12	12	12
Total Lost time (s)	5.2	5.2			5.2	5.2		5.2				
Lane Util. Factor	1.00	1.00			0.95	0.95		0.86				
Frpb, ped/bikes	1.00	1.00			1.00	0.99		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			0.99	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1486	1920			1543	1377		5979				
Flt Permitted	0.73	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	1140	1920			1543	1377		5979				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	22	52	0	0	38	28	7	1378	56	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	22	0	4	0	0	0	0
Lane Group Flow (vph)	22	52	0	0	38	3	0	1437	0	0	0	0
Confl. Peds. (#/hr)	2		8	8		2	4		4	4		4
Heavy Vehicles (%)	11%	0%	0%	0%	6%	4%	0%	6%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		8			4			2				
Permitted Phases	8					4	2					
Actuated Green, G (s)	12.4	12.4			12.4	12.4		68.4				
Effective Green, g (s)	11.8	11.8			11.8	11.8		67.8				
Actuated g/C Ratio	0.13	0.13			0.13	0.13		0.75				
Clearance Time (s)	4.6	4.6			4.6	4.6		4.6				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		0.2				
Lane Grp Cap (vph)	149	251			202	180		4504				
v/s Ratio Prot		c0.03			0.02							
v/s Ratio Perm	0.02					0.00		0.24				
v/c Ratio	0.15	0.21			0.19	0.02		0.32				
Uniform Delay, d1	34.6	34.9			34.8	34.1		3.6				
Progression Factor	1.32	1.31			1.00	1.00		0.34				
Incremental Delay, d2	0.3	0.3			0.3	0.0		0.2				
Delay (s)	46.0	46.1			35.2	34.1		1.4				
Level of Service	D	D			D	C		A				
Approach Delay (s/veh)		46.1			34.8			1.4			0.0	
Approach LOS		D			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

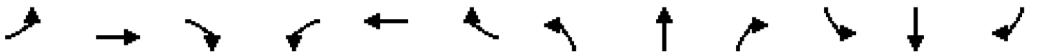
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	315	104	241	302	0	0	0	0	92	1926	104
Future Volume (veh/h)	0	315	104	241	302	0	0	0	0	92	1926	104
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1786	1800	1758	1772	0				1843	1843	1872
Adj Flow Rate, veh/h	0	350	116	268	336	0				102	2140	107
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	1	0	3	2	0				2	2	0
Cap, veh/h	0	665	217	406	1451	0				134	2802	140
Arrive On Green	0.00	0.26	0.27	0.23	0.86	0.00				0.45	0.45	0.46
Sat Flow, veh/h	0	2604	821	1674	3455	0				295	6181	309
Grp Volume(v), veh/h	0	234	232	268	336	0				633	1097	619
Grp Sat Flow(s),veh/h/ln	0	1697	1638	1674	1683	0				1828	1585	1787
Q Serve(g_s), s	0.0	10.6	10.9	10.4	1.5	0.0				26.1	26.0	26.1
Cycle Q Clear(g_c), s	0.0	10.6	10.9	10.4	1.5	0.0				26.1	26.0	26.1
Prop In Lane	0.00		0.50	1.00		0.00				0.16		0.17
Lane Grp Cap(c), veh/h	0	449	433	406	1451	0				829	1437	810
V/C Ratio(X)	0.00	0.52	0.53	0.66	0.23	0.00				0.76	0.76	0.76
Avail Cap(c_a), veh/h	0	449	433	406	1451	0				829	1437	810
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.48	0.48	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.3	28.2	18.4	3.6	0.0				20.6	20.6	20.5
Incr Delay (d2), s/veh	0.0	4.3	4.7	1.8	0.2	0.0				6.6	3.9	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
%ile BackOfQ(50%),veh/ln	0.0	4.7	4.7	3.5	0.5	0.0				11.8	9.7	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	32.6	32.9	20.2	3.8	0.0				27.2	24.5	27.3
LnGrp LOS		C	C	C	A					C	C	C
Approach Vol, veh/h		466			604						2349	
Approach Delay, s/veh		32.7			11.1						25.9	
Approach LOS		C			B						C	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	46.0	15.0	29.0			44.0
Change Period (Y+Rc), s	4.6	4.0	4.6			4.6
Max Green Setting (Gmax), s	41.4	11.0	24.4			39.4
Max Q Clear Time (g_c+I1), s	28.1	12.4	12.9			3.5
Green Ext Time (p_c), s	0.8	0.0	0.1			0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	24.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	322	0	0	494	84	33	1002	190	0	0	0
Future Volume (vph)	94	322	0	0	494	84	33	1002	190	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	5.2			
Lane Util. Factor	1.00	0.95			0.95			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.98			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1621	3320			3231			4600	1518			
Flt Permitted	0.23	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	385	3320			3231			4600	1518			
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	115	393	0	0	602	102	40	1222	232	0	0	0
RTOR Reduction (vph)	0	0	0	0	15	0	0	0	121	0	0	0
Lane Group Flow (vph)	115	393	0	0	689	0	0	1262	111	0	0	0
Confl. Peds. (#/hr)			2	2			1		2	2		1
Heavy Vehicles (%)	2%	3%	0%	0%	3%	4%	9%	6%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	2	2	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	37.8	37.2			24.4			43.6	43.6			
Effective Green, g (s)	37.2	36.6			23.8			43.0	43.0			
Actuated g/C Ratio	0.41	0.41			0.26			0.48	0.48			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	271	1350			854			2197	725			
v/s Ratio Prot	c0.04	0.12			c0.21							
v/s Ratio Perm	0.14							0.27	0.07			
v/c Ratio	0.42	0.29			0.81			0.57	0.15			
Uniform Delay, d1	28.3	18.0			31.0			16.9	13.2			
Progression Factor	0.45	0.53			1.00			0.41	0.25			
Incremental Delay, d2	0.3	0.5			8.1			1.1	0.4			
Delay (s)	13.1	10.0			39.0			8.0	3.7			
Level of Service	B	A			D			A	A			
Approach Delay (s/veh)		10.7			39.0			7.4			0.0	
Approach LOS		B			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	139	123	110	154	34	54	954	31	26	1469	29
Future Volume (veh/h)	41	139	123	110	154	34	54	954	31	26	1469	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1758	1786	1772	1730	1716	1800	1730	1716	1744	1758	1758
Adj Flow Rate, veh/h	45	151	11	120	167	2	59	1037	0	28	1597	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	3	1	2	5	6	0	5	6	4	3	3
Cap, veh/h	309	737	53	318	776	9	68	2764	0	39	2762	52
Arrive On Green	0.23	0.23	0.22	0.23	0.23	0.22	0.01	0.19	0.00	0.02	0.57	0.58
Sat Flow, veh/h	1187	3159	228	1224	3326	40	1714	4878	0	1661	4850	91
Grp Volume(v), veh/h	45	79	83	120	82	87	59	1037	0	28	1054	573
Grp Sat Flow(s),veh/h/ln	1187	1670	1717	1224	1643	1723	1714	1574	0	1661	1600	1741
Q Serve(g_s), s	2.9	3.4	3.5	7.9	3.6	3.7	3.1	17.2	0.0	1.5	19.0	19.0
Cycle Q Clear(g_c), s	6.5	3.4	3.5	11.4	3.6	3.7	3.1	17.2	0.0	1.5	19.0	19.0
Prop In Lane	1.00		0.13	1.00		0.02	1.00		0.00	1.00		0.05
Lane Grp Cap(c), veh/h	309	390	401	318	383	402	68	2764	0	39	1822	992
V/C Ratio(X)	0.15	0.20	0.21	0.38	0.21	0.22	0.87	0.38	0.00	0.72	0.58	0.58
Avail Cap(c_a), veh/h	309	390	401	318	383	402	171	2764	0	166	1822	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00
Uniform Delay (d), s/veh	30.5	27.8	27.8	32.4	27.8	27.9	44.2	22.0	0.0	43.6	12.4	12.4
Incr Delay (d2), s/veh	1.0	1.2	1.2	0.3	0.1	0.1	12.1	0.4	0.0	8.8	1.3	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.5	1.5	2.3	1.4	1.5	1.6	7.3	0.0	0.7	6.5	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.5	28.9	29.0	32.7	27.9	28.0	56.3	22.4	0.0	52.4	13.8	14.9
LnGrp LOS	C	C	C	C	C	C	E	C		D	B	B
Approach Vol, veh/h		207			289			1096			1655	
Approach Delay, s/veh		29.5			29.9			24.2			14.8	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.1	57.9		25.0	8.5	56.5		25.0
Change Period (Y+Rc), s	4.6	4.6		5.0	4.6	4.6		5.0
Max Green Setting (Gmax), s	9.4	46.4		20.0	9.4	46.4		20.0
Max Q Clear Time (g_c+I1), s	3.5	19.2		13.4	5.1	21.0		8.5
Green Ext Time (p_c), s	0.0	5.8		0.4	0.0	9.3		0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	20.3
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	392	269	90	357	41	112	780	60	52	1307	37
Future Volume (veh/h)	107	392	269	90	357	41	112	780	60	52	1307	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1786	1758	1772	1872	1744	1730	1800	1744	1758	1730
Adj Flow Rate, veh/h	119	436	159	100	397	7	124	867	26	58	1452	39
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	1	3	2	0	4	5	0	4	3	5
Cap, veh/h	138	607	219	110	791	367	149	2297	736	73	2117	57
Arrive On Green	0.08	0.25	0.24	0.07	0.23	0.23	0.09	0.49	0.49	0.06	0.59	0.57
Sat Flow, veh/h	1688	2413	871	1674	3367	1564	1661	4722	1514	1661	4804	129
Grp Volume(v), veh/h	119	303	292	100	397	7	124	867	26	58	967	524
Grp Sat Flow(s),veh/h/ln	1688	1683	1601	1674	1683	1564	1661	1574	1514	1661	1600	1733
Q Serve(g_s), s	7.7	18.1	18.4	6.5	11.3	0.4	8.1	12.7	1.0	3.8	23.0	23.0
Cycle Q Clear(g_c), s	7.7	18.1	18.4	6.5	11.3	0.4	8.1	12.7	1.0	3.8	23.0	23.0
Prop In Lane	1.00		0.54	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	138	423	402	110	791	367	149	2297	736	73	1410	764
V/C Ratio(X)	0.86	0.72	0.73	0.91	0.50	0.02	0.83	0.38	0.04	0.79	0.69	0.69
Avail Cap(c_a), veh/h	141	597	568	110	1132	526	166	2297	736	166	1410	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	37.6	38.1	51.1	36.5	32.3	49.2	17.8	14.8	51.3	17.5	17.5
Incr Delay (d2), s/veh	38.1	1.8	2.2	59.3	0.4	0.0	26.5	0.5	0.1	17.1	2.7	5.0
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	4.7	7.6	7.4	4.5	4.6	0.1	4.4	4.6	0.4	1.9	7.7	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.0	39.4	40.2	110.3	36.9	32.4	75.8	18.2	14.9	68.4	20.2	22.5
LnGrp LOS	F	D	D	F	D	C	E	B	B	E	C	C
Approach Vol, veh/h		714			504			1017			1549	
Approach Delay, s/veh		47.8			51.4			25.2			22.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	57.5	13.8	29.8	13.9	52.5	12.0	31.6
Change Period (Y+Rc), s	4.0	5.0	4.4	5.4	4.0	5.0	4.4	5.4
Max Green Setting (Gmax), s	4.8	35.0	9.6	35.6	11.0	35.0	7.6	37.6
Max Q Clear Time (g_c+I1), s	5.8	14.7	9.7	13.3	10.1	25.0	8.5	20.4
Green Ext Time (p_c), s	0.0	4.5	0.0	1.4	0.0	5.2	0.0	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	32.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	588	210	99	433	78	123	536	58	83	1031	122
Future Volume (veh/h)	165	588	210	99	433	78	123	536	58	83	1031	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1744	1758	1786	1688	1716	1784	1772	1702	1730	1800	1758	1730
Adj Flow Rate, veh/h	170	606	119	102	446	20	127	553	24	86	1063	45
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	1	8	6	6	2	7	5	0	3	5
Cap, veh/h	347	929	419	279	838	387	207	1723	542	157	1632	497
Arrive On Green	0.11	0.28	0.28	0.09	0.26	0.26	0.12	0.37	0.37	0.09	0.34	0.34
Sat Flow, veh/h	3222	3340	1507	3118	3260	1505	1688	4646	1462	1714	4799	1462
Grp Volume(v), veh/h	170	606	119	102	446	20	127	553	24	86	1063	45
Grp Sat Flow(s),veh/h/ln	1611	1670	1507	1559	1630	1505	1688	1549	1462	1714	1600	1462
Q Serve(g_s), s	3.5	11.3	4.4	2.2	8.3	0.7	5.0	6.0	0.7	3.4	13.3	1.5
Cycle Q Clear(g_c), s	3.5	11.3	4.4	2.2	8.3	0.7	5.0	6.0	0.7	3.4	13.3	1.5
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	347	929	419	279	838	387	207	1723	542	157	1632	497
V/C Ratio(X)	0.49	0.65	0.28	0.37	0.53	0.05	0.61	0.32	0.04	0.55	0.65	0.09
Avail Cap(c_a), veh/h	912	1522	687	882	1476	682	645	3090	973	485	3192	972
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	22.5	20.0	30.3	22.6	19.8	29.4	15.9	14.2	30.7	19.8	15.9
Incr Delay (d2), s/veh	0.4	0.8	0.4	0.3	0.2	0.0	1.1	0.0	0.0	1.1	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.2	1.5	0.8	3.0	0.2	2.0	1.9	0.2	1.4	4.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.1	23.3	20.4	30.6	22.8	19.8	30.5	15.9	14.2	31.8	20.2	16.0
LnGrp LOS	C	C	C	C	C	B	C	B	B	C	C	B
Approach Vol, veh/h		895			568			704			1194	
Approach Delay, s/veh		24.2			24.1			18.5			20.9	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	29.2	10.6	21.4	11.7	27.0	9.3	22.7
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5.2	5.0	5.0	5.0	5.2
Max Green Setting (Gmax), s	18.0	45.0	18.0	* 30	25.0	45.0	18.0	30.0
Max Q Clear Time (g_c+I1), s	5.4	8.0	5.5	10.3	7.0	15.3	4.2	13.3
Green Ext Time (p_c), s	0.1	1.6	0.3	1.2	0.2	6.1	0.2	3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.8
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	145	69	60	149	94	37	602	27	56	1042	64
Future Volume (veh/h)	65	145	69	60	149	94	37	602	27	56	1042	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1786	1758	1730	1744	1744	1603	1716	1800	1674	1772	1730
Adj Flow Rate, veh/h	72	161	58	67	166	20	41	669	27	62	1158	67
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	1	3	5	4	4	14	6	0	9	2	5
Cap, veh/h	248	248	90	156	592	70	79	2837	114	98	2919	169
Arrive On Green	0.20	0.20	0.21	0.20	0.20	0.21	0.10	1.00	1.00	0.06	0.62	0.61
Sat Flow, veh/h	1213	1252	451	1132	2981	354	1527	4619	186	1594	4677	270
Grp Volume(v), veh/h	72	0	219	67	91	95	41	451	245	62	798	427
Grp Sat Flow(s),veh/h/ln	1213	0	1702	1132	1657	1678	1527	1561	1682	1594	1612	1723
Q Serve(g_s), s	5.9	0.0	13.0	6.4	5.1	5.3	2.8	0.0	0.0	4.2	13.6	13.7
Cycle Q Clear(g_c), s	11.2	0.0	13.0	19.4	5.1	5.3	2.8	0.0	0.0	4.2	13.6	13.7
Prop In Lane	1.00		0.26	1.00		0.21	1.00		0.11	1.00		0.16
Lane Grp Cap(c), veh/h	248	0	338	156	329	333	79	1918	1033	98	2013	1075
V/C Ratio(X)	0.29	0.00	0.65	0.43	0.28	0.28	0.52	0.24	0.24	0.63	0.40	0.40
Avail Cap(c_a), veh/h	384	0	529	284	515	522	139	1918	1033	145	2013	1075
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	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	0.0	40.4	49.4	37.4	37.4	48.0	0.0	0.0	50.4	10.3	10.4
Incr Delay (d2), s/veh	0.2	0.0	0.8	0.7	0.2	0.2	1.9	0.3	0.5	2.5	0.6	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	1.8	0.0	5.5	1.8	2.1	2.2	1.1	0.1	0.2	1.7	4.4	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.4	0.0	41.2	50.1	37.6	37.5	49.9	0.3	0.5	52.8	10.9	11.5
LnGrp LOS	D		D	D	D	D	D	A	A	D	B	B
Approach Vol, veh/h		291			253			737			1287	
Approach Delay, s/veh		41.5			40.9			3.1			13.1	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	71.6		27.6	9.7	72.6		27.6				
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.9				
Max Green Setting (Gmax), s	10.0	50.3		35.1	10.0	50.3		35.1				
Max Q Clear Time (g_c+I1), s	6.2	2.0		21.4	4.8	15.7		15.0				
Green Ext Time (p_c), s	0.0	6.1		0.5	0.0	12.1		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.2
HCM 7th LOS	B

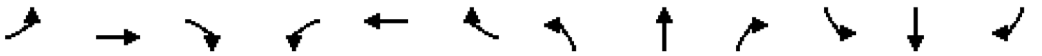
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	82	0	0	18	15	618	267	138	970	8
Future Vol, veh/h	0	0	82	0	0	18	15	618	267	138	970	8
Conflicting Peds, #/hr	1	0	1	1	0	1	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	-	-	0	-	-	0	100	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	85	0	0	19	16	644	278	144	1010	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	510	-	-	462	1019	0	0	922	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	508	0	0	547	677	-	-	736	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	508	-	-	546	677	-	-	736	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.52	11.83	0.17	1.37
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	677	-	-	508	546	736	-	-
HCM Lane V/C Ratio	0.023	-	-	0.168	0.034	0.195	-	-
HCM Control Delay (s/veh)	10.4	-	-	13.5	11.8	11.1	-	-
HCM Lane LOS	B	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	0.7	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	217	54	44	164	66	43	375	68	139	1023	87
Future Volume (veh/h)	57	217	54	44	164	66	43	375	68	139	1023	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1758	1772	1702	1716	1688	1702	1744	1786	1730	1786	1786
Adj Flow Rate, veh/h	63	238	54	48	180	0	47	412	68	153	1124	94
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	3	2	7	6	8	7	4	1	5	1	1
Cap, veh/h	330	309	70	236	370		69	991	162	195	1342	112
Arrive On Green	0.05	0.22	0.22	0.04	0.22	0.00	0.04	0.35	0.35	0.12	0.42	0.42
Sat Flow, veh/h	1647	1385	314	1621	1716	1430	1621	2850	467	1647	3170	265
Grp Volume(v), veh/h	63	0	292	48	180	0	47	238	242	153	601	617
Grp Sat Flow(s),veh/h/ln	1647	0	1700	1621	1716	1430	1621	1657	1660	1647	1697	1738
Q Serve(g_s), s	2.1	0.0	11.4	1.6	6.5	0.0	2.0	7.8	7.9	6.4	22.4	22.5
Cycle Q Clear(g_c), s	2.1	0.0	11.4	1.6	6.5	0.0	2.0	7.8	7.9	6.4	22.4	22.5
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.28	1.00		0.15
Lane Grp Cap(c), veh/h	330	0	379	236	370		69	576	577	195	718	736
V/C Ratio(X)	0.19	0.00	0.77	0.20	0.49		0.68	0.41	0.42	0.79	0.84	0.84
Avail Cap(c_a), veh/h	735	0	1008	646	1017		915	1403	1406	930	1437	1472
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	25.8	20.9	24.3	0.0	33.4	17.6	17.6	30.4	18.3	18.3
Incr Delay (d2), s/veh	0.3	0.0	3.3	0.4	1.0	0.0	11.2	0.2	0.2	6.9	1.3	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	0.8	0.0	4.8	0.6	2.7	0.0	1.0	2.6	2.7	2.7	7.5	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.4	0.0	29.2	21.4	25.3	0.0	44.6	17.8	17.9	37.2	19.5	19.5
LnGrp LOS	C		C	C	C		D	B	B	D	B	B
Approach Vol, veh/h		355			228			527			1371	
Approach Delay, s/veh		27.6			24.5			20.2			21.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	30.1	7.1	19.8	8.5	35.5	7.6	19.3
Change Period (Y+Rc), s	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0
Max Green Setting (Gmax), s	40.0	60.0	21.0	42.0	40.0	60.0	21.0	42.0
Max Q Clear Time (g_c+I1), s	8.4	9.9	3.6	13.4	4.0	24.5	4.1	8.5
Green Ext Time (p_c), s	0.4	1.7	0.1	2.0	0.1	5.5	0.1	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	22.4
HCM 7th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

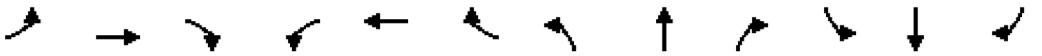
Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	48	669	33	24	1174
Future Vol, veh/h	0	48	669	33	24	1174
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	50	697	34	25	1223

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	366	0	0	731	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	0	539	-	-	527	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	539	-	-	527	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.36	0	0.24
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	539	527	-
HCM Lane V/C Ratio	-	-	0.093	0.047	-
HCM Control Delay (s/veh)	-	-	12.4	12.2	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	327	116	185	296	106	140	303	132	155	897	139
Future Volume (veh/h)	61	327	116	185	296	106	140	303	132	155	897	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1688	1744	1674	1786	1730	1744	1744	1730	1744	1744	1772	1786
Adj Flow Rate, veh/h	71	380	105	215	344	94	163	352	100	180	1043	62
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	8	4	9	1	5	4	4	5	4	4	2	1
Cap, veh/h	248	504	137	275	637	171	179	908	247	479	1437	645
Arrive On Green	0.05	0.20	0.20	0.10	0.25	0.25	0.11	0.25	0.25	0.29	0.43	0.43
Sat Flow, veh/h	1607	2566	700	1701	2555	688	1661	3690	1003	1661	3367	1510
Grp Volume(v), veh/h	71	244	241	215	219	219	163	298	154	180	1043	62
Grp Sat Flow(s),veh/h/ln	1607	1657	1609	1701	1643	1599	1661	1574	1545	1661	1683	1510
Q Serve(g_s), s	4.5	18.0	18.4	12.9	15.0	15.4	12.6	10.2	10.9	11.2	33.4	3.2
Cycle Q Clear(g_c), s	4.5	18.0	18.4	12.9	15.0	15.4	12.6	10.2	10.9	11.2	33.4	3.2
Prop In Lane	1.00		0.44	1.00		0.43	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	248	325	316	275	410	399	179	775	380	479	1437	645
V/C Ratio(X)	0.29	0.75	0.76	0.78	0.54	0.55	0.91	0.38	0.41	0.38	0.73	0.10
Avail Cap(c_a), veh/h	358	472	458	275	442	431	179	775	380	479	1437	645
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	39.2	49.2	49.4	37.4	42.3	42.4	57.4	40.8	41.0	36.9	30.9	22.3
Incr Delay (d2), s/veh	0.6	3.9	4.6	13.5	1.1	1.2	42.9	1.4	3.2	0.5	3.2	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	1.8	7.7	7.8	6.4	6.2	6.2	7.3	4.0	4.3	4.5	13.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.9	53.1	54.0	50.8	43.4	43.7	100.3	42.2	44.2	37.4	34.2	22.6
LnGrp LOS	D	D	D	D	D	D	F	D	D	D	C	C
Approach Vol, veh/h		556			653			615			1285	
Approach Delay, s/veh		51.8			45.9			58.1			34.1	
Approach LOS		D			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	61.5	11.1	37.4	43.5	38.0	18.0	30.5
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	44.0	15.0	35.0	26.0	32.0	13.0	37.0
Max Q Clear Time (g_c+I1), s	14.6	35.4	6.5	17.4	13.2	12.9	14.9	20.4
Green Ext Time (p_c), s	0.0	3.3	0.1	2.3	0.4	1.4	0.0	2.6

Intersection Summary	
HCM 7th Control Delay, s/veh	44.5
HCM 7th LOS	D

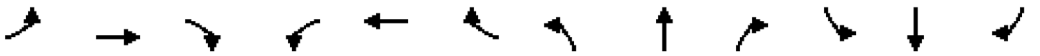
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	637	7	1	547	33	7	0	5	42	1	96
Future Vol, veh/h	44	637	7	1	547	33	7	0	5	42	1	96
Conflicting Peds, #/hr	1	0	3	3	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	52	758	8	1	651	39	8	0	6	50	1	114

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	691	0	0	770	0	0	1199	1564	386	1158	1549	346
Stage 1	-	-	-	-	-	-	870	870	-	674	674	-
Stage 2	-	-	-	-	-	-	329	694	-	484	874	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	879	-	-	821	-	-	138	107	604	148	110	641
Stage 1	-	-	-	-	-	-	306	360	-	403	444	-
Stage 2	-	-	-	-	-	-	650	435	-	525	358	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	879	-	-	819	-	-	103	99	602	135	101	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	103	99	-	135	101	-
Stage 1	-	-	-	-	-	-	282	332	-	402	443	-
Stage 2	-	-	-	-	-	-	532	434	-	481	330	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.6	0.02	30.17	31.79
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	157	879	-	-	819	-	-	295
HCM Lane V/C Ratio	0.091	0.06	-	-	0.001	-	-	0.562
HCM Control Delay (s/veh)	30.2	9.4	-	-	9.4	-	-	31.8
HCM Lane LOS	D	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	3.2



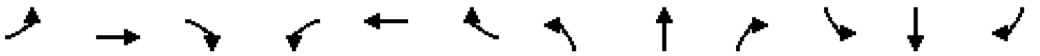
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	13	949	16	49	34	0	0	74	87
Future Volume (veh/h)	0	0	0	13	949	16	49	34	0	0	74	87
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.97	0.99		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.88
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1228	1607	1620	1595	1329	0	0	1456	1519
Adj Flow Rate, veh/h				13	978	14	51	35	0	0	76	37
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				31	1	0	2	23	0	0	13	8
Cap, veh/h				35	2628	38	234	134	0	0	255	124
Arrive On Green				0.20	0.20	0.20	0.32	0.32	0.00	0.00	0.32	0.32
Sat Flow, veh/h				58	4379	63	498	412	0	0	802	390
Grp Volume(v), veh/h				358	327	320	86	0	0	0	0	113
Grp Sat Flow(s),veh/h/ln				1604	1463	1433	911	0	0	0	0	1192
Q Serve(g_s), s				15.5	15.5	15.5	3.3	0.0	0.0	0.0	0.0	5.7
Cycle Q Clear(g_c), s				15.5	15.5	15.5	9.1	0.0	0.0	0.0	0.0	5.7
Prop In Lane				0.04		0.04	0.59		0.00	0.00		0.33
Lane Grp Cap(c), veh/h				963	878	860	368	0	0	0	0	379
V/C Ratio(X)				0.37	0.37	0.37	0.23	0.00	0.00	0.00	0.00	0.30
Avail Cap(c_a), veh/h				963	878	860	368	0	0	0	0	388
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				19.0	19.0	19.0	21.8	0.0	0.0	0.0	0.0	20.6
Incr Delay (d2), s/veh				1.1	1.2	1.2	1.5	0.0	0.0	0.0	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				6.8	6.2	6.1	1.4	0.0	0.0	0.0	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				20.1	20.2	20.3	23.2	0.0	0.0	0.0	0.0	21.0
LnGrp LOS				C	C	C	C					C
Approach Vol, veh/h					1005			86			113	
Approach Delay, s/veh					20.2			23.2			21.0	
Approach LOS					C			C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	29.0	51.0	29.0
Change Period (Y+Rc), s	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	24.4	46.4	* 25
Max Q Clear Time (g_c+I1), s	11.1	17.5	7.7
Green Ext Time (p_c), s	0.0	0.2	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	20.5
HCM 7th LOS	C

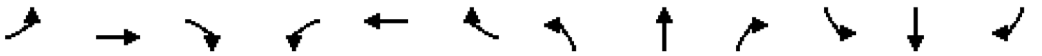
Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	29	317	25	23	51	0	0	50	43
Future Volume (vph)	0	0	0	29	317	25	23	51	0	0	50	43
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	13	13	13	12	12	12	12	12	12
Total Lost time (s)					3.0			3.0			3.0	
Lane Util. Factor					0.91			1.00			1.00	
Frpb, ped/bikes					0.99			1.00			0.98	
Flpb, ped/bikes					0.99			0.99			1.00	
Frt					0.99			1.00			0.94	
Flt Protected					1.00			0.98			1.00	
Satd. Flow (prot)					3830			1330			1285	
Flt Permitted					1.00			0.92			1.00	
Satd. Flow (perm)					3830			1245			1285	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	30	327	26	24	53	0	0	52	44
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	26	0
Lane Group Flow (vph)	0	0	0	0	373	0	0	77	0	0	70	0
Confl. Peds. (#/hr)	105		41	41		105	33		33	33		33
Confl. Bikes (#/hr)	1		1	1		1	1					1
Heavy Vehicles (%)	0%	0%	0%	0%	13%	4%	0%	10%	0%	0%	0%	9%
Parking (#/hr)					0	0	0	0			0	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					39.4			31.4			31.4	
Effective Green, g (s)					41.0			33.0			33.0	
Actuated g/C Ratio					0.51			0.41			0.41	
Clearance Time (s)					4.6			4.6			4.6	
Vehicle Extension (s)					0.2			0.2			0.2	
Lane Grp Cap (vph)					1962			513			530	
v/s Ratio Prot											0.05	
v/s Ratio Perm					0.10			c0.06				
v/c Ratio					0.19			0.15			0.13	
Uniform Delay, d1					10.5			14.7			14.6	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					0.2			0.6			0.5	
Delay (s)					10.7			15.3			15.1	
Level of Service					B			B			B	
Approach Delay (s/veh)		0.0			10.7			15.3			15.1	
Approach LOS		A			B			B			B	

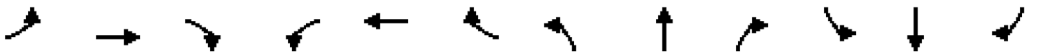
Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.17		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	75	56	63	200	0	0	0	0	183	1692	38
Future Volume (vph)	0	75	56	63	200	0	0	0	0	183	1692	38
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		3.0			3.0						3.0	
Lane Util. Factor		0.95			0.95						0.91	
Frpb, ped/bikes		0.98			1.00						1.00	
Flpb, ped/bikes		1.00			0.99						1.00	
Frt		0.94			1.00						1.00	
Flt Protected		1.00			0.99						1.00	
Satd. Flow (prot)		2673			2780						4257	
Flt Permitted		1.00			0.85						1.00	
Satd. Flow (perm)		2673			2399						4257	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	78	58	66	208	0	0	0	0	191	1762	40
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	121	0	0	274	0	0	0	0	0	1992	0
Confl. Peds. (#/hr)	21		36	36		21	27		6	6		27
Heavy Vehicles (%)	0%	5%	4%	0%	3%	0%	0%	0%	0%	2%	3%	3%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Parking (#/hr)					0							
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		25.0			25.0						55.0	
Effective Green, g (s)		27.0			27.0						57.0	
Actuated g/C Ratio		0.30			0.30						0.63	
Clearance Time (s)		5.0			5.0						5.0	
Vehicle Extension (s)		0.2			0.2						0.2	
Lane Grp Cap (vph)		801			719						2696	
v/s Ratio Prot		0.05										
v/s Ratio Perm					c0.11						0.47	
v/c Ratio		0.15			0.38						0.74	
Uniform Delay, d1		23.1			24.9						11.4	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.4			1.5						1.9	
Delay (s)		23.5			26.4						13.2	
Level of Service		C			C						B	
Approach Delay (s/veh)		23.5			26.4			0.0			13.2	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	95.9%	ICU Level of Service	F
Analysis Period (min)	15		

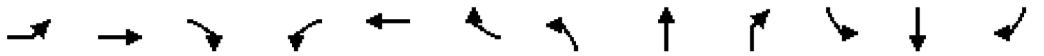
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	114	285	0	0	0	0	0	1584	198
Future Volume (vph)	0	0	0	114	285	0	0	0	0	0	1584	198
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					5.3						5.9	5.9
Lane Util. Factor					0.95						0.86	0.86
Frpb, ped/bikes					1.00						1.00	0.97
Flpb, ped/bikes					0.99						1.00	1.00
Frt					1.00						1.00	0.85
Flt Protected					0.99						1.00	1.00
Satd. Flow (prot)					3311						4498	1235
Flt Permitted					0.99						1.00	1.00
Satd. Flow (perm)					3311						4498	1235
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	119	297	0	0	0	0	0	1650	206
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	416	0	0	0	0	0	1671	185
Confl. Peds. (#/hr)	2		19	19		2	16		2	2		16
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%	0%	0%	0%	0%	3%	3%
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Actuated Green, G (s)					27.3						52.7	52.7
Effective Green, g (s)					26.7						52.1	52.1
Actuated g/C Ratio					0.30						0.58	0.58
Clearance Time (s)					4.7						5.3	5.3
Vehicle Extension (s)					0.2						0.2	0.2
Lane Grp Cap (vph)					982						2603	714
v/s Ratio Prot											c0.37	
v/s Ratio Perm					0.13							0.15
v/c Ratio					0.42						0.64	0.26
Uniform Delay, d1					25.5						12.7	9.4
Progression Factor					1.00						1.00	1.00
Incremental Delay, d2					1.3						1.2	0.9
Delay (s)					26.8						13.9	10.3
Level of Service					C						B	B
Approach Delay (s/veh)		0.0			26.8			0.0			13.6	
Approach LOS		A			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

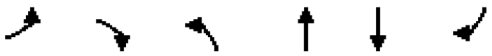
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	6	101	14	7	17	144	2044	34	23	1642	170
Future Volume (vph)	104	6	101	14	7	17	144	2044	34	23	1642	170
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	12	11	12	12	12	12	14
Total Lost time (s)	2.7	2.7	2.7	2.7	2.7	3.6	4.0	3.6		4.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.94	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	0.98	1.00	1.00	0.99	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1673	1800	1458	1588	1684	1445	1653	4778		1710	4818	1549
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1326	1800	1458	1260	1684	1445	1653	4778		1710	4818	1549
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	109	6	106	15	7	18	152	2152	36	24	1728	179
RTOR Reduction (vph)	0	0	89	0	0	0	0	0	0	0	0	71
Lane Group Flow (vph)	109	6	17	15	7	18	152	2188	0	24	1728	108
Confl. Peds. (#/hr)	13		4	4		13	11		7	7		11
Heavy Vehicles (%)	0%	0%	3%	7%	14%	0%	0%	2%	3%	0%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	4	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4		4						6
Actuated Green, G (s)	13.4	13.4	13.4	13.4	13.4	13.4	12.9	65.4		3.0	55.5	55.5
Effective Green, g (s)	15.3	15.3	15.3	15.3	15.3	14.4	12.9	66.4		3.0	57.1	57.1
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16	0.15	0.14	0.70		0.03	0.60	0.60
Clearance Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.6		4.0	4.6	4.6
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	213	289	234	202	271	219	224	3339		54	2895	931
v/s Ratio Prot		0.00			0.00		c0.09	c0.46		0.01	0.36	
v/s Ratio Perm	c0.08		0.01	0.01		0.01						0.07
v/c Ratio	0.51	0.02	0.07	0.07	0.03	0.08	0.68	0.66		0.44	0.60	0.12
Uniform Delay, d1	36.4	33.5	33.8	33.8	33.6	34.6	39.1	7.9		45.2	11.8	8.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.5	0.0	0.1	0.1	0.0	0.1	7.2	1.0		4.2	0.9	0.3
Delay (s)	38.0	33.6	33.9	34.0	33.6	34.7	46.3	9.0		49.4	12.7	8.4
Level of Service	D	C	C	C	C	C	D	A		D	B	A
Approach Delay (s/veh)		35.9			34.2			11.4			12.8	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.3
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	15	0	0	1834	16
Future Volume (Veh/h)	0	15	0	0	1834	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	16	0	0	1972	17
Pedestrians	11				3	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1995	513	2000			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1995	513	2000			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	52	502	280			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	16	563	563	563	299
Volume Left	0	0	0	0	0
Volume Right	16	0	0	0	17
cSH	502	1700	1700	1700	1700
Volume to Capacity	0.03	0.33	0.33	0.33	0.18
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s/veh)	12.4	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s/veh)	12.4	0.0			
Approach LOS	B				

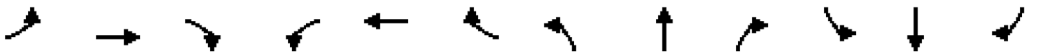
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	2	0	0	4	11	27	2425	13	0	0	0
Future Volume (veh/h)	27	2	0	0	4	11	27	2425	13	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.98	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1786	1786	0	0	1786	1786	1786	1786	1786			
Adj Flow Rate, veh/h	28	2	0	0	4	11	28	2474	13			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	1	1	0	0	1	1	1	1	1			
Cap, veh/h	131	7	0	0	21	57	64	5618	30			
Arrive On Green	0.05	0.05	0.00	0.00	0.05	0.05	0.86	0.86	0.86			
Sat Flow, veh/h	1069	133	0	0	414	1139	74	6525	34			
Grp Volume(v), veh/h	30	0	0	0	0	15	676	1164	675			
Grp Sat Flow(s),veh/h/ln	1202	0	0	0	0	1554	1782	1536	1779			
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.8	7.6	7.6	7.6			
Cycle Q Clear(g_c), s	2.5	0.0	0.0	0.0	0.0	0.8	7.6	7.6	7.6			
Prop In Lane	0.93		0.00	0.00		0.73	0.04		0.02			
Lane Grp Cap(c), veh/h	138	0	0	0	0	78	1535	2645	1532			
V/C Ratio(X)	0.22	0.00	0.00	0.00	0.00	0.19	0.44	0.44	0.44			
Avail Cap(c_a), veh/h	551	0	0	0	0	535	1535	2645	1532			
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	42.1	0.0	0.0	0.0	0.0	41.0	1.4	1.4	1.4			
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	1.2	0.9	0.5	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			
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.0	0.3	0.9	0.6	0.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	0.0	0.0	0.0	0.0	42.2	2.3	1.9	2.3			
LnGrp LOS	D					D	A	A	A			
Approach Vol, veh/h		30			15			2515				
Approach Delay, s/veh		42.8			42.2			2.1				
Approach LOS		D			D			A				

Timer - Assigned Phs	2	4			8			
Phs Duration (G+Y+Rc), s	81.5	8.5			8.5			
Change Period (Y+Rc), s	4.0	4.0			4.0			
Max Green Setting (Gmax), s	51.0	31.0			31.0			
Max Q Clear Time (g_c+I1), s	9.6	2.8			4.5			
Green Ext Time (p_c), s	28.3	0.0			0.1			

Intersection Summary								
HCM 7th Control Delay, s/veh	2.9							
HCM 7th LOS	A							



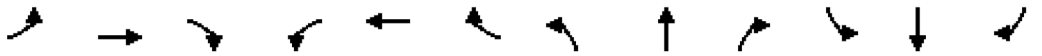
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	205	13	114	106	0	0	0	0	108	1653	51
Future Volume (vph)	0	205	13	114	106	0	0	0	0	108	1653	51
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.99		1.00	1.00						1.00	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3354		1651	3353						6420	
Flt Permitted		1.00		0.57	1.00						1.00	
Satd. Flow (perm)		3354		994	3353						6420	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	214	14	119	110	0	0	0	0	112	1722	53
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	223	0	119	110	0	0	0	0	0	1884	0
Confl. Peds. (#/hr)	2		2	2		2	4		4	4		4
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	3%	2%	2%
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		25.4		38.0	37.4						48.4	
Effective Green, g (s)		27.0		39.6	39.0						50.0	
Actuated g/C Ratio		0.28		0.42	0.41						0.53	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		953		480	1376						3378	
v/s Ratio Prot		0.07		c0.03	0.03							
v/s Ratio Perm				c0.08							0.29	
v/c Ratio		0.23		0.25	0.08						0.56	
Uniform Delay, d1		26.1		19.4	17.1						15.1	
Progression Factor		1.00		0.86	0.76						0.21	
Incremental Delay, d2		0.6		0.1	0.1						0.5	
Delay (s)		26.6		16.9	13.0						3.6	
Level of Service		C		B	B						A	
Approach Delay (s/veh)		26.6			15.0			0.0			3.6	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	186	0	0	192	175	74	2091	71	0	0	0
Future Volume (vph)	169	186	0	0	192	175	74	2091	71	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			0.99			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.93			1.00				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1651	3353			3119			6294				
Flt Permitted	0.42	1.00			1.00			1.00				
Satd. Flow (perm)	730	3353			3119			6294				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	174	192	0	0	198	180	76	2156	73	0	0	0
RTOR Reduction (vph)	0	0	0	0	56	0	0	5	0	0	0	0
Lane Group Flow (vph)	174	192	0	0	322	0	0	2300	0	0	0	0
Confl. Peds. (#/hr)	4		8	8		4	6		5	5		6
Confl. Bikes (#/hr)							1					1
Heavy Vehicles (%)	0%	2%	0%	0%	1%	1%	0%	1%	0%	0%	0%	0%
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	38.0	37.4			23.4			48.4				
Effective Green, g (s)	39.6	39.0			25.0			50.0				
Actuated g/C Ratio	0.42	0.41			0.26			0.53				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	2.0	0.2			0.2			0.2				
Lane Grp Cap (vph)	416	1376			820			3312				
v/s Ratio Prot	c0.05	0.06			0.10							
v/s Ratio Perm	c0.12							0.37				
v/c Ratio	0.42	0.14			0.39			0.69				
Uniform Delay, d1	24.2	17.5			28.8			16.8				
Progression Factor	0.50	0.49			1.00			1.00				
Incremental Delay, d2	0.2	0.2			1.4			1.2				
Delay (s)	12.4	8.7			30.2			18.0				
Level of Service	B	A			C			B				
Approach Delay (s/veh)		10.5			30.2			18.0			0.0	
Approach LOS		B			C			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



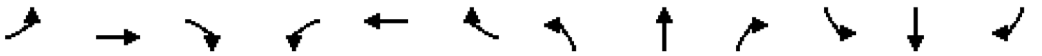
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	407	62	139	398	0	0	0	0	216	1618	121
Future Volume (vph)	0	407	62	139	398	0	0	0	0	216	1618	121
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.98		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		3194		1619	3307						6296	
Flt Permitted		1.00		0.37	1.00						0.99	
Satd. Flow (perm)		3194		625	3307						6296	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	424	65	145	415	0	0	0	0	225	1685	126
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	476	0	145	415	0	0	0	0	0	2026	0
Confl. Peds. (#/hr)			5	5			13		2	2		13
Heavy Vehicles (%)	0%	4%	3%	2%	3%	0%	0%	0%	0%	2%	3%	1%
Bus Blockages (#/hr)	0	4	4	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		29.4		44.0	43.4						42.4	
Effective Green, g (s)		31.0		45.6	45.0						44.0	
Actuated g/C Ratio		0.33		0.48	0.47						0.46	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		1042		421	1566						2916	
v/s Ratio Prot		c0.15		c0.04	0.13							
v/s Ratio Perm				0.12							0.32	
v/c Ratio		0.46		0.34	0.27						0.69	
Uniform Delay, d1		25.3		20.9	15.0						20.2	
Progression Factor		1.00		0.25	0.28						0.49	
Incremental Delay, d2		1.4		0.1	0.3						1.0	
Delay (s)		26.8		5.4	4.5						10.8	
Level of Service		C		A	A						B	
Approach Delay (s/veh)		26.8			4.7			0.0			10.8	
Approach LOS		C			A			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

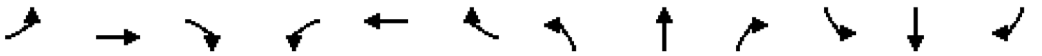
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	609	0	0	423	263	124	2211	141	0	0	0
Future Volume (vph)	161	609	0	0	423	263	124	2211	141	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			0.99			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.94			0.99				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1621	3340			3103			6237				
Flt Permitted	0.19	1.00			1.00			1.00				
Satd. Flow (perm)	333	3340			3103			6237				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	166	628	0	0	436	271	128	2279	145	0	0	0
RTOR Reduction (vph)	0	0	0	0	43	0	0	9	0	0	0	0
Lane Group Flow (vph)	166	628	0	0	664	0	0	2543	0	0	0	0
Confl. Peds. (#/hr)	1		7	7		1	2		6	6		2
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	2%	2%	0%	0%	1%	5%	1%	1%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	4	4	0	4	4	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	40.0	39.4			25.4			46.4				
Effective Green, g (s)	41.6	41.0			27.0			48.0				
Actuated g/C Ratio	0.44	0.43			0.28			0.51				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	2.0	0.2			0.2			0.2				
Lane Grp Cap (vph)	303	1441			881			3151				
v/s Ratio Prot	c0.07	0.19			c0.21							
v/s Ratio Perm	0.17							0.41				
v/c Ratio	0.55	0.44			0.75			0.81				
Uniform Delay, d1	30.3	18.9			31.0			19.6				
Progression Factor	1.01	0.89			1.00			0.42				
Incremental Delay, d2	1.0	0.9			5.9			1.8				
Delay (s)	31.6	17.8			36.9			10.0				
Level of Service	C	B			D			A				
Approach Delay (s/veh)		20.6			36.9			10.0			0.0	
Approach LOS		C			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	529	192	89	469	0	0	0	0	71	1823	138
Future Volume (vph)	0	529	192	89	469	0	0	0	0	71	1823	138
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		5.2		4.6	5.2						5.2	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.96		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3130		1620	3307						6364	
Flt Permitted		1.00		0.22	1.00						1.00	
Satd. Flow (perm)		3130		378	3307						6364	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	551	200	93	489	0	0	0	0	74	1899	144
RTOR Reduction (vph)	0	37	0	0	0	0	0	0	0	0	11	0
Lane Group Flow (vph)	0	714	0	93	489	0	0	0	0	0	2106	0
Confl. Peds. (#/hr)	6		4	4		6	6					6
Confl. Bikes (#/hr)			1	1			1					1
Heavy Vehicles (%)	0%	4%	4%	2%	3%	0%	0%	0%	0%	4%	2%	1%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		29.4		42.8	42.2						43.6	
Effective Green, g (s)		28.8		42.2	41.6						43.0	
Actuated g/C Ratio		0.30		0.44	0.44						0.45	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		948		275	1448						2880	
v/s Ratio Prot		c0.23		0.03	c0.15							
v/s Ratio Perm				0.12							0.33	
v/c Ratio		0.75		0.34	0.34						0.73	
Uniform Delay, d1		29.9		27.1	17.6						21.3	
Progression Factor		1.00		0.42	0.40						1.65	
Incremental Delay, d2		5.5		0.2	0.4						1.6	
Delay (s)		35.4		11.5	7.4						36.7	
Level of Service		D		B	A						D	
Approach Delay (s/veh)		35.4			8.1			0.0			36.7	
Approach LOS		D			A			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	375	0	0	401	113	212	2297	97	0	0	0
Future Volume (vph)	202	375	0	0	401	113	212	2297	97	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.97			0.99				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1604	3340			3242			6191				
Flt Permitted	0.33	1.00			1.00			1.00				
Satd. Flow (perm)	549	3340			3242			6191				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	208	387	0	0	413	116	219	2368	100	0	0	0
RTOR Reduction (vph)	0	0	0	0	27	0	0	5	0	0	0	0
Lane Group Flow (vph)	208	387	0	0	502	0	0	2682	0	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	3%	2%	0%	0%	1%	2%	0%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	42.0	41.4			23.4			44.4				
Effective Green, g (s)	41.4	40.8			22.8			43.8				
Actuated g/C Ratio	0.44	0.43			0.24			0.46				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	1.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	388	1434			778			2854				
v/s Ratio Prot	c0.08	0.12			c0.15							
v/s Ratio Perm	0.16							0.43				
v/c Ratio	0.54	0.27			0.64			0.94				
Uniform Delay, d1	26.6	17.5			32.5			24.3				
Progression Factor	0.38	0.26			1.00			1.78				
Incremental Delay, d2	0.5	0.3			4.1			4.9				
Delay (s)	10.5	4.8			36.6			48.3				
Level of Service	B	A			D			D				
Approach Delay (s/veh)		6.8			36.6			48.3			0.0	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	40.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

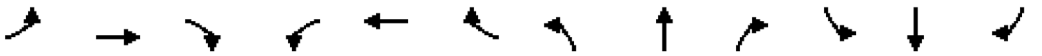
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	53	0	0	0	48	1779
Future Volume (vph)	53	0	0	0	48	1779
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	14
Total Lost time (s)	5.2					5.2
Lane Util. Factor	0.97					0.86
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3190					6437
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3190					6437
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	55	0	0	0	49	1834
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	55	0	0	0	0	1883
Confl. Peds. (#/hr)	2	8		10	10	
Heavy Vehicles (%)	4%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	4
Turn Type	Prot				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	13.6					72.2
Effective Green, g (s)	13.0					71.6
Actuated g/C Ratio	0.14					0.75
Clearance Time (s)	4.6					4.6
Vehicle Extension (s)	2.5					0.2
Lane Grp Cap (vph)	436					4851
v/s Ratio Prot	c0.02					
v/s Ratio Perm						0.29
v/c Ratio	0.13					0.39
Uniform Delay, d1	36.0					4.1
Progression Factor	1.58					0.33
Incremental Delay, d2	0.1					0.2
Delay (s)	57.0					1.5
Level of Service	E					A
Approach Delay (s/veh)	57.0		0.0			1.5
Approach LOS	E		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	3.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	42	0	0	59	69	14	2538	58	0	0	0
Future Volume (vph)	23	42	0	0	59	69	14	2538	58	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	14	14	12	11	12	13	13	13	12	12	12
Total Lost time (s)	5.2	5.2			5.2	5.2		5.2				
Lane Util. Factor	1.00	1.00			0.95	0.95		0.86				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			0.98	0.85		1.00				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1645	1920			1606	1373		6220				
Flt Permitted	0.71	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	1225	1920			1606	1373		6220				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	24	44	0	0	62	73	15	2672	61	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	16	0	2	0	0	0	0
Lane Group Flow (vph)	24	44	0	0	68	47	0	2746	0	0	0	0
Confl. Peds. (#/hr)	4		2	2		4	2		5	5		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	4%	0%	2%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		8			4			2				
Permitted Phases	8					4	2					
Actuated Green, G (s)	12.4	12.4			12.4	12.4		73.4				
Effective Green, g (s)	11.8	11.8			11.8	11.8		72.8				
Actuated g/C Ratio	0.12	0.12			0.12	0.12		0.77				
Clearance Time (s)	4.6	4.6			4.6	4.6		4.6				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		0.2				
Lane Grp Cap (vph)	152	238			199	170		4766				
v/s Ratio Prot		0.02			c0.04							
v/s Ratio Perm	0.02					0.03		0.44				
v/c Ratio	0.16	0.18			0.34	0.28		0.58				
Uniform Delay, d1	37.2	37.3			38.1	37.7		4.6				
Progression Factor	1.41	1.40			1.00	1.00		0.20				
Incremental Delay, d2	0.3	0.3			0.8	0.7		0.2				
Delay (s)	52.9	52.4			38.8	38.4		1.2				
Level of Service	D	D			D	D		A				
Approach Delay (s/veh)		52.6			38.6			1.2			0.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

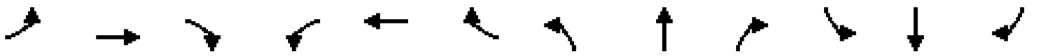
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	485	69	207	364	0	0	0	0	107	1471	96
Future Volume (veh/h)	0	485	69	207	364	0	0	0	0	107	1471	96
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1772	1786	1786	1772	0				1857	1843	1843
Adj Flow Rate, veh/h	0	490	70	209	368	0				108	1486	88
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	1	1	2	0				1	2	2
Cap, veh/h	0	757	108	344	1375	0				209	2881	171
Arrive On Green	0.00	0.26	0.26	0.21	0.82	0.00				0.48	0.48	0.49
Sat Flow, veh/h	0	3042	420	1701	3455	0				434	5976	354
Grp Volume(v), veh/h	0	278	282	209	368	0				453	788	441
Grp Sat Flow(s),veh/h/ln	0	1683	1690	1701	1683	0				1821	1585	1773
Q Serve(g_s), s	0.0	14.0	14.1	8.5	2.4	0.0				16.3	16.3	16.3
Cycle Q Clear(g_c), s	0.0	14.0	14.1	8.5	2.4	0.0				16.3	16.3	16.3
Prop In Lane	0.00		0.25	1.00		0.00				0.24		0.20
Lane Grp Cap(c), veh/h	0	431	433	344	1375	0				878	1528	855
V/C Ratio(X)	0.00	0.65	0.65	0.61	0.27	0.00				0.52	0.52	0.52
Avail Cap(c_a), veh/h	0	431	433	354	1375	0				878	1528	855
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.32	0.32	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.5	31.5	20.0	5.4	0.0				17.0	17.0	16.9
Incr Delay (d2), s/veh	0.0	7.3	7.4	0.8	0.2	0.0				2.2	1.2	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
%ile BackOfQ(50%),veh/ln	0.0	6.5	6.5	2.9	0.8	0.0				6.9	5.8	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	38.8	38.9	20.8	5.5	0.0				19.1	18.2	19.1
LnGrp LOS		D	D	C	A					B	B	B
Approach Vol, veh/h		560			577						1682	
Approach Delay, s/veh		38.8			11.0						18.7	
Approach LOS		D			B						B	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	51.0	14.5	29.5			44.0
Change Period (Y+Rc), s	4.6	4.0	4.6			4.6
Max Green Setting (Gmax), s	46.4	11.0	24.4			39.4
Max Q Clear Time (g_c+I1), s	18.3	10.5	16.1			4.4
Green Ext Time (p_c), s	0.5	0.0	0.1			0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	21.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	386	0	0	457	190	85	2103	421	0	0	0
Future Volume (vph)	195	386	0	0	457	190	85	2103	421	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	5.2			
Lane Util. Factor	1.00	0.95			0.95			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1620	3257			3208			4832	1549			
Flt Permitted	0.21	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	354	3257			3208			4832	1549			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	199	394	0	0	466	194	87	2146	430	0	0	0
RTOR Reduction (vph)	0	0	0	0	34	0	0	0	130	0	0	0
Lane Group Flow (vph)	199	394	0	0	626	0	0	2233	300	0	0	0
Confl. Peds. (#/hr)	3		6	6		3	1		1	1		1
Heavy Vehicles (%)	2%	5%	0%	0%	1%	1%	0%	1%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	2	2	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	37.0	36.4			21.4			49.4	49.4			
Effective Green, g (s)	36.4	35.8			20.8			48.8	48.8			
Actuated g/C Ratio	0.38	0.38			0.22			0.51	0.51			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	274	1227			702			2482	795			
v/s Ratio Prot	c0.08	0.12			c0.20							
v/s Ratio Perm	0.20							0.46	0.19			
v/c Ratio	0.73	0.32			0.89			0.90	0.38			
Uniform Delay, d1	32.8	21.0			36.0			20.9	13.9			
Progression Factor	1.11	1.39			1.00			0.53	0.26			
Incremental Delay, d2	6.0	0.5			16.0			5.0	1.2			
Delay (s)	42.3	29.7			52.0			15.9	4.8			
Level of Service	D	C			D			B	A			
Approach Delay (s/veh)		34.0			52.0			14.1			0.0	
Approach LOS		C			D			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	182	105	126	219	63	130	1807	70	44	1301	51
Future Volume (veh/h)	68	182	105	126	219	63	130	1807	70	44	1301	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1772	1786	1772	1786	1772	1772	1786	1786	1730	1758	1800
Adj Flow Rate, veh/h	70	188	35	130	226	38	134	1863	68	45	1341	49
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	1	2	1	2	2	1	1	5	3	0
Cap, veh/h	328	807	147	344	828	137	155	2577	94	53	2253	82
Arrive On Green	0.28	0.28	0.27	0.28	0.28	0.27	0.18	1.00	1.00	0.03	0.47	0.48
Sat Flow, veh/h	1131	2841	519	1155	2912	482	1688	4825	176	1647	4749	174
Grp Volume(v), veh/h	70	110	113	130	130	134	134	1254	677	45	903	487
Grp Sat Flow(s),veh/h/ln	1131	1683	1677	1155	1697	1697	1688	1625	1751	1647	1600	1723
Q Serve(g_s), s	4.9	4.8	4.9	9.2	5.7	5.8	7.3	0.0	0.0	2.6	19.6	19.6
Cycle Q Clear(g_c), s	10.7	4.8	4.9	14.2	5.7	5.8	7.3	0.0	0.0	2.6	19.6	19.6
Prop In Lane	1.00		0.31	1.00		0.28	1.00		0.10	1.00		0.10
Lane Grp Cap(c), veh/h	328	478	476	344	482	482	155	1736	935	53	1518	817
V/C Ratio(X)	0.21	0.23	0.24	0.38	0.27	0.28	0.86	0.72	0.72	0.84	0.60	0.60
Avail Cap(c_a), veh/h	328	478	476	344	482	482	231	1736	935	156	1518	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	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	30.6	26.0	26.2	31.5	26.4	26.5	38.2	0.0	0.0	45.7	18.3	18.3
Incr Delay (d2), s/veh	1.5	1.1	1.2	0.3	0.1	0.1	13.7	2.6	4.9	12.4	1.7	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	2.0	2.1	2.6	2.3	2.3	3.3	0.6	1.3	1.2	7.3	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.1	27.2	27.4	31.8	26.5	26.7	51.9	2.6	4.9	58.2	20.0	21.4
LnGrp LOS	C	C	C	C	C	C	D	A	A	E	C	C
Approach Vol, veh/h		293			394			2065			1435	
Approach Delay, s/veh		28.4			28.3			6.6			21.7	
Approach LOS		C			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	55.9		31.0	13.7	50.3		31.0				
Change Period (Y+Rc), s	4.6	4.6		5.0	4.6	4.6		5.0				
Max Green Setting (Gmax), s	9.4	45.4		26.0	13.4	41.4		26.0				
Max Q Clear Time (g_c+I1), s	4.6	2.0		16.2	9.3	21.6		12.7				
Green Ext Time (p_c), s	0.0	14.3		0.7	0.1	6.9		0.6				

Intersection Summary		
HCM 7th Control Delay, s/veh	15.3	
HCM 7th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	482	138	192	557	113	315	1380	174	96	1187	121
Future Volume (veh/h)	260	482	138	192	557	113	315	1380	174	96	1187	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1744	1758	1800	1772	1843	1800	1786	1772	1772	1772	1786
Adj Flow Rate, veh/h	280	518	133	206	599	30	339	1484	114	103	1276	124
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	4	3	0	2	2	0	1	2	2	2	1
Cap, veh/h	296	653	167	225	710	316	301	2155	654	123	1517	147
Arrive On Green	0.17	0.25	0.24	0.13	0.21	0.21	0.18	0.44	0.44	0.07	0.34	0.33
Sat Flow, veh/h	1714	2591	661	1714	3367	1497	1714	4876	1479	1688	4473	435
Grp Volume(v), veh/h	280	330	321	206	599	30	339	1484	114	103	920	480
Grp Sat Flow(s),veh/h/ln	1714	1657	1596	1714	1683	1497	1714	1625	1479	1688	1612	1683
Q Serve(g_s), s	26.6	30.7	31.1	19.6	28.2	2.7	29.0	40.3	7.7	9.9	43.5	43.5
Cycle Q Clear(g_c), s	26.6	30.7	31.1	19.6	28.2	2.7	29.0	40.3	7.7	9.9	43.5	43.5
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	296	418	402	225	710	316	301	2155	654	123	1093	571
V/C Ratio(X)	0.95	0.79	0.80	0.92	0.84	0.10	1.13	0.69	0.17	0.84	0.84	0.84
Avail Cap(c_a), veh/h	314	418	402	303	775	345	301	2155	654	215	1093	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	67.5	57.6	58.0	70.8	62.5	52.4	68.0	36.9	27.8	75.5	50.4	50.6
Incr Delay (d2), s/veh	35.9	9.6	10.5	26.0	7.7	0.1	89.9	1.8	0.6	13.7	7.9	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	14.7	14.1	13.8	10.3	12.9	1.0	20.3	16.5	2.9	4.8	18.8	20.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	103.4	67.2	68.5	96.8	70.2	52.5	157.9	38.8	28.4	89.3	58.3	64.6
LnGrp LOS	F	E	E	F	E	D	F	D	C	F	E	E
Approach Vol, veh/h		931			835			1937			1503	
Approach Delay, s/veh		78.5			76.1			59.0			62.4	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	76.9	33.3	38.8	33.0	59.9	26.5	45.6
Change Period (Y+Rc), s	4.0	5.0	4.4	5.4	4.0	5.0	4.4	5.4
Max Green Setting (Gmax), s	12.0	58.0	30.6	36.6	29.0	50.0	29.6	37.6
Max Q Clear Time (g_c+I1), s	11.9	42.3	28.6	30.2	31.0	45.5	21.6	33.1
Green Ext Time (p_c), s	0.2	7.7	0.2	1.4	0.0	2.7	0.5	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	66.2
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	608	180	108	615	146	302	1197	103	131	913	228
Future Volume (veh/h)	283	608	180	108	615	146	302	1197	103	131	913	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1758	1758	1758	1786	1857	1800	1772	1772	1786	1744	1800
Adj Flow Rate, veh/h	298	640	107	114	647	33	318	1260	56	138	961	93
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	3	3	3	1	1	0	2	2	1	4	0
Cap, veh/h	380	941	414	193	761	347	356	2333	720	176	1802	573
Arrive On Green	0.12	0.28	0.28	0.06	0.22	0.22	0.21	0.48	0.48	0.10	0.38	0.38
Sat Flow, veh/h	3274	3340	1471	3248	3393	1549	1714	4837	1493	1701	4761	1515
Grp Volume(v), veh/h	298	640	107	114	647	33	318	1260	56	138	961	93
Grp Sat Flow(s),veh/h/ln	1637	1670	1471	1624	1697	1549	1714	1612	1493	1701	1587	1515
Q Serve(g_s), s	14.6	28.1	9.3	5.6	30.2	2.8	29.8	30.1	3.3	13.1	25.9	6.7
Cycle Q Clear(g_c), s	14.6	28.1	9.3	5.6	30.2	2.8	29.8	30.1	3.3	13.1	25.9	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	380	941	414	193	761	347	356	2333	720	176	1802	573
V/C Ratio(X)	0.79	0.68	0.26	0.59	0.85	0.10	0.89	0.54	0.08	0.78	0.53	0.16
Avail Cap(c_a), veh/h	536	941	414	531	864	394	436	2333	720	216	1802	573
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	70.9	52.6	45.9	75.6	61.4	50.7	63.6	29.9	23.0	72.1	39.9	34.0
Incr Delay (d2), s/veh	3.1	2.0	0.3	1.1	6.6	0.0	16.0	0.9	0.2	11.0	1.1	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	6.3	12.1	3.5	2.4	13.7	1.1	14.5	11.9	1.2	6.2	10.4	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.0	54.6	46.2	76.7	68.0	50.8	79.6	30.8	23.2	83.1	41.1	34.6
LnGrp LOS	E	D	D	E	E	D	E	C	C	F	D	C
Approach Vol, veh/h		1045			794			1634			1192	
Approach Delay, s/veh		59.3			68.5			40.0			45.4	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	82.6	22.1	40.2	37.2	65.4	12.8	49.5
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5.2	5.0	5.0	5.0	5.2
Max Green Setting (Gmax), s	19.6	61.0	25.0	* 40	40.0	40.0	25.0	39.8
Max Q Clear Time (g_c+I1), s	15.1	32.1	16.6	32.2	31.8	27.9	7.6	30.1
Green Ext Time (p_c), s	0.1	4.2	0.5	1.3	0.5	4.2	0.2	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	50.6
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	176	43	100	227	181	72	1540	50	142	1098	130
Future Volume (veh/h)	122	176	43	100	227	181	72	1540	50	142	1098	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1786	1800	1800	1786	1772	1758	1786	1772	1786	1758	1800
Adj Flow Rate, veh/h	134	193	38	110	249	45	79	1692	53	156	1207	134
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	0	0	1	2	3	1	2	1	3	0
Cap, veh/h	239	337	66	199	669	119	111	2591	81	184	2522	280
Arrive On Green	0.23	0.23	0.24	0.23	0.23	0.24	0.02	0.18	0.17	0.04	0.19	0.18
Sat Flow, veh/h	1091	1448	285	1165	2876	512	1674	4856	152	1701	4381	486
Grp Volume(v), veh/h	134	0	231	110	145	149	79	1132	613	156	881	460
Grp Sat Flow(s),veh/h/ln	1091	0	1733	1165	1697	1692	1674	1625	1758	1701	1600	1668
Q Serve(g_s), s	13.0	0.0	13.0	10.2	7.9	8.1	5.2	35.7	35.7	10.0	27.0	27.0
Cycle Q Clear(g_c), s	21.1	0.0	13.0	23.1	7.9	8.1	5.2	35.7	35.7	10.0	27.0	27.0
Prop In Lane	1.00		0.16	1.00		0.30	1.00		0.09	1.00		0.29
Lane Grp Cap(c), veh/h	239	0	403	199	395	393	111	1734	938	184	1842	960
V/C Ratio(X)	0.56	0.00	0.57	0.55	0.37	0.38	0.71	0.65	0.65	0.85	0.48	0.48
Avail Cap(c_a), veh/h	374	0	618	343	605	603	198	1734	938	186	1842	960
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	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	44.4	0.0	37.3	47.6	35.4	35.4	52.8	35.8	35.9	52.1	29.8	29.9
Incr Delay (d2), s/veh	0.8	0.0	0.5	0.9	0.2	0.2	3.2	1.9	3.5	27.2	0.9	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	8.5	0.0	5.5	3.0	3.3	3.3	2.3	15.8	17.6	5.8	11.7	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.1	0.0	37.8	48.5	35.6	35.6	55.9	37.8	39.4	79.3	30.7	31.6
LnGrp LOS	D		D	D	D	D	E	D	D	E	C	C
Approach Vol, veh/h		365			404			1824			1497	
Approach Delay, s/veh		40.5			39.1			39.1			36.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.9	62.7		31.4	11.3	67.3		31.4				
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.9				
Max Green Setting (Gmax), s	12.0	43.3		40.1	13.0	42.3		40.1				
Max Q Clear Time (g_c+I1), s	12.0	37.7		25.1	7.2	29.0		23.1				
Green Ext Time (p_c), s	0.0	4.7		0.8	0.0	8.0		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	38.1
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	170	0	0	36	46	1261	356	94	814	21
Future Vol, veh/h	0	0	170	0	0	36	46	1261	356	94	814	21
Conflicting Peds, #/hr	2	0	0	0	0	2	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	175	0	0	37	47	1300	367	97	839	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	432	-	-	836	863	0	0	1667	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.92	-	-	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.31	-	-	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	0	0	574	0	0	313	782	-	-	386	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	573	-	-	312	780	-	-	386	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.02	18.08	0.27	1.76
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	780	-	-	573	312	386	-	-
HCM Lane V/C Ratio	0.061	-	-	0.306	0.119	0.251	-	-
HCM Control Delay (s/veh)	9.9	-	-	14	18.1	17.4	-	-
HCM Lane LOS	A	-	-	B	C	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.3	0.4	1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	288	83	88	273	297	104	974	114	182	762	80
Future Volume (veh/h)	92	288	83	88	273	297	104	974	114	182	762	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1758	1800	1772	1772	1758	1800	1786	1744	1758	1772	1758
Adj Flow Rate, veh/h	95	297	81	91	281	0	107	1004	113	188	786	78
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	0	2	2	3	0	1	4	3	2	3
Cap, veh/h	293	345	94	209	456		136	1140	128	222	1313	130
Arrive On Green	0.06	0.26	0.26	0.06	0.26	0.00	0.08	0.37	0.37	0.13	0.42	0.42
Sat Flow, veh/h	1674	1327	362	1688	1772	1490	1714	3074	346	1674	3092	307
Grp Volume(v), veh/h	95	0	378	91	281	0	107	554	563	188	428	436
Grp Sat Flow(s),veh/h/ln	1674	0	1688	1688	1772	1490	1714	1697	1723	1674	1683	1716
Q Serve(g_s), s	4.3	0.0	22.4	4.1	14.7	0.0	6.4	32.0	32.1	11.5	20.6	20.6
Cycle Q Clear(g_c), s	4.3	0.0	22.4	4.1	14.7	0.0	6.4	32.0	32.1	11.5	20.6	20.6
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.20	1.00		0.18
Lane Grp Cap(c), veh/h	293	0	439	209	456		136	629	639	222	715	728
V/C Ratio(X)	0.32	0.00	0.86	0.44	0.62		0.79	0.88	0.88	0.85	0.60	0.60
Avail Cap(c_a), veh/h	531	0	676	452	709		572	1132	1149	558	1123	1144
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	37.1	28.8	34.4	0.0	47.5	30.8	30.9	44.5	23.3	23.3
Incr Delay (d2), s/veh	0.6	0.0	7.1	1.4	1.4	0.0	9.7	2.0	2.0	8.6	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	1.8	0.0	10.1	1.7	6.5	0.0	3.0	12.5	12.7	5.1	7.7	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.8	0.0	44.2	30.2	35.8	0.0	57.2	32.8	32.8	53.0	23.7	23.7
LnGrp LOS	C		D	C	D		E	C	C	D	C	C
Approach Vol, veh/h		473			372			1224			1052	
Approach Delay, s/veh		40.9			34.4			35.0			28.9	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	44.4	9.8	31.3	13.8	50.1	10.1	31.0
Change Period (Y+Rc), s	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0
Max Green Setting (Gmax), s	35.0	70.0	21.0	42.0	35.0	70.0	21.0	42.0
Max Q Clear Time (g_c+I1), s	13.5	34.1	6.1	24.4	8.4	22.6	6.3	16.7
Green Ext Time (p_c), s	0.5	4.9	0.2	2.3	0.3	3.5	0.2	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	33.8
HCM 7th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

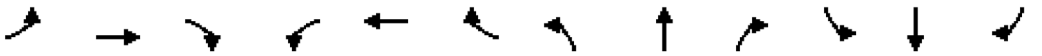
Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	183	1460	139	22	889
Future Vol, veh/h	0	183	1460	139	22	889
Conflicting Peds, #/hr	0	0	0	1	1	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	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	189	1505	143	23	916

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	825	0	0	1649	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.12	-	-	5.32	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.91	-	-	3.11	-
Pot Cap-1 Maneuver	0	273	-	-	190	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	272	-	-	190	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	43.42	0	0.64
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	272	190	-
HCM Lane V/C Ratio	-	-	0.693	0.12	-
HCM Control Delay (s/veh)	-	-	43.4	26.5	-
HCM Lane LOS	-	-	E	D	-
HCM 95th %tile Q(veh)	-	-	4.7	0.4	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	488	109	213	447	204	200	1082	330	199	654	82
Future Volume (veh/h)	132	488	109	213	447	204	200	1082	330	199	654	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1786	1716	1786	1772	1800	1758	1786	1800	1800	1772	1800
Adj Flow Rate, veh/h	140	519	102	227	476	180	213	1151	317	212	696	33
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	1	6	1	2	0	3	1	0	0	2	0
Cap, veh/h	235	610	119	281	606	227	235	1478	407	208	1246	562
Arrive On Green	0.08	0.22	0.22	0.12	0.25	0.25	0.14	0.39	0.39	0.12	0.37	0.37
Sat Flow, veh/h	1674	2828	553	1701	2393	898	1674	3797	1046	1714	3367	1519
Grp Volume(v), veh/h	140	310	311	227	334	322	213	985	483	212	696	33
Grp Sat Flow(s),veh/h/ln	1674	1697	1685	1701	1683	1608	1674	1625	1593	1714	1683	1519
Q Serve(g_s), s	9.0	24.6	24.8	14.1	25.9	26.2	17.5	37.2	37.2	17.0	23.0	2.0
Cycle Q Clear(g_c), s	9.0	24.6	24.8	14.1	25.9	26.2	17.5	37.2	37.2	17.0	23.0	2.0
Prop In Lane	1.00		0.33	1.00		0.56	1.00		0.66	1.00		1.00
Lane Grp Cap(c), veh/h	235	366	363	281	426	407	235	1265	620	208	1246	562
V/C Ratio(X)	0.60	0.85	0.85	0.81	0.78	0.79	0.91	0.78	0.78	1.02	0.56	0.06
Avail Cap(c_a), veh/h	282	485	481	326	541	517	263	1265	620	208	1246	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	39.9	52.7	52.8	37.8	48.7	48.8	59.2	37.5	37.5	61.5	35.0	28.4
Incr Delay (d2), s/veh	2.4	10.4	11.1	12.4	5.8	6.4	30.1	4.8	9.3	67.2	1.8	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	3.9	11.5	11.6	6.8	11.5	11.2	9.2	15.0	15.5	11.1	9.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.3	63.1	63.8	50.3	54.5	55.3	89.3	42.3	46.8	128.7	36.8	28.6
LnGrp LOS	D	E	E	D	D	E	F	D	D	F	D	C
Approach Vol, veh/h		761			883			1681			941	
Approach Delay, s/veh		59.6			53.7			49.5			57.2	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.7	57.8	16.1	40.4	23.0	60.5	21.3	35.2
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	22.0	36.0	15.0	45.0	17.0	41.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	19.5	25.0	11.0	28.2	19.0	39.2	16.1	26.8
Green Ext Time (p_c), s	0.1	2.4	0.1	3.7	0.0	1.1	0.2	3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	53.9
HCM 7th LOS	D

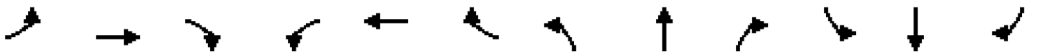
Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	74	873	6	0	867	67	4	0	1	32	0	64
Future Vol, veh/h	74	873	6	0	867	67	4	0	1	32	0	64
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	79	929	6	0	922	71	4	0	1	34	0	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	997	0	0	937	0	0	1553	2088	470	1583	2056	500
Stage 1	-	-	-	-	-	-	1091	1091	-	961	961	-
Stage 2	-	-	-	-	-	-	461	997	-	622	1095	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	702	-	-	739	-	-	78	53	546	75	56	522
Stage 1	-	-	-	-	-	-	233	293	-	279	337	-
Stage 2	-	-	-	-	-	-	555	325	-	446	292	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	701	-	-	738	-	-	58	45	545	63	47	520
Mov Cap-2 Maneuver	-	-	-	-	-	-	58	45	-	63	47	-
Stage 1	-	-	-	-	-	-	197	248	-	278	336	-
Stage 2	-	-	-	-	-	-	482	324	-	378	247	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.12	0	60.32	67.15
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	70	277	-	-	738	-	-	152
HCM Lane V/C Ratio	0.076	0.112	-	-	-	-	-	0.672
HCM Control Delay (s/veh)	60.3	10.8	1.4	-	0	-	-	67.2
HCM Lane LOS	F	B	A	-	A	-	-	F
HCM 95th %tile Q(veh)	0.2	0.4	-	-	0	-	-	3.8



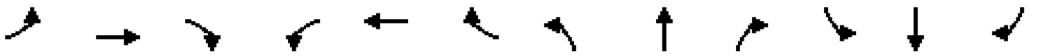
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	30	675	25	55	55	0	0	60	55
Future Volume (veh/h)	0	0	0	30	675	25	55	55	0	0	60	55
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.97	0.99		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.88
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1569	1569	1569	1569	1569	0	0	1569	1569
Adj Flow Rate, veh/h				32	726	22	59	59	0	0	65	19
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				4	4	4	4	4	0	0	4	4
Cap, veh/h				108	2443	74	253	225	0	0	325	95
Arrive On Green				0.20	0.20	0.20	0.32	0.32	0.00	0.00	0.32	0.32
Sat Flow, veh/h				180	4072	123	571	692	0	0	1023	299
Grp Volume(v), veh/h				278	254	248	118	0	0	0	0	84
Grp Sat Flow(s),veh/h/ln				1560	1428	1386	1262	0	0	0	0	1321
Q Serve(g_s), s				12.2	12.1	12.2	3.0	0.0	0.0	0.0	0.0	3.7
Cycle Q Clear(g_c), s				12.2	12.1	12.2	6.7	0.0	0.0	0.0	0.0	3.7
Prop In Lane				0.12		0.09	0.50		0.00	0.00		0.23
Lane Grp Cap(c), veh/h				936	857	832	478	0	0	0	0	420
V/C Ratio(X)				0.30	0.30	0.30	0.25	0.00	0.00	0.00	0.00	0.20
Avail Cap(c_a), veh/h				936	857	832	478	0	0	0	0	429
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				17.7	17.7	17.7	20.5	0.0	0.0	0.0	0.0	19.9
Incr Delay (d2), s/veh				0.8	0.9	0.9	1.2	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.2	4.8	4.7	1.8	0.0	0.0	0.0	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				18.5	18.6	18.6	21.7	0.0	0.0	0.0	0.0	20.1
LnGrp LOS				B	B	B	C					C
Approach Vol, veh/h					780			118			84	
Approach Delay, s/veh					18.6			21.7			20.1	
Approach LOS					B			C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	29.0	51.0	29.0
Change Period (Y+Rc), s	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	24.4	46.4	* 25
Max Q Clear Time (g_c+I1), s	8.7	14.2	5.7
Green Ext Time (p_c), s	0.0	0.2	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	19.1
HCM 7th LOS	B

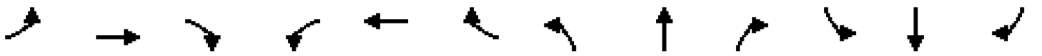
Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	95	175	30	20	60	0	0	70	30
Future Volume (vph)	0	0	0	95	175	30	20	60	0	0	70	30
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	13	13	13	12	12	12	12	12	12
Total Lost time (s)					3.0			3.0			3.0	
Lane Util. Factor					0.91			1.00			1.00	
Frpb, ped/bikes					0.99			1.00			0.99	
Flpb, ped/bikes					0.98			0.99			1.00	
Frt					0.99			1.00			0.96	
Flt Protected					0.98			0.99			1.00	
Satd. Flow (prot)					3662			1359			1259	
Flt Permitted					0.98			0.93			1.00	
Satd. Flow (perm)					3662			1285			1259	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	106	194	33	22	67	0	0	78	33
RTOR Reduction (vph)	0	0	0	0	15	0	0	0	0	0	21	0
Lane Group Flow (vph)	0	0	0	0	318	0	0	89	0	0	90	0
Confl. Peds. (#/hr)	22		36	36		22	33		9	9		33
Confl. Bikes (#/hr)	1		2	2		1						
Heavy Vehicles (%)	0%	0%	0%	0%	23%	7%	6%	5%	0%	0%	2%	28%
Parking (#/hr)					0	0	0	0	0		0	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					37.4			23.4			23.4	
Effective Green, g (s)					39.0			25.0			25.0	
Actuated g/C Ratio					0.56			0.36			0.36	
Clearance Time (s)					4.6			4.6			4.6	
Vehicle Extension (s)					0.2			0.2			0.2	
Lane Grp Cap (vph)					2040			458			449	
v/s Ratio Prot											c0.07	
v/s Ratio Perm					0.09			0.07				
v/c Ratio					0.16			0.19			0.20	
Uniform Delay, d1					7.5			15.5			15.6	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					0.2			0.9			1.0	
Delay (s)					7.7			16.5			16.6	
Level of Service					A			B			B	
Approach Delay (s/veh)		0.0			7.7			16.5			16.6	
Approach LOS		A			A			B			B	

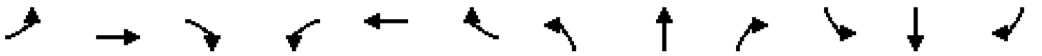
Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.17		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	90	20	40	200	0	0	0	0	520	1090	50
Future Volume (vph)	0	90	20	40	200	0	0	0	0	520	1090	50
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		3.0			3.0						3.0	
Lane Util. Factor		0.95			0.95						0.91	
Frpb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.97			1.00						1.00	
Flt Protected		1.00			0.99						0.98	
Satd. Flow (prot)		2737			2780						4191	
Flt Permitted		1.00			0.89						0.98	
Satd. Flow (perm)		2737			2496						4191	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	102	23	45	227	0	0	0	0	591	1239	57
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	109	0	0	272	0	0	0	0	0	1883	0
Confl. Peds. (#/hr)	11		9	9		11	6		11	11		6
Heavy Vehicles (%)	0%	6%	17%	5%	3%	0%	0%	0%	0%	3%	3%	0%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Parking (#/hr)					0							
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		25.0			25.0						55.0	
Effective Green, g (s)		27.0			27.0						57.0	
Actuated g/C Ratio		0.30			0.30						0.63	
Clearance Time (s)		5.0			5.0						5.0	
Vehicle Extension (s)		0.2			0.2						0.2	
Lane Grp Cap (vph)		821			748						2654	
v/s Ratio Prot		0.04										
v/s Ratio Perm					c0.11						0.45	
v/c Ratio		0.13			0.36						0.71	
Uniform Delay, d1		23.0			24.7						11.0	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.3			1.4						1.6	
Delay (s)		23.3			26.1						12.6	
Level of Service		C			C						B	
Approach Delay (s/veh)		23.3			26.1			0.0			12.6	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

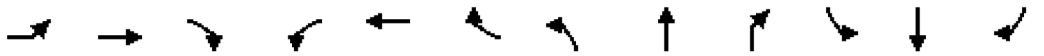
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	70	255	0	0	0	0	0	1420	205
Future Volume (vph)	0	0	0	70	255	0	0	0	0	0	1420	205
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					5.3						5.9	5.9
Lane Util. Factor					0.95						0.86	0.86
Frpb, ped/bikes					1.00						1.00	0.98
Flpb, ped/bikes					1.00						1.00	1.00
Frt					1.00						1.00	0.85
Flt Protected					0.99						1.00	1.00
Satd. Flow (prot)					3146						4498	1254
Flt Permitted					0.99						1.00	1.00
Satd. Flow (perm)					3146						4498	1254
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	77	280	0	0	0	0	0	1560	225
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	357	0	0	0	0	0	1583	202
Confl. Peds. (#/hr)	2		3	3		2	5					5
Heavy Vehicles (%)	0%	0%	0%	2%	9%	0%	0%	0%	0%	0%	3%	3%
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Actuated Green, G (s)					27.3						52.7	52.7
Effective Green, g (s)					26.7						52.1	52.1
Actuated g/C Ratio					0.30						0.58	0.58
Clearance Time (s)					4.7						5.3	5.3
Vehicle Extension (s)					0.2						0.2	0.2
Lane Grp Cap (vph)					933						2603	725
v/s Ratio Prot											c0.35	
v/s Ratio Perm					0.11							0.16
v/c Ratio					0.38						0.61	0.28
Uniform Delay, d1					25.1						12.3	9.5
Progression Factor					1.00						1.00	1.00
Incremental Delay, d2					1.2						1.1	1.0
Delay (s)					26.3						13.4	10.5
Level of Service					C						B	B
Approach Delay (s/veh)		0.0			26.3			0.0			13.1	
Approach LOS		A			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

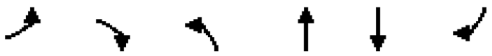
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	10	75	10	5	10	215	1330	15	20	1600	190
Future Volume (vph)	60	10	75	10	5	10	215	1330	15	20	1600	190
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	12	11	12	12	12	12	14
Total Lost time (s)	2.7	2.7	2.7	2.7	2.7	3.6	4.0	3.6		4.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1674	1800	1491	1706	1920	1496	1653	4688		1710	4612	1575
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1329	1800	1491	1347	1920	1496	1653	4688		1710	4612	1575
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	68	11	85	11	6	11	244	1511	17	23	1818	216
RTOR Reduction (vph)	0	0	71	0	0	0	0	0	0	0	0	99
Lane Group Flow (vph)	68	11	14	11	6	11	244	1528	0	23	1818	117
Confl. Peds. (#/hr)	1		2	2		1	3		3	3		3
Confl. Bikes (#/hr)			1	1								
Heavy Vehicles (%)	2%	0%	1%	0%	0%	0%	0%	4%	11%	0%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	4	0	0	0
Parking (#/hr)											0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4		4						6
Actuated Green, G (s)	12.4	12.4	12.4	12.4	12.4	12.4	17.4	61.4		3.0	47.0	47.0
Effective Green, g (s)	14.3	14.3	14.3	14.3	14.3	13.4	17.4	62.4		3.0	48.6	48.6
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16	0.15	0.19	0.69		0.03	0.54	0.54
Clearance Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.6		4.0	4.6	4.6
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	211	286	236	214	305	222	319	3250		57	2490	850
v/s Ratio Prot		0.01			0.00		c0.15	0.33		0.01	c0.39	
v/s Ratio Perm	c0.05		0.01	0.01		0.01						0.07
v/c Ratio	0.32	0.04	0.06	0.05	0.02	0.05	0.76	0.47		0.40	0.73	0.14
Uniform Delay, d1	33.6	32.0	32.1	32.1	31.9	32.8	34.4	6.3		42.6	15.7	10.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.6	0.0	0.1	0.1	0.0	0.1	10.0	0.5		3.4	1.9	0.3
Delay (s)	34.2	32.1	32.2	32.2	32.0	32.9	44.4	6.8		46.0	17.6	10.6
Level of Service	C	C	C	C	C	C	D	A		D	B	B
Approach Delay (s/veh)		33.0			32.4			11.9			17.2	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.3
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	30	0	0	1980	25
Future Volume (Veh/h)	0	30	0	0	1980	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	34	0	0	2225	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2239	570	2253			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2239	570	2253			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	100			
cM capacity (veh/h)	36	464	225			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	34	636	636	636	346
Volume Left	0	0	0	0	0
Volume Right	34	0	0	0	28
cSH	464	1700	1700	1700	1700
Volume to Capacity	0.07	0.37	0.37	0.37	0.20
Queue Length 95th (ft)	6	0	0	0	0
Control Delay (s/veh)	13.4	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s/veh)	13.4	0.0			
Approach LOS	B				

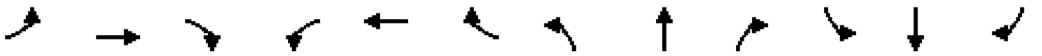
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	40.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	5	0	0	10	10	40	1475	10	0	0	0
Future Volume (veh/h)	20	5	0	0	10	10	40	1475	10	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1758	1758	0	0	1758	1758	1758	1758	1758			
Adj Flow Rate, veh/h	24	6	0	0	12	12	48	1756	12			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	104	9	0	0	34	34	150	5478	37			
Arrive On Green	0.04	0.04	0.00	0.00	0.04	0.04	0.87	0.87	0.87			
Sat Flow, veh/h	761	217	0	0	806	806	172	6307	43			
Grp Volume(v), veh/h	30	0	0	0	0	24	487	842	487			
Grp Sat Flow(s),veh/h/ln	978	0	0	0	0	1613	1749	1512	1750			
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	1.3	4.6	4.6	4.6			
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.0	0.0	1.3	4.6	4.6	4.6			
Prop In Lane	0.80		0.00	0.00		0.50	0.10		0.02			
Lane Grp Cap(c), veh/h	114	0	0	0	0	69	1519	2626	1520			
V/C Ratio(X)	0.26	0.00	0.00	0.00	0.00	0.35	0.32	0.32	0.32			
Avail Cap(c_a), veh/h	548	0	0	0	0	555	1519	2626	1520			
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	43.3	0.0	0.0	0.0	0.0	41.9	1.1	1.1	1.1			
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.0	0.0	3.0	0.6	0.3	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	0.7	0.0	0.0	0.0	0.0	0.6	0.4	0.3	0.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.5	0.0	0.0	0.0	0.0	44.9	1.6	1.4	1.6			
LnGrp LOS	D					D	A	A	A			
Approach Vol, veh/h		30			24			1816				
Approach Delay, s/veh		44.5			44.9			1.5				
Approach LOS		D			D			A				

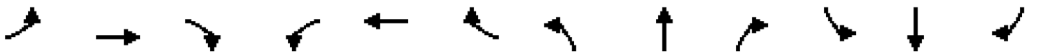
Timer - Assigned Phs	2	4			8	
Phs Duration (G+Y+Rc), s	82.2	7.8			7.8	
Change Period (Y+Rc), s	4.0	4.0			4.0	
Max Green Setting (Gmax), s	51.0	31.0			31.0	
Max Q Clear Time (g_c+I1), s	6.6	3.3			5.1	
Green Ext Time (p_c), s	18.4	0.1			0.1	

Intersection Summary		
HCM 7th Control Delay, s/veh	2.8	
HCM 7th LOS	A	



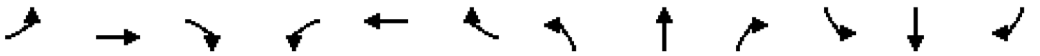
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	140	5	75	175	0	0	0	0	160	1780	145
Future Volume (vph)	0	140	5	75	175	0	0	0	0	160	1780	145
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.99		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3335		1604	3353						6334	
Flt Permitted		1.00		0.65	1.00						1.00	
Satd. Flow (perm)		3335		1096	3353						6334	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	156	6	83	194	0	0	0	0	178	1978	161
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	13	0
Lane Group Flow (vph)	0	159	0	83	194	0	0	0	0	0	2304	0
Confl. Peds. (#/hr)			1	1					2	2		
Heavy Vehicles (%)	0%	2%	0%	3%	2%	0%	0%	0%	0%	1%	3%	2%
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		28.4		41.8	41.2						39.6	
Effective Green, g (s)		30.0		43.4	42.8						41.2	
Actuated g/C Ratio		0.33		0.48	0.48						0.46	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		1111		587	1594						2899	
v/s Ratio Prot		0.05		c0.02	0.06							
v/s Ratio Perm				c0.05							0.36	
v/c Ratio		0.14		0.14	0.12						0.79	
Uniform Delay, d1		21.0		13.1	13.1						20.8	
Progression Factor		1.00		1.13	1.09						0.25	
Incremental Delay, d2		0.3		0.0	0.2						1.2	
Delay (s)		21.3		14.9	14.5						6.4	
Level of Service		C		B	B						A	
Approach Delay (s/veh)		21.3			14.6			0.0			6.4	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	205	0	0	145	50	80	1295	105	0	0	0
Future Volume (vph)	85	205	0	0	145	50	80	1295	105	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.96			0.99				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1588	3420			3236			6082				
Flt Permitted	0.58	1.00			1.00			1.00				
Satd. Flow (perm)	977	3420			3236			6082				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	99	238	0	0	169	58	93	1506	122	0	0	0
RTOR Reduction (vph)	0	0	0	0	36	0	0	13	0	0	0	0
Lane Group Flow (vph)	99	238	0	0	191	0	0	1708	0	0	0	0
Confl. Peds. (#/hr)	2		5	5		2	4		5	5		4
Heavy Vehicles (%)	4%	0%	0%	0%	1%	2%	3%	4%	0%	0%	0%	0%
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	40.8	40.2			27.4			40.6				
Effective Green, g (s)	42.4	41.8			29.0			42.2				
Actuated g/C Ratio	0.47	0.46			0.32			0.47				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	2.0	0.2			0.2			0.2				
Lane Grp Cap (vph)	530	1588			1042			2851				
v/s Ratio Prot	c0.02	0.07			0.06							
v/s Ratio Perm	c0.07							0.28				
v/c Ratio	0.19	0.15			0.18			0.60				
Uniform Delay, d1	14.7	13.9			22.0			17.7				
Progression Factor	0.44	0.50			1.00			0.82				
Incremental Delay, d2	0.1	0.2			0.4			0.9				
Delay (s)	6.5	7.1			22.4			15.3				
Level of Service	A	A			C			B				
Approach Delay (s/veh)		6.9			22.4			15.3			0.0	
Approach LOS		A			C			B			A	

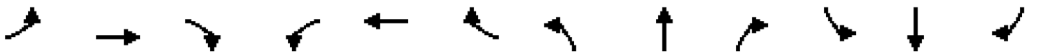
Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	320	65	155	440	0	0	0	0	240	1880	110
Future Volume (vph)	0	320	65	155	440	0	0	0	0	240	1880	110
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.97		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		3125		1637	3275						6311	
Flt Permitted		1.00		0.95	1.00						0.99	
Satd. Flow (perm)		3125		1637	3275						6311	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	364	74	176	500	0	0	0	0	273	2136	125
RTOR Reduction (vph)	0	19	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	419	0	176	500	0	0	0	0	0	2526	0
Confl. Peds. (#/hr)	4					4	2					2
Heavy Vehicles (%)	0%	7%	0%	1%	4%	0%	0%	0%	0%	1%	3%	4%
Bus Blockages (#/hr)	0	4	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases										2		
Actuated Green, G (s)		26.4		11.0	41.4						39.4	
Effective Green, g (s)		28.0		12.6	43.0						41.0	
Actuated g/C Ratio		0.31		0.14	0.48						0.46	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		972		229	1564						2875	
v/s Ratio Prot		c0.13		c0.11	0.15							
v/s Ratio Perm											0.40	
v/c Ratio		0.43		0.77	0.32						0.88	
Uniform Delay, d1		24.7		37.3	14.5						22.2	
Progression Factor		1.00		0.52	0.29						0.49	
Incremental Delay, d2		1.4		10.9	0.4						2.3	
Delay (s)		26.1		30.3	4.6						13.1	
Level of Service		C		C	A						B	
Approach Delay (s/veh)		26.1			11.3			0.0			13.1	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

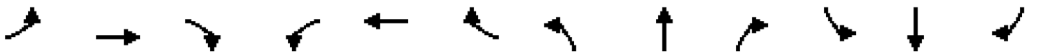


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	495	0	0	535	150	70	1150	95	0	0	0
Future Volume (vph)	80	495	0	0	535	150	70	1150	95	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.97			0.99				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1544	3288			3166			6007				
Flt Permitted	0.25	1.00			1.00			1.00				
Satd. Flow (perm)	399	3288			3166			6007				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	532	0	0	575	161	75	1237	102	0	0	0
RTOR Reduction (vph)	0	0	0	0	27	0	0	14	0	0	0	0
Lane Group Flow (vph)	86	532	0	0	709	0	0	1400	0	0	0	0
Confl. Peds. (#/hr)	5					5			6	6		
Confl. Bikes (#/hr)	1					1						
Heavy Vehicles (%)	7%	4%	0%	0%	3%	4%	3%	5%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	4	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	43.8	43.2			32.0			37.6				
Effective Green, g (s)	45.4	44.8			33.6			39.2				
Actuated g/C Ratio	0.50	0.50			0.37			0.44				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	2.0	0.2			0.2			0.2				
Lane Grp Cap (vph)	313	1636			1181			2616				
v/s Ratio Prot	0.03	c0.16			c0.22							
v/s Ratio Perm	0.11							0.23				
v/c Ratio	0.27	0.33			0.60			0.54				
Uniform Delay, d1	21.1	13.5			22.8			18.7				
Progression Factor	1.01	0.84			1.00			0.38				
Incremental Delay, d2	0.1	0.4			2.3			0.7				
Delay (s)	21.4	11.8			25.0			7.8				
Level of Service	C	B			C			A				
Approach Delay (s/veh)		13.2			25.0			7.8			0.0	
Approach LOS		B			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	440	235	130	475	0	0	0	0	110	2140	125
Future Volume (vph)	0	440	235	130	475	0	0	0	0	110	2140	125
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		5.2		4.6	5.2						5.2	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		0.99		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.95		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3139		1636	3275						6370	
Flt Permitted		1.00		0.19	1.00						1.00	
Satd. Flow (perm)		3139		332	3275						6370	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	494	264	146	534	0	0	0	0	124	2404	140
RTOR Reduction (vph)	0	25	0	0	0	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	733	0	146	534	0	0	0	0	0	2659	0
Confl. Peds. (#/hr)			3	3			3					3
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	0%	4%	2%	3%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		24.4		36.0	35.4						45.4	
Effective Green, g (s)		23.8		35.4	34.8						44.8	
Actuated g/C Ratio		0.26		0.39	0.39						0.50	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		830		223	1266						3170	
v/s Ratio Prot		c0.23		c0.05	0.16							
v/s Ratio Perm				0.21							0.42	
v/c Ratio		0.88		0.65	0.42						0.84	
Uniform Delay, d1		31.8		32.0	20.2						19.5	
Progression Factor		1.00		1.20	1.24						0.75	
Incremental Delay, d2		13.1		3.5	0.7						2.5	
Delay (s)		44.9		41.8	25.7						17.1	
Level of Service		D		D	C						B	
Approach Delay (s/veh)		44.9			29.2			0.0			17.1	
Approach LOS		D			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	430	0	0	480	60	165	1195	75	0	0	0
Future Volume (vph)	140	430	0	0	480	60	165	1195	75	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.98			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1574	3275			3236			5981				
Flt Permitted	0.26	1.00			1.00			0.99				
Satd. Flow (perm)	433	3275			3236			5981				
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	165	506	0	0	565	71	194	1406	88	0	0	0
RTOR Reduction (vph)	0	0	0	0	10	0	0	9	0	0	0	0
Lane Group Flow (vph)	165	506	0	0	626	0	0	1679	0	0	0	0
Confl. Peds. (#/hr)	3					3	2		4	4		2
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	5%	4%	0%	0%	3%	6%	5%	5%	5%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	39.0	38.4			23.4			42.4				
Effective Green, g (s)	38.4	37.8			22.8			41.8				
Actuated g/C Ratio	0.43	0.42			0.25			0.46				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	1.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	316	1375			819			2777				
v/s Ratio Prot	c0.06	0.15			c0.19							
v/s Ratio Perm	0.16							0.28				
v/c Ratio	0.52	0.37			0.76			0.60				
Uniform Delay, d1	27.4	17.9			31.1			17.9				
Progression Factor	1.40	1.46			1.00			0.64				
Incremental Delay, d2	0.4	0.4			6.7			0.9				
Delay (s)	38.8	26.6			37.8			12.4				
Level of Service	D	C			D			B				
Approach Delay (s/veh)		29.6			37.8			12.4			0.0	
Approach LOS		C			D			B			A	

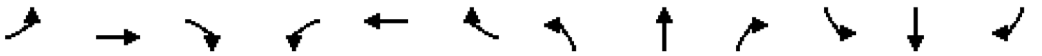
Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	75	0	0	0	50	2310
Future Volume (vph)	75	0	0	0	50	2310
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	14
Total Lost time (s)	5.2					5.2
Lane Util. Factor	0.97					0.86
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3159					6445
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3159					6445
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	82	0	0	0	55	2538
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	82	0	0	0	0	2593
Confl. Peds. (#/hr)		4		1	1	
Heavy Vehicles (%)	5%	0%	0%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	4
Turn Type	Prot				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	13.6					67.2
Effective Green, g (s)	13.0					66.6
Actuated g/C Ratio	0.14					0.74
Clearance Time (s)	4.6					4.6
Vehicle Extension (s)	2.5					0.2
Lane Grp Cap (vph)	456					4769
v/s Ratio Prot	c0.03					
v/s Ratio Perm						0.40
v/c Ratio	0.18					0.54
Uniform Delay, d1	33.8					5.1
Progression Factor	1.38					0.73
Incremental Delay, d2	0.1					0.3
Delay (s)	46.9					4.0
Level of Service	D					A
Approach Delay (s/veh)	46.9		0.0			4.0
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	55	0	0	65	30	10	1190	50	0	0	0
Future Volume (vph)	20	55	0	0	65	30	10	1190	50	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	14	14	12	11	12	13	13	13	12	12	12
Total Lost time (s)	5.2	5.2			5.2	5.2		5.2				
Lane Util. Factor	1.00	1.00			0.95	0.95		0.86				
Frpb, ped/bikes	1.00	1.00			1.00	0.99		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			0.99	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1486	1920			1548	1377		5979				
Flt Permitted	0.70	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	1098	1920			1548	1377		5979				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	23	64	0	0	76	35	12	1384	58	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	27	0	4	0	0	0	0
Lane Group Flow (vph)	23	64	0	0	77	4	0	1450	0	0	0	0
Confl. Peds. (#/hr)	2		8	8		2	4		4	4		4
Heavy Vehicles (%)	11%	0%	0%	0%	6%	4%	0%	6%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		8			4			2				
Permitted Phases	8					4	2					
Actuated Green, G (s)	12.4	12.4			12.4	12.4		68.4				
Effective Green, g (s)	11.8	11.8			11.8	11.8		67.8				
Actuated g/C Ratio	0.13	0.13			0.13	0.13		0.75				
Clearance Time (s)	4.6	4.6			4.6	4.6		4.6				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		0.2				
Lane Grp Cap (vph)	143	251			202	180		4504				
v/s Ratio Prot		0.03			c0.05							
v/s Ratio Perm	0.02					0.00		0.24				
v/c Ratio	0.16	0.25			0.38	0.02		0.32				
Uniform Delay, d1	34.7	35.1			35.8	34.1		3.6				
Progression Factor	1.34	1.32			1.00	1.00		0.32				
Incremental Delay, d2	0.4	0.4			0.9	0.0		0.2				
Delay (s)	46.7	46.6			36.7	34.1		1.3				
Level of Service	D	D			D	C		A				
Approach Delay (s/veh)		46.6			35.9			1.3			0.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

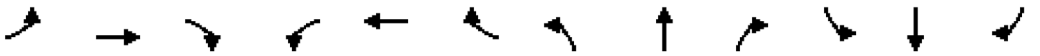
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	330	110	245	310	0	0	0	0	115	1870	110
Future Volume (veh/h)	0	330	110	245	310	0	0	0	0	115	1870	110
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1786	1800	1758	1772	0				1843	1843	1872
Adj Flow Rate, veh/h	0	367	122	272	344	0				128	2078	113
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	1	0	3	2	0				2	2	0
Cap, veh/h	0	664	218	397	1451	0				170	2753	150
Arrive On Green	0.00	0.26	0.27	0.23	0.86	0.00				0.45	0.45	0.46
Sat Flow, veh/h	0	2601	823	1674	3455	0				374	6073	330
Grp Volume(v), veh/h	0	246	243	272	344	0				624	1084	611
Grp Sat Flow(s),veh/h/ln	0	1697	1638	1674	1683	0				1824	1585	1783
Q Serve(g_s), s	0.0	11.2	11.5	10.4	1.6	0.0				25.6	25.6	25.6
Cycle Q Clear(g_c), s	0.0	11.2	11.5	10.4	1.6	0.0				25.6	25.6	25.6
Prop In Lane	0.00		0.50	1.00		0.00				0.21		0.19
Lane Grp Cap(c), veh/h	0	449	433	397	1451	0				827	1437	808
V/C Ratio(X)	0.00	0.55	0.56	0.69	0.24	0.00				0.75	0.75	0.76
Avail Cap(c_a), veh/h	0	449	433	397	1451	0				827	1437	808
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.22	0.22	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.5	28.4	18.8	3.6	0.0				20.4	20.4	20.4
Incr Delay (d2), s/veh	0.0	4.8	5.2	1.0	0.1	0.0				6.3	3.7	6.5
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	5.1	5.0	3.5	0.5	0.0				11.5	9.5	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	33.3	33.6	19.9	3.7	0.0				26.8	24.2	26.9
LnGrp LOS		C	C	B	A					C	C	C
Approach Vol, veh/h		489			616						2319	
Approach Delay, s/veh		33.4			10.8						25.6	
Approach LOS		C			B						C	

Timer - Assigned Phs	2	3	4			8						
Phs Duration (G+Y+Rc), s	46.0	15.0	29.0			44.0						
Change Period (Y+Rc), s	4.6	4.0	4.6			4.6						
Max Green Setting (Gmax), s	41.4	11.0	24.4			39.4						
Max Q Clear Time (g_c+I1), s	27.6	12.4	13.5			3.6						
Green Ext Time (p_c), s	0.8	0.0	0.1			0.2						

Intersection Summary												
HCM 7th Control Delay, s/veh		24.1										
HCM 7th LOS		C										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	335	0	0	500	90	50	1030	200	0	0	0
Future Volume (vph)	100	335	0	0	500	90	50	1030	200	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	5.2			
Lane Util. Factor	1.00	0.95			0.95			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.98			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1621	3320			3227			4594	1518			
Flt Permitted	0.19	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	316	3320			3227			4594	1518			
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	122	409	0	0	610	110	61	1256	244	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	125	0	0	0
Lane Group Flow (vph)	122	409	0	0	704	0	0	1317	119	0	0	0
Confl. Peds. (#/hr)			2	2			1		2	2		1
Heavy Vehicles (%)	2%	3%	0%	0%	3%	4%	9%	6%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	2	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	37.0	36.4			21.4			44.4	44.4			
Effective Green, g (s)	36.4	35.8			20.8			43.8	43.8			
Actuated g/C Ratio	0.40	0.40			0.23			0.49	0.49			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	278	1320			745			2235	738			
v/s Ratio Prot	c0.05	0.12			c0.22							
v/s Ratio Perm	0.13							0.29	0.08			
v/c Ratio	0.44	0.31			0.94			0.59	0.16			
Uniform Delay, d1	29.7	18.6			34.0			16.6	12.9			
Progression Factor	0.47	0.55			1.00			0.45	0.28			
Incremental Delay, d2	0.3	0.5			21.9			1.1	0.5			
Delay (s)	14.2	10.7			56.0			8.6	4.1			
Level of Service	B	B			E			A	A			
Approach Delay (s/veh)		11.5			56.0			7.9			0.0	
Approach LOS		B			E			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	165	140	135	185	40	60	970	35	30	1350	35
Future Volume (veh/h)	45	165	140	135	185	40	60	970	35	30	1350	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1758	1786	1772	1730	1716	1800	1730	1716	1744	1758	1758
Adj Flow Rate, veh/h	49	179	35	147	201	23	65	1054	34	33	1467	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	3	1	2	5	6	0	5	6	4	3	3
Cap, veh/h	280	652	125	290	694	79	75	2736	88	44	2723	65
Arrive On Green	0.23	0.23	0.22	0.23	0.23	0.22	0.01	0.19	0.19	0.03	0.56	0.57
Sat Flow, veh/h	1129	2796	536	1167	2976	337	1714	4699	151	1661	4821	115
Grp Volume(v), veh/h	49	105	109	147	110	114	65	706	382	33	973	529
Grp Sat Flow(s),veh/h/ln	1129	1670	1661	1167	1643	1669	1714	1574	1702	1661	1600	1737
Q Serve(g_s), s	3.4	4.7	4.8	10.6	4.9	5.1	3.4	17.6	17.6	1.8	17.1	17.1
Cycle Q Clear(g_c), s	8.4	4.7	4.8	15.5	4.9	5.1	3.4	17.6	17.6	1.8	17.1	17.1
Prop In Lane	1.00		0.32	1.00		0.20	1.00		0.09	1.00		0.07
Lane Grp Cap(c), veh/h	280	390	388	290	383	389	75	1833	991	44	1807	981
V/C Ratio(X)	0.18	0.27	0.28	0.51	0.29	0.29	0.86	0.39	0.39	0.74	0.54	0.54
Avail Cap(c_a), veh/h	280	390	388	290	383	389	171	1833	991	166	1807	981
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	31.9	28.2	28.4	34.7	28.3	28.5	44.1	22.3	22.3	43.5	12.2	12.2
Incr Delay (d2), s/veh	1.4	1.7	1.8	0.6	0.2	0.2	10.2	0.6	1.1	8.7	1.2	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	1.0	2.0	2.1	3.0	1.9	2.0	1.7	7.5	8.3	0.8	5.9	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.2	29.9	30.2	35.3	28.5	28.6	54.3	22.9	23.4	52.2	13.4	14.4
LnGrp LOS	C	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		263			371			1153			1535	
Approach Delay, s/veh		30.7			31.2			24.9			14.6	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.4	57.6		25.0	9.0	56.0		25.0
Change Period (Y+Rc), s	4.6	4.6		5.0	4.6	4.6		5.0
Max Green Setting (Gmax), s	9.4	46.4		20.0	9.4	46.4		20.0
Max Q Clear Time (g_c+I1), s	3.8	19.6		17.5	5.4	19.1		10.4
Green Ext Time (p_c), s	0.0	5.5		0.3	0.0	8.5		0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	21.3
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	420	275	95	405	45	115	790	75	65	1130	50
Future Volume (veh/h)	120	420	275	95	405	45	115	790	75	65	1130	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1786	1758	1772	1872	1744	1730	1800	1744	1758	1730
Adj Flow Rate, veh/h	133	467	195	106	450	13	128	878	36	72	1256	52
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	1	3	2	0	4	5	0	4	3	5
Cap, veh/h	141	617	256	110	838	389	153	2174	697	91	1996	83
Arrive On Green	0.08	0.27	0.25	0.07	0.25	0.25	0.09	0.46	0.46	0.07	0.56	0.55
Sat Flow, veh/h	1688	2311	957	1674	3367	1565	1661	4722	1513	1661	4724	196
Grp Volume(v), veh/h	133	339	323	106	450	13	128	878	36	72	850	458
Grp Sat Flow(s),veh/h/ln	1688	1683	1585	1674	1683	1565	1661	1574	1513	1661	1600	1721
Q Serve(g_s), s	8.6	20.3	20.7	6.9	12.7	0.7	8.3	13.6	1.4	4.7	19.8	19.9
Cycle Q Clear(g_c), s	8.6	20.3	20.7	6.9	12.7	0.7	8.3	13.6	1.4	4.7	19.8	19.9
Prop In Lane	1.00		0.60	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	141	449	423	110	838	389	153	2174	697	91	1352	727
V/C Ratio(X)	0.94	0.75	0.76	0.97	0.54	0.03	0.83	0.40	0.05	0.79	0.63	0.63
Avail Cap(c_a), veh/h	141	597	562	110	1132	527	166	2174	697	166	1352	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	37.0	37.5	51.3	35.8	31.3	49.1	19.7	16.4	50.4	18.3	18.3
Incr Delay (d2), s/veh	58.4	3.3	3.8	75.4	0.4	0.0	27.7	0.6	0.1	14.3	2.2	4.1
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	5.9	8.7	8.4	5.2	5.3	0.3	4.6	5.0	0.5	2.3	6.7	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	108.6	40.3	41.3	126.7	36.2	31.3	76.8	20.2	16.6	64.7	20.5	22.4
LnGrp LOS	F	D	D	F	D	C	E	C	B	E	C	C
Approach Vol, veh/h		795			569			1042			1380	
Approach Delay, s/veh		52.1			53.0			27.1			23.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	54.6	14.0	31.4	14.2	50.5	12.0	33.4
Change Period (Y+Rc), s	4.0	5.0	4.4	5.4	4.0	5.0	4.4	5.4
Max Green Setting (Gmax), s	11.0	35.0	9.6	35.6	11.0	35.0	7.6	37.6
Max Q Clear Time (g_c+I1), s	6.7	15.6	10.6	14.7	10.3	21.9	8.9	22.7
Green Ext Time (p_c), s	0.1	4.5	0.0	1.6	0.0	5.4	0.0	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	34.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	640	215	105	455	215	125	545	65	115	1000	125
Future Volume (veh/h)	170	640	215	105	455	215	125	545	65	115	1000	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1744	1758	1786	1688	1716	1784	1772	1702	1730	1800	1758	1730
Adj Flow Rate, veh/h	175	660	127	108	469	60	129	562	23	119	1031	43
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	1	8	6	6	2	7	5	0	3	5
Cap, veh/h	350	974	440	278	878	406	208	1571	494	197	1582	482
Arrive On Green	0.11	0.29	0.29	0.09	0.27	0.27	0.12	0.34	0.34	0.11	0.33	0.33
Sat Flow, veh/h	3222	3340	1507	3118	3260	1505	1688	4646	1462	1714	4799	1462
Grp Volume(v), veh/h	175	660	127	108	469	60	129	562	23	119	1031	43
Grp Sat Flow(s),veh/h/ln	1611	1670	1507	1559	1630	1505	1688	1549	1462	1714	1600	1462
Q Serve(g_s), s	3.7	12.6	4.7	2.4	8.9	2.2	5.2	6.6	0.8	4.8	13.2	1.5
Cycle Q Clear(g_c), s	3.7	12.6	4.7	2.4	8.9	2.2	5.2	6.6	0.8	4.8	13.2	1.5
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	350	974	440	278	878	406	208	1571	494	197	1582	482
V/C Ratio(X)	0.50	0.68	0.29	0.39	0.53	0.15	0.62	0.36	0.05	0.61	0.65	0.09
Avail Cap(c_a), veh/h	893	1491	673	864	1446	668	631	3026	952	475	3126	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	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	30.3	22.6	19.8	31.0	22.5	20.1	30.0	18.0	16.1	30.4	20.6	16.7
Incr Delay (d2), s/veh	0.4	0.8	0.4	0.3	0.2	0.1	1.1	0.1	0.0	1.1	0.5	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	1.4	4.7	1.6	0.9	3.2	0.7	2.1	2.2	0.2	1.9	4.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.7	23.4	20.1	31.3	22.7	20.1	31.2	18.0	16.1	31.5	21.1	16.8
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	C	B
Approach Vol, veh/h		962			637			714			1193	
Approach Delay, s/veh		24.3			23.9			20.3			22.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	27.4	10.8	22.6	11.9	26.8	9.4	24.0
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5.2	5.0	5.0	5.0	5.2
Max Green Setting (Gmax), s	18.3	45.0	18.0	* 30	25.0	45.0	18.0	30.0
Max Q Clear Time (g_c+I1), s	6.7	8.6	5.7	10.9	7.2	15.2	4.4	14.6
Green Ext Time (p_c), s	0.1	1.7	0.3	1.3	0.2	5.8	0.2	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	22.6
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	165	80	80	175	100	45	610	30	60	1020	70
Future Volume (veh/h)	70	165	80	80	175	100	45	610	30	60	1020	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1786	1758	1730	1744	1744	1603	1716	1800	1674	1772	1730
Adj Flow Rate, veh/h	78	183	69	89	194	19	50	678	29	67	1133	72
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	1	3	5	4	4	14	6	0	9	2	5
Cap, veh/h	278	287	108	174	709	69	87	2666	114	101	2720	173
Arrive On Green	0.23	0.23	0.24	0.23	0.23	0.24	0.11	1.00	1.00	0.06	0.59	0.57
Sat Flow, veh/h	1184	1235	466	1099	3050	296	1527	4607	196	1594	4648	295
Grp Volume(v), veh/h	78	0	252	89	104	109	50	459	248	67	786	419
Grp Sat Flow(s),veh/h/ln	1184	0	1700	1099	1657	1689	1527	1561	1680	1594	1612	1718
Q Serve(g_s), s	6.4	0.0	14.7	8.7	5.7	5.8	3.4	0.0	0.0	4.5	14.7	14.8
Cycle Q Clear(g_c), s	12.2	0.0	14.7	23.4	5.7	5.8	3.4	0.0	0.0	4.5	14.7	14.8
Prop In Lane	1.00		0.27	1.00		0.18	1.00		0.12	1.00		0.17
Lane Grp Cap(c), veh/h	278	0	395	174	385	393	87	1807	973	101	1887	1006
V/C Ratio(X)	0.28	0.00	0.64	0.51	0.27	0.28	0.57	0.25	0.26	0.66	0.42	0.42
Avail Cap(c_a), veh/h	371	0	529	260	515	525	139	1807	973	145	1887	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	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	39.6	0.0	37.9	48.6	34.6	34.6	47.5	0.0	0.0	50.4	12.5	12.6
Incr Delay (d2), s/veh	0.2	0.0	0.6	0.9	0.1	0.1	2.2	0.3	0.6	2.8	0.7	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	1.9	0.0	6.1	2.4	2.3	2.4	1.3	0.1	0.2	1.8	4.9	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.8	0.0	38.6	49.5	34.7	34.7	49.7	0.3	0.6	53.1	13.2	13.9
LnGrp LOS	D		D	D	C	C	D	A	A	D	B	B
Approach Vol, veh/h		330			302			757			1272	
Approach Delay, s/veh		38.9			39.1			3.7			15.5	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	67.7		31.4	10.3	68.4		31.4				
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.9				
Max Green Setting (Gmax), s	10.0	50.3		35.1	10.0	50.3		35.1				
Max Q Clear Time (g_c+I1), s	16.5	2.0		25.4	5.4	16.8		16.7				
Green Ext Time (p_c), s	0.0	6.2		0.5	0.0	11.7		0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	17.7
HCM 7th LOS	B

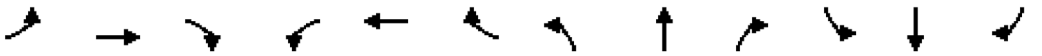
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	100	0	0	20	20	670	300	155	965	15
Future Vol, veh/h	0	0	100	0	0	20	20	670	300	155	965	15
Conflicting Peds, #/hr	1	0	1	1	0	1	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	-	-	0	-	-	0	100	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	104	0	0	21	21	698	313	161	1005	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	511	-	-	506	1021	0	0	1010	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	507	0	0	511	676	-	-	682	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	507	-	-	511	676	-	-	682	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.93	12.34	0.21	1.63
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	676	-	-	507	511	682	-	-
HCM Lane V/C Ratio	0.031	-	-	0.205	0.041	0.237	-	-
HCM Control Delay (s/veh)	10.5	-	-	13.9	12.3	11.9	-	-
HCM Lane LOS	B	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.1	0.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	100	0	0	20	20	670	300	155	940	15
Future Volume (veh/h)	0	0	100	0	0	20	20	670	300	155	940	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1758	1772	1702	1716	1688	1702	1744	1786	1730	1786	1786
Adj Flow Rate, veh/h	0	0	12	0	0	0	22	736	310	170	1033	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	3	2	7	6	8	7	4	1	5	1	1
Cap, veh/h	232	0	42	220	49		44	1006	423	225	1889	29
Arrive On Green	0.00	0.00	0.03	0.00	0.00	0.00	0.03	0.44	0.44	0.14	0.55	0.55
Sat Flow, veh/h	1647	0	1479	1621	1716	1430	1621	2272	956	1647	3420	53
Grp Volume(v), veh/h	0	0	12	0	0	0	22	537	509	170	512	537
Grp Sat Flow(s),veh/h/ln	1647	0	1479	1621	1716	1430	1621	1657	1572	1647	1697	1776
Q Serve(g_s), s	0.0	0.0	0.3	0.0	0.0	0.0	0.5	10.2	10.2	3.8	7.4	7.4
Cycle Q Clear(g_c), s	0.0	0.0	0.3	0.0	0.0	0.0	0.5	10.2	10.2	3.8	7.4	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.61	1.00		0.03
Lane Grp Cap(c), veh/h	232	0	42	220	49		44	733	696	225	937	981
V/C Ratio(X)	0.00	0.00	0.28	0.00	0.00		0.50	0.73	0.73	0.75	0.55	0.55
Avail Cap(c_a), veh/h	1132	0	1624	1105	1884		1694	2598	2465	1722	2661	2786
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	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	18.2	0.0	0.0	0.0	18.4	8.8	8.8	15.9	5.5	5.5
Incr Delay (d2), s/veh	0.0	0.0	3.6	0.0	0.0	0.0	8.4	0.7	0.7	5.1	0.2	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	0.0	0.0	0.1	0.0	0.0	0.0	0.3	2.0	1.9	1.4	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	21.8	0.0	0.0	0.0	26.8	9.4	9.5	21.0	5.7	5.7
LnGrp LOS			C				C	A	A	C	A	A
Approach Vol, veh/h		12			0			1068			1219	
Approach Delay, s/veh		21.8			0.0			9.8			7.8	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	22.4	0.0	5.1	6.5	26.6	0.0	5.1
Change Period (Y+Rc), s	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0
Max Green Setting (Gmax), s	40.0	60.0	21.0	42.0	40.0	60.0	21.0	42.0
Max Q Clear Time (g_c+I1), s	5.8	12.2	0.0	2.3	2.5	9.4	0.0	0.0
Green Ext Time (p_c), s	0.5	4.7	0.0	0.0	0.0	4.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	8.8
HCM 7th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

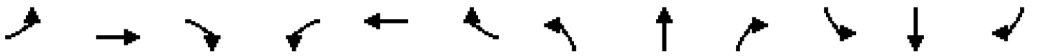
Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	55	685	35	30	990
Future Vol, veh/h	0	55	685	35	30	990
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	57	714	36	31	1031

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	375	0	0	750	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	0	532	-	-	516	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	532	-	-	516	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.59	0	0.37
HCM LOS	B		

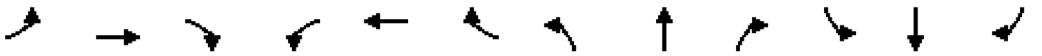
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	532	516	-
HCM Lane V/C Ratio	-	-	0.108	0.061	-
HCM Control Delay (s/veh)	-	-	12.6	12.4	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	390	145	210	325	130	145	310	140	170	710	145
Future Volume (veh/h)	75	390	145	210	325	130	145	310	140	170	710	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1688	1744	1674	1786	1730	1744	1744	1730	1744	1744	1772	1786
Adj Flow Rate, veh/h	87	453	138	244	378	116	169	360	103	198	826	59
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	8	4	9	1	5	4	4	5	4	4	2	1
Cap, veh/h	274	551	167	303	737	223	193	963	264	375	1250	560
Arrive On Green	0.05	0.22	0.22	0.12	0.30	0.30	0.12	0.26	0.26	0.23	0.37	0.37
Sat Flow, veh/h	1607	2501	755	1701	2480	751	1661	3684	1009	1661	3367	1510
Grp Volume(v), veh/h	87	299	292	244	249	245	169	305	158	198	826	59
Grp Sat Flow(s),veh/h/ln	1607	1657	1599	1701	1643	1588	1661	1574	1544	1661	1683	1510
Q Serve(g_s), s	5.5	22.3	22.7	14.0	16.3	16.7	13.0	10.3	10.9	13.6	26.6	3.3
Cycle Q Clear(g_c), s	5.5	22.3	22.7	14.0	16.3	16.7	13.0	10.3	10.9	13.6	26.6	3.3
Prop In Lane	1.00		0.47	1.00		0.47	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	274	365	353	303	488	472	193	823	404	375	1250	560
V/C Ratio(X)	0.32	0.82	0.83	0.81	0.51	0.52	0.87	0.37	0.39	0.53	0.66	0.11
Avail Cap(c_a), veh/h	274	433	418	303	556	538	230	823	404	375	1250	560
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	37.2	48.2	48.3	34.4	37.8	38.0	56.5	39.3	39.5	44.2	34.1	26.7
Incr Delay (d2), s/veh	0.7	10.1	11.4	14.7	0.8	0.9	26.0	1.3	2.8	1.4	2.8	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	2.2	10.2	10.1	6.9	6.6	6.6	6.7	4.0	4.3	5.6	10.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.8	58.3	59.7	49.1	38.7	38.9	82.5	40.5	42.3	45.6	36.8	27.1
LnGrp LOS	D	E	E	D	D	D	F	D	D	D	D	C
Approach Vol, veh/h		678			738			632			1083	
Approach Delay, s/veh		56.3			42.2			52.2			37.9	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.1	54.2	11.0	43.6	35.4	40.0	21.0	33.7
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	18.0	40.0	6.0	44.0	24.0	34.0	16.0	34.0
Max Q Clear Time (g_c+I1), s	15.0	28.6	7.5	18.7	15.6	12.9	16.0	24.7
Green Ext Time (p_c), s	0.1	3.0	0.0	3.0	0.3	1.5	0.0	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	45.8
HCM 7th LOS	D



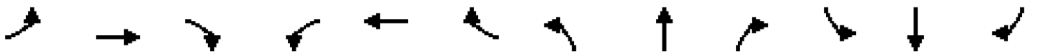
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	15	1020	20	50	55	0	0	130	90
Future Volume (veh/h)	0	0	0	15	1020	20	50	55	0	0	130	90
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.88
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1607	1607	1607	1607	1607	0	0	1607	1607
Adj Flow Rate, veh/h				18	1229	22	60	66	0	0	157	71
Peak Hour Factor				0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %				1	1	1	1	1	0	0	1	1
Cap, veh/h				38	2613	47	178	167	0	0	291	132
Arrive On Green				0.20	0.20	0.20	0.32	0.32	0.00	0.00	0.32	0.32
Sat Flow, veh/h				64	4355	78	345	515	0	0	917	415
Grp Volume(v), veh/h				453	413	404	126	0	0	0	0	228
Grp Sat Flow(s),veh/h/ln				1604	1463	1430	860	0	0	0	0	1332
Q Serve(g_s), s				20.0	20.0	20.0	4.1	0.0	0.0	0.0	0.0	11.3
Cycle Q Clear(g_c), s				20.0	20.0	20.0	15.3	0.0	0.0	0.0	0.0	11.3
Prop In Lane				0.04		0.05	0.48		0.00	0.00		0.31
Lane Grp Cap(c), veh/h				963	878	858	346	0	0	0	0	423
V/C Ratio(X)				0.47	0.47	0.47	0.36	0.00	0.00	0.00	0.00	0.54
Avail Cap(c_a), veh/h				963	878	858	346	0	0	0	0	433
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				20.8	20.8	20.8	24.0	0.0	0.0	0.0	0.0	22.5
Incr Delay (d2), s/veh				1.6	1.8	1.8	3.0	0.0	0.0	0.0	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				8.9	8.1	7.9	2.3	0.0	0.0	0.0	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				22.5	22.6	22.7	27.0	0.0	0.0	0.0	0.0	23.8
LnGrp LOS				C	C	C	C					C
Approach Vol, veh/h					1269			126			228	
Approach Delay, s/veh					22.6			27.0			23.8	
Approach LOS					C			C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	29.0	51.0	29.0
Change Period (Y+Rc), s	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	24.4	46.4	* 25
Max Q Clear Time (g_c+I1), s	17.3	22.0	13.3
Green Ext Time (p_c), s	0.0	0.3	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	23.1
HCM 7th LOS	C

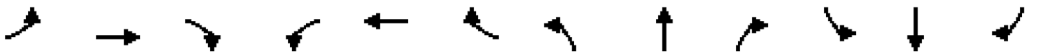
Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	360	30	25	60	0	0	70	45
Future Volume (vph)	0	0	0	30	360	30	25	60	0	0	70	45
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	13	13	13	12	12	12	12	12	12
Total Lost time (s)					3.0			3.0			3.0	
Lane Util. Factor					0.91			1.00			1.00	
Frpb, ped/bikes					0.98			1.00			0.98	
Flpb, ped/bikes					0.99			0.99			1.00	
Frt					0.99			1.00			0.95	
Flt Protected					1.00			0.99			1.00	
Satd. Flow (prot)					3826			1330			1310	
Flt Permitted					1.00			0.92			1.00	
Satd. Flow (perm)					3826			1240			1310	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	31	371	31	26	62	0	0	72	46
RTOR Reduction (vph)	0	0	0	0	11	0	0	0	0	0	27	0
Lane Group Flow (vph)	0	0	0	0	422	0	0	88	0	0	91	0
Confl. Peds. (#/hr)	105		41	41		105	33		33	33		33
Confl. Bikes (#/hr)	1		1	1		1	1					1
Heavy Vehicles (%)	0%	0%	0%	0%	13%	4%	0%	10%	0%	0%	0%	9%
Parking (#/hr)					0	0	0	0	0		0	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					39.4			31.4			31.4	
Effective Green, g (s)					41.0			33.0			33.0	
Actuated g/C Ratio					0.51			0.41			0.41	
Clearance Time (s)					4.6			4.6			4.6	
Vehicle Extension (s)					0.2			0.2			0.2	
Lane Grp Cap (vph)					1960			511			540	
v/s Ratio Prot											0.07	
v/s Ratio Perm					0.11			c0.07				
v/c Ratio					0.22			0.17			0.17	
Uniform Delay, d1					10.7			14.9			14.8	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					0.3			0.7			0.7	
Delay (s)					10.9			15.6			15.5	
Level of Service					B			B			B	
Approach Delay (s/veh)		0.0			10.9			15.6			15.5	
Approach LOS		A			B			B			B	

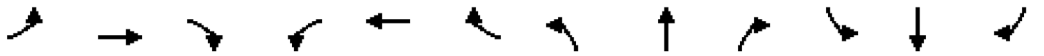
Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	95	65	65	215	0	0	0	0	200	1700	50
Future Volume (vph)	0	95	65	65	215	0	0	0	0	200	1700	50
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		3.0			3.0						3.0	
Lane Util. Factor		0.95			0.95						0.91	
Frpb, ped/bikes		0.98			1.00						1.00	
Flpb, ped/bikes		1.00			0.99						1.00	
Frt		0.94			1.00						1.00	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		2683			2782						4251	
Flt Permitted		1.00			0.85						0.99	
Satd. Flow (perm)		2683			2382						4251	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	99	68	68	224	0	0	0	0	208	1771	52
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	152	0	0	292	0	0	0	0	0	2028	0
Confl. Peds. (#/hr)	21		36	36		21	27		6	6		27
Heavy Vehicles (%)	0%	5%	4%	0%	3%	0%	0%	0%	0%	2%	3%	3%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Parking (#/hr)					0							
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		25.0			25.0						55.0	
Effective Green, g (s)		27.0			27.0						57.0	
Actuated g/C Ratio		0.30			0.30						0.63	
Clearance Time (s)		5.0			5.0						5.0	
Vehicle Extension (s)		0.2			0.2						0.2	
Lane Grp Cap (vph)		804			714						2692	
v/s Ratio Prot		0.06										
v/s Ratio Perm					c0.12						0.48	
v/c Ratio		0.19			0.41						0.75	
Uniform Delay, d1		23.4			25.1						11.6	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.5			1.7						2.0	
Delay (s)		23.9			26.9						13.6	
Level of Service		C			C						B	
Approach Delay (s/veh)		23.9			26.9			0.0			13.6	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	96.9%	ICU Level of Service	F
Analysis Period (min)	15		

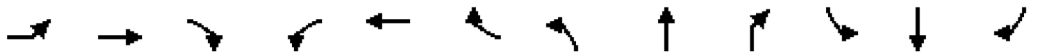
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	120	305	0	0	0	0	0	1590	205
Future Volume (vph)	0	0	0	120	305	0	0	0	0	0	1590	205
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					5.3						5.9	5.9
Lane Util. Factor					0.95						0.86	0.86
Frpb, ped/bikes					1.00						1.00	0.97
Flpb, ped/bikes					0.99						1.00	1.00
Frt					1.00						1.00	0.85
Flt Protected					0.99						1.00	1.00
Satd. Flow (prot)					3312						4498	1235
Flt Permitted					0.99						1.00	1.00
Satd. Flow (perm)					3312						4498	1235
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	125	318	0	0	0	0	0	1656	214
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	443	0	0	0	0	0	1677	193
Confl. Peds. (#/hr)	2		19	19		2	16		2	2		16
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%	0%	0%	0%	0%	3%	3%
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Actuated Green, G (s)					27.3						52.7	52.7
Effective Green, g (s)					26.7						52.1	52.1
Actuated g/C Ratio					0.30						0.58	0.58
Clearance Time (s)					4.7						5.3	5.3
Vehicle Extension (s)					0.2						0.2	0.2
Lane Grp Cap (vph)					982						2603	714
v/s Ratio Prot											c0.37	
v/s Ratio Perm					0.13							0.16
v/c Ratio					0.45						0.64	0.27
Uniform Delay, d1					25.7						12.7	9.5
Progression Factor					1.00						1.00	1.00
Incremental Delay, d2					1.5						1.2	0.9
Delay (s)					27.2						14.0	10.4
Level of Service					C						B	B
Approach Delay (s/veh)		0.0			27.2			0.0			13.6	
Approach LOS		A			C			A			B	

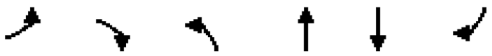
Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	10	110	20	10	20	150	2080	40	40	1645	180
Future Volume (vph)	115	10	110	20	10	20	150	2080	40	40	1645	180
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	12	11	12	12	12	12	14
Total Lost time (s)	2.7	2.7	2.7	2.7	2.7	3.6	4.0	3.6		4.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.94	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	0.98	1.00	1.00	0.99	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1673	1800	1458	1588	1684	1445	1653	4776		1710	4657	1549
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1322	1800	1458	1254	1684	1445	1653	4776		1710	4657	1549
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	121	11	116	21	11	21	158	2189	42	42	1732	189
RTOR Reduction (vph)	0	0	97	0	0	0	0	0	0	0	0	77
Lane Group Flow (vph)	121	11	19	21	11	21	158	2231	0	42	1732	112
Confl. Peds. (#/hr)	13		4	4		13	11		7	7		11
Heavy Vehicles (%)	0%	0%	3%	7%	14%	0%	0%	2%	3%	0%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	4	0	0	0
Parking (#/hr)											0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4		4						6
Actuated Green, G (s)	13.8	13.8	13.8	13.8	13.8	13.8	13.1	63.4		4.6	54.9	54.9
Effective Green, g (s)	15.7	15.7	15.7	15.7	15.7	14.8	13.1	64.4		4.6	56.5	56.5
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17	0.16	0.14	0.68		0.05	0.59	0.59
Clearance Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.6		4.0	4.6	4.6
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	218	297	240	207	278	225	227	3237		82	2769	921
v/s Ratio Prot		0.01			0.01		c0.10	c0.47		0.02	0.37	
v/s Ratio Perm	c0.09		0.01	0.02		0.01						0.07
v/c Ratio	0.56	0.04	0.08	0.10	0.04	0.09	0.70	0.69		0.51	0.63	0.12
Uniform Delay, d1	36.4	33.3	33.5	33.7	33.3	34.4	39.1	9.2		44.1	12.4	8.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.4	0.0	0.1	0.2	0.0	0.1	8.3	1.2		4.0	1.1	0.3
Delay (s)	38.9	33.3	33.6	33.8	33.4	34.5	47.3	10.5		48.1	13.5	8.7
Level of Service	D	C	C	C	C	C	D	B		D	B	A
Approach Delay (s/veh)		36.2			34.0			12.9			13.8	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.3
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	65	0	0	1855	25
Future Volume (Veh/h)	0	65	0	0	1855	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	70	0	0	1995	27
Pedestrians	11				3	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2023	523	2033			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2023	523	2033			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	86	100			
cM capacity (veh/h)	50	494	272			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	70	570	570	570	312
Volume Left	0	0	0	0	0
Volume Right	70	0	0	0	27
cSH	494	1700	1700	1700	1700
Volume to Capacity	0.14	0.34	0.34	0.34	0.18
Queue Length 95th (ft)	12	0	0	0	0
Control Delay (s/veh)	13.5	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s/veh)	13.5	0.0			
Approach LOS	B				

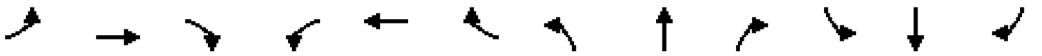
Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	39.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	5	0	0	15	20	30	2465	15	0	0	0
Future Volume (veh/h)	50	5	0	0	15	20	30	2465	15	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1786	1786	0	0	1786	1786	1786	1786	1786			
Adj Flow Rate, veh/h	51	5	0	0	15	20	31	2515	15			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	1	1	0	0	1	1	1	1	1			
Cap, veh/h	160	12	0	0	59	79	66	5373	32			
Arrive On Green	0.09	0.09	0.00	0.00	0.09	0.09	0.82	0.82	0.82			
Sat Flow, veh/h	974	141	0	0	689	919	80	6513	39			
Grp Volume(v), veh/h	56	0	0	0	0	35	688	1186	687			
Grp Sat Flow(s),veh/h/ln	1115	0	0	0	0	1608	1782	1536	1779			
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	1.8	9.9	9.9	9.9			
Cycle Q Clear(g_c), s	5.1	0.0	0.0	0.0	0.0	1.8	9.9	9.9	9.9			
Prop In Lane	0.91		0.00	0.00		0.57	0.05		0.02			
Lane Grp Cap(c), veh/h	173	0	0	0	0	139	1470	2534	1467			
V/C Ratio(X)	0.32	0.00	0.00	0.00	0.00	0.25	0.47	0.47	0.47			
Avail Cap(c_a), veh/h	534	0	0	0	0	554	1470	2534	1467			
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	40.5	0.0	0.0	0.0	0.0	38.4	2.2	2.2	2.2			
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	0.0	0.9	1.1	0.6	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	1.2	0.0	0.0	0.0	0.0	0.8	2.0	1.6	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.6	0.0	0.0	0.0	0.0	39.4	3.3	2.9	3.3			
LnGrp LOS	D					D	A	A	A			
Approach Vol, veh/h		56			35			2561				
Approach Delay, s/veh		41.6			39.4			3.1				
Approach LOS		D			D			A				

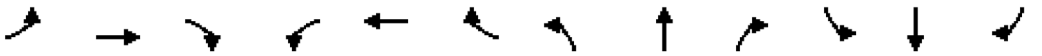
Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	78.2	11.8	11.8
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	51.0	31.0	31.0
Max Q Clear Time (g_c+I1), s	11.9	3.8	7.1
Green Ext Time (p_c), s	27.8	0.1	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	4.4
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	260	15	155	165	0	0	0	0	110	1655	75
Future Volume (vph)	0	260	15	155	165	0	0	0	0	110	1655	75
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.99		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3357		1652	3353						6407	
Flt Permitted		1.00		0.52	1.00						1.00	
Satd. Flow (perm)		3357		900	3353						6407	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	271	16	161	172	0	0	0	0	115	1724	78
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	283	0	161	172	0	0	0	0	0	1911	0
Confl. Peds. (#/hr)	2		2	2		2	4		4	4		4
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	3%	2%	2%
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		26.4		41.0	40.4						45.4	
Effective Green, g (s)		28.0		42.6	42.0						47.0	
Actuated g/C Ratio		0.29		0.45	0.44						0.49	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		989		495	1482						3169	
v/s Ratio Prot		0.08		c0.04	0.05							
v/s Ratio Perm				c0.11							0.30	
v/c Ratio		0.29		0.33	0.12						0.60	
Uniform Delay, d1		25.8		19.3	15.6						17.3	
Progression Factor		1.00		0.74	0.62						0.21	
Incremental Delay, d2		0.7		0.1	0.1						0.6	
Delay (s)		26.5		14.4	9.8						4.3	
Level of Service		C		B	A						A	
Approach Delay (s/veh)		26.5			12.0			0.0			4.3	
Approach LOS		C			B			A			A	

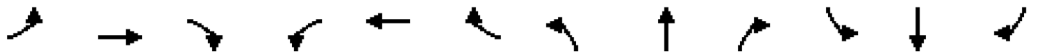
Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	235	0	0	280	180	90	2150	80	0	0	0
Future Volume (vph)	175	235	0	0	280	180	90	2150	80	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			0.99			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.94			0.99				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1652	3353			3166			6290				
Flt Permitted	0.34	1.00			1.00			1.00				
Satd. Flow (perm)	588	3353			3166			6290				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	180	242	0	0	289	186	93	2216	82	0	0	0
RTOR Reduction (vph)	0	0	0	0	49	0	0	5	0	0	0	0
Lane Group Flow (vph)	180	242	0	0	426	0	0	2386	0	0	0	0
Confl. Peds. (#/hr)	4		8	8		4	6		5	5		6
Confl. Bikes (#/hr)							1					1
Heavy Vehicles (%)	0%	2%	0%	0%	1%	1%	0%	1%	0%	0%	0%	0%
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	38.0	37.4			23.4			48.4				
Effective Green, g (s)	39.6	39.0			25.0			50.0				
Actuated g/C Ratio	0.42	0.41			0.26			0.53				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	2.0	0.2			0.2			0.2				
Lane Grp Cap (vph)	375	1376			833			3310				
v/s Ratio Prot	c0.06	0.07			c0.13							
v/s Ratio Perm	0.14							0.38				
v/c Ratio	0.48	0.18			0.51			0.72				
Uniform Delay, d1	27.2	17.8			29.8			17.2				
Progression Factor	0.44	0.41			1.00			1.00				
Incremental Delay, d2	0.3	0.3			2.2			1.4				
Delay (s)	12.3	7.5			32.0			18.6				
Level of Service	B	A			C			B				
Approach Delay (s/veh)		9.6			32.0			18.6			0.0	
Approach LOS		A			C			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



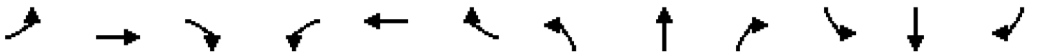
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	495	65	160	435	0	0	0	0	225	1620	140
Future Volume (vph)	0	495	65	160	435	0	0	0	0	225	1620	140
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.98		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		3202		1620	3307						6287	
Flt Permitted		1.00		0.30	1.00						0.99	
Satd. Flow (perm)		3202		516	3307						6287	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	516	68	167	453	0	0	0	0	234	1688	146
RTOR Reduction (vph)	0	11	0	0	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	573	0	167	453	0	0	0	0	0	2056	0
Confl. Peds. (#/hr)			5	5			13		2	2		13
Heavy Vehicles (%)	0%	4%	3%	2%	3%	0%	0%	0%	0%	2%	3%	1%
Bus Blockages (#/hr)	0	4	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		29.4		44.0	43.4						42.4	
Effective Green, g (s)		31.0		45.6	45.0						44.0	
Actuated g/C Ratio		0.33		0.48	0.47						0.46	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		1044		382	1566						2911	
v/s Ratio Prot		c0.18		c0.05	0.14							
v/s Ratio Perm				0.16							0.33	
v/c Ratio		0.55		0.44	0.29						0.71	
Uniform Delay, d1		26.3		24.2	15.2						20.3	
Progression Factor		1.00		0.25	0.27						0.34	
Incremental Delay, d2		2.1		0.2	0.3						1.0	
Delay (s)		28.3		6.3	4.5						7.8	
Level of Service		C		A	A						A	
Approach Delay (s/veh)		28.3			5.0			0.0			7.8	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

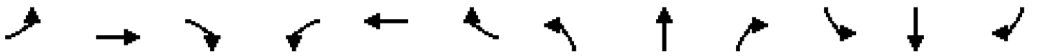
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	675	0	0	480	285	130	2030	150	0	0	0
Future Volume (vph)	185	675	0	0	480	285	130	2030	150	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.94			0.99				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1621	3353			3110			6227				
Flt Permitted	0.18	1.00			1.00			1.00				
Satd. Flow (perm)	301	3353			3110			6227				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	191	696	0	0	495	294	134	2093	155	0	0	0
RTOR Reduction (vph)	0	0	0	0	42	0	0	11	0	0	0	0
Lane Group Flow (vph)	191	696	0	0	747	0	0	2371	0	0	0	0
Confl. Peds. (#/hr)	1		7	7		1	2		6	6		2
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	2%	2%	0%	0%	1%	5%	1%	1%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	4	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	44.0	43.4			28.4			42.4				
Effective Green, g (s)	45.6	45.0			30.0			44.0				
Actuated g/C Ratio	0.48	0.47			0.32			0.46				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	2.0	0.2			0.2			0.2				
Lane Grp Cap (vph)	319	1588			982			2884				
v/s Ratio Prot	c0.08	0.21			c0.24							
v/s Ratio Perm	0.21							0.38				
v/c Ratio	0.60	0.44			0.76			0.82				
Uniform Delay, d1	29.3	16.6			29.3			22.1				
Progression Factor	0.94	0.72			1.00			0.45				
Incremental Delay, d2	1.8	0.8			5.5			2.0				
Delay (s)	29.2	12.8			34.8			11.9				
Level of Service	C	B			C			B				
Approach Delay (s/veh)		16.3			34.8			11.9			0.0	
Approach LOS		B			C			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	635	190	95	520	0	0	0	0	80	1830	140
Future Volume (vph)	0	635	190	95	520	0	0	0	0	80	1830	140
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		5.2		4.6	5.2						5.2	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.97		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3149		1620	3307						6362	
Flt Permitted		1.00		0.21	1.00						1.00	
Satd. Flow (perm)		3149		351	3307						6362	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	661	198	99	542	0	0	0	0	83	1906	146
RTOR Reduction (vph)	0	29	0	0	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	830	0	99	542	0	0	0	0	0	2123	0
Confl. Peds. (#/hr)	6		4	4		6	6					6
Confl. Bikes (#/hr)			1	1			1					1
Heavy Vehicles (%)	0%	4%	4%	2%	3%	0%	0%	0%	0%	4%	2%	1%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		35.4		44.8	44.2						41.6	
Effective Green, g (s)		34.8		44.2	43.6						41.0	
Actuated g/C Ratio		0.37		0.47	0.46						0.43	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		1153		219	1517						2745	
v/s Ratio Prot		c0.26		0.02	c0.16							
v/s Ratio Perm				0.19							0.33	
v/c Ratio		0.72		0.45	0.36						0.77	
Uniform Delay, d1		25.9		27.7	16.6						23.0	
Progression Factor		1.00		0.39	0.39						1.71	
Incremental Delay, d2		3.9		0.3	0.4						2.1	
Delay (s)		29.8		11.1	6.9						41.5	
Level of Service		C		B	A						D	
Approach Delay (s/veh)		29.8			7.6			0.0			41.5	
Approach LOS		C			A			A			D	

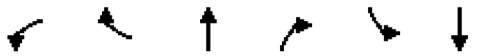
Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	480	0	0	455	120	250	2130	100	0	0	0
Future Volume (vph)	215	480	0	0	455	120	250	2130	100	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.97			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1604	3340			3248			6184				
Flt Permitted	0.27	1.00			1.00			0.99				
Satd. Flow (perm)	451	3340			3248			6184				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	222	495	0	0	469	124	258	2196	103	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	0	0	6	0	0	0	0
Lane Group Flow (vph)	222	495	0	0	568	0	0	2551	0	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	3%	2%	0%	0%	1%	2%	0%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	39.0	38.4			22.4			47.4				
Effective Green, g (s)	38.4	37.8			21.8			46.8				
Actuated g/C Ratio	0.40	0.40			0.23			0.49				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	1.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	320	1328			745			3046				
v/s Ratio Prot	c0.08	0.15			0.18							
v/s Ratio Perm	c0.20							0.41				
v/c Ratio	0.69	0.37			0.76			0.84				
Uniform Delay, d1	30.2	20.2			34.2			20.8				
Progression Factor	0.46	0.24			1.00			1.83				
Incremental Delay, d2	3.5	0.5			7.3			1.7				
Delay (s)	17.5	5.4			41.5			39.7				
Level of Service	B	A			D			D				
Approach Delay (s/veh)		9.1			41.5			39.7			0.0	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		

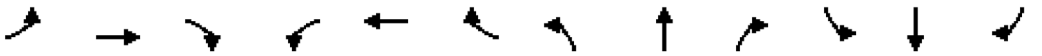
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	80	0	0	0	70	1785
Future Volume (vph)	80	0	0	0	70	1785
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	14
Total Lost time (s)	5.2					5.2
Lane Util. Factor	0.97					0.86
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3190					6432
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3190					6432
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	82	0	0	0	72	1840
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	82	0	0	0	0	1912
Confl. Peds. (#/hr)	2	8		10	10	
Heavy Vehicles (%)	4%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	4
Turn Type	Prot				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	13.6					72.2
Effective Green, g (s)	13.0					71.6
Actuated g/C Ratio	0.14					0.75
Clearance Time (s)	4.6					4.6
Vehicle Extension (s)	2.5					0.2
Lane Grp Cap (vph)	436					4847
v/s Ratio Prot	c0.03					
v/s Ratio Perm						0.30
v/c Ratio	0.19					0.39
Uniform Delay, d1	36.3					4.1
Progression Factor	1.66					0.33
Incremental Delay, d2	0.1					0.2
Delay (s)	60.5					1.6
Level of Service	E					A
Approach Delay (s/veh)	60.5		0.0			1.6
Approach LOS	E		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	88.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	60	0	0	90	70	20	2360	80	0	0	0
Future Volume (vph)	30	60	0	0	90	70	20	2360	80	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	14	14	12	11	12	13	13	13	12	12	12
Total Lost time (s)	5.2	5.2			5.2	5.2		5.2				
Lane Util. Factor	1.00	1.00			0.95	0.95		0.86				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			0.99	0.85		1.00				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1645	1920			1630	1373		6208				
Flt Permitted	0.68	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	1184	1920			1630	1373		6208				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	63	0	0	95	74	21	2484	84	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	16	0	3	0	0	0	0
Lane Group Flow (vph)	32	63	0	0	99	51	0	2586	0	0	0	0
Confl. Peds. (#/hr)	4		2	2		4	2		5	5		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	4%	0%	2%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		8			4			2				
Permitted Phases	8					4	2					
Actuated Green, G (s)	12.5	12.5			12.5	12.5		73.3				
Effective Green, g (s)	11.9	11.9			11.9	11.9		72.7				
Actuated g/C Ratio	0.13	0.13			0.13	0.13		0.77				
Clearance Time (s)	4.6	4.6			4.6	4.6		4.6				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		0.2				
Lane Grp Cap (vph)	148	240			204	171		4750				
v/s Ratio Prot		0.03			c0.06							
v/s Ratio Perm	0.03					0.04		0.42				
v/c Ratio	0.22	0.26			0.48	0.30		0.54				
Uniform Delay, d1	37.4	37.6			38.7	37.8		4.5				
Progression Factor	1.43	1.40			1.00	1.00		0.24				
Incremental Delay, d2	0.5	0.4			1.3	0.7		0.3				
Delay (s)	54.0	53.2			40.0	38.5		1.3				
Level of Service	D	D			D	D		A				
Approach Delay (s/veh)		53.5			39.4			1.3			0.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

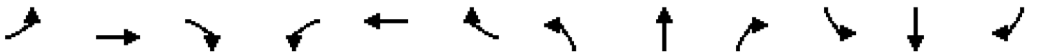
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	500	75	215	370	0	0	0	0	115	1490	105
Future Volume (veh/h)	0	500	75	215	370	0	0	0	0	115	1490	105
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1772	1786	1786	1772	0				1857	1843	1843
Adj Flow Rate, veh/h	0	505	76	217	374	0				116	1505	96
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	1	1	2	0				1	2	2
Cap, veh/h	0	739	111	339	1375	0				220	2856	182
Arrive On Green	0.00	0.25	0.26	0.22	0.82	0.00				0.48	0.48	0.49
Sat Flow, veh/h	0	3019	439	1701	3455	0				457	5924	378
Grp Volume(v), veh/h	0	289	292	217	374	0				462	805	449
Grp Sat Flow(s),veh/h/ln	0	1683	1686	1701	1683	0				1820	1585	1768
Q Serve(g_s), s	0.0	14.7	14.9	8.9	2.5	0.0				16.8	16.8	16.7
Cycle Q Clear(g_c), s	0.0	14.7	14.9	8.9	2.5	0.0				16.8	16.8	16.7
Prop In Lane	0.00		0.26	1.00		0.00				0.25		0.21
Lane Grp Cap(c), veh/h	0	425	425	339	1375	0				877	1528	853
V/C Ratio(X)	0.00	0.68	0.69	0.64	0.27	0.00				0.53	0.53	0.53
Avail Cap(c_a), veh/h	0	425	425	342	1375	0				877	1528	853
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.29	0.29	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	32.1	32.0	20.1	5.4	0.0				17.1	17.1	17.0
Incr Delay (d2), s/veh	0.0	8.5	8.7	1.0	0.1	0.0				2.3	1.3	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
%ile BackOfQ(50%),veh/ln	0.0	6.9	7.0	3.0	0.8	0.0				7.1	6.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	40.6	40.8	21.2	5.5	0.0				19.3	18.4	19.4
LnGrp LOS		D	D	C	A					B	B	B
Approach Vol, veh/h		581			591						1717	
Approach Delay, s/veh		40.7			11.3						18.9	
Approach LOS		D			B						B	

Timer - Assigned Phs	2	3	4				8					
Phs Duration (G+Y+Rc), s	51.0	14.8	29.2				44.0					
Change Period (Y+Rc), s	4.6	4.0	4.6				4.6					
Max Green Setting (Gmax), s	46.4	11.0	24.4				39.4					
Max Q Clear Time (g_c+I1), s	18.8	10.9	16.9				4.5					
Green Ext Time (p_c), s	0.6	0.0	0.1				0.2					

Intersection Summary												
HCM 7th Control Delay, s/veh		21.7										
HCM 7th LOS		C										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	390	0	0	460	195	105	2130	430	0	0	0
Future Volume (vph)	215	390	0	0	460	195	105	2130	430	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	5.2			
Lane Util. Factor	1.00	0.95			0.95			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1620	3257			3219			4830	1549			
Flt Permitted	0.20	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	344	3257			3219			4830	1549			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	219	398	0	0	469	199	107	2173	439	0	0	0
RTOR Reduction (vph)	0	0	0	0	29	0	0	0	129	0	0	0
Lane Group Flow (vph)	219	398	0	0	639	0	0	2280	310	0	0	0
Confl. Peds. (#/hr)	3		6	6		3	1		1	1		1
Heavy Vehicles (%)	2%	5%	0%	0%	1%	1%	0%	1%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	37.0	36.4			21.4			49.4	49.4			
Effective Green, g (s)	36.4	35.8			20.8			48.8	48.8			
Actuated g/C Ratio	0.38	0.38			0.22			0.51	0.51			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	271	1227			704			2481	795			
v/s Ratio Prot	c0.09	0.12			0.20							
v/s Ratio Perm	c0.22							0.47	0.20			
v/c Ratio	0.81	0.32			0.91			0.92	0.39			
Uniform Delay, d1	33.4	21.0			36.2			21.3	14.0			
Progression Factor	1.11	1.42			1.00			0.65	0.31			
Incremental Delay, d2	11.6	0.5			17.7			6.2	1.3			
Delay (s)	48.8	30.3			53.8			20.1	5.6			
Level of Service	D	C			D			C	A			
Approach Delay (s/veh)		36.8			53.8			17.8			0.0	
Approach LOS		D			D			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	215	110	140	240	65	135	1815	80	50	1305	55
Future Volume (veh/h)	70	215	110	140	240	65	135	1815	80	50	1305	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1772	1786	1772	1786	1772	1772	1786	1786	1730	1758	1800
Adj Flow Rate, veh/h	72	222	45	144	247	41	139	1871	78	52	1345	53
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	1	2	1	2	2	1	1	5	3	0
Cap, veh/h	316	795	158	321	829	136	160	2548	106	58	2231	88
Arrive On Green	0.28	0.28	0.27	0.28	0.28	0.27	0.19	1.00	1.00	0.04	0.47	0.48
Sat Flow, veh/h	1106	2796	556	1110	2917	477	1688	4797	200	1647	4733	187
Grp Volume(v), veh/h	72	132	135	144	142	146	139	1267	682	52	909	489
Grp Sat Flow(s),veh/h/ln	1106	1683	1670	1110	1697	1698	1688	1625	1746	1647	1600	1721
Q Serve(g_s), s	5.2	5.8	6.0	11.0	6.2	6.4	7.6	0.0	0.0	3.0	19.9	19.9
Cycle Q Clear(g_c), s	11.6	5.8	6.0	17.0	6.2	6.4	7.6	0.0	0.0	3.0	19.9	19.9
Prop In Lane	1.00		0.33	1.00		0.28	1.00		0.11	1.00		0.11
Lane Grp Cap(c), veh/h	316	478	475	321	482	483	160	1727	927	58	1508	811
V/C Ratio(X)	0.23	0.28	0.28	0.45	0.29	0.30	0.87	0.73	0.74	0.90	0.60	0.60
Avail Cap(c_a), veh/h	316	478	475	321	482	483	231	1727	927	156	1508	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	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	26.4	26.6	33.1	26.6	26.7	37.9	0.0	0.0	45.7	18.5	18.5
Incr Delay (d2), s/veh	1.7	1.4	1.5	0.4	0.1	0.1	15.5	2.8	5.2	16.2	1.8	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	2.5	2.6	3.0	2.5	2.6	3.5	0.7	1.3	1.5	7.4	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.8	27.8	28.1	33.5	26.7	26.9	53.4	2.8	5.2	61.9	20.3	21.8
LnGrp LOS	C	C	C	C	C	C	D	A	A	E	C	C
Approach Vol, veh/h		339			432			2088			1450	
Approach Delay, s/veh		29.0			29.0			6.9			22.3	
Approach LOS		C			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.3	55.7		31.0	14.0	50.0		31.0
Change Period (Y+Rc), s	4.6	4.6		5.0	4.6	4.6		5.0
Max Green Setting (Gmax), s	3.7	45.4		26.0	13.4	41.4		26.0
Max Q Clear Time (g_c+I1), s	5.0	2.0		19.0	9.6	21.9		13.6
Green Ext Time (p_c), s	0.0	14.6		0.7	0.1	6.9		0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	16.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	525	145	210	585	115	320	1395	190	115	1110	135
Future Volume (veh/h)	280	525	145	210	585	115	320	1395	190	115	1110	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1744	1758	1800	1772	1843	1800	1786	1772	1772	1772	1786
Adj Flow Rate, veh/h	301	565	141	226	629	26	344	1500	117	124	1194	136
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	4	3	0	2	2	0	1	2	2	2	1
Cap, veh/h	310	658	164	241	714	318	353	2050	622	143	1315	150
Arrive On Green	0.18	0.25	0.24	0.14	0.21	0.21	0.21	0.42	0.42	0.08	0.30	0.29
Sat Flow, veh/h	1714	2607	648	1714	3367	1498	1714	4876	1478	1688	4393	500
Grp Volume(v), veh/h	301	358	348	226	629	26	344	1500	117	124	876	454
Grp Sat Flow(s),veh/h/ln	1714	1657	1599	1714	1683	1498	1714	1625	1478	1688	1612	1668
Q Serve(g_s), s	28.8	34.0	34.3	21.5	29.9	2.3	32.9	42.5	8.2	12.0	43.1	43.2
Cycle Q Clear(g_c), s	28.8	34.0	34.3	21.5	29.9	2.3	32.9	42.5	8.2	12.0	43.1	43.2
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	310	418	403	241	714	318	353	2050	622	143	965	499
V/C Ratio(X)	0.97	0.86	0.86	0.94	0.88	0.08	0.97	0.73	0.19	0.87	0.91	0.91
Avail Cap(c_a), veh/h	310	419	404	244	722	321	353	2050	622	164	965	499
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	67.2	58.8	59.2	70.2	63.0	52.1	65.1	40.0	30.1	74.6	55.6	55.8
Incr Delay (d2), s/veh	43.5	15.7	16.8	40.9	11.9	0.1	40.8	2.3	0.7	32.7	13.8	22.9
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	16.4	16.2	15.9	12.2	14.0	0.9	18.4	17.6	3.1	6.5	19.4	21.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	110.7	74.5	76.0	111.1	74.9	52.2	105.8	42.4	30.8	107.3	69.4	78.7
LnGrp LOS	F	E	E	F	E	D	F	D	C	F	E	E
Approach Vol, veh/h		1007			881			1961			1454	
Approach Delay, s/veh		85.8			83.5			52.8			75.5	
Approach LOS		F			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	73.4	34.6	39.0	38.0	53.4	28.0	45.6
Change Period (Y+Rc), s	4.0	5.0	4.4	5.4	4.0	5.0	4.4	5.4
Max Green Setting (Gmax), s	16.0	66.0	30.2	34.0	34.0	48.0	23.9	40.3
Max Q Clear Time (g_c+I1), s	14.0	44.5	30.8	31.9	34.9	45.2	23.5	36.3
Green Ext Time (p_c), s	0.1	9.2	0.0	0.6	0.0	1.8	0.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	70.4
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	620	190	110	670	155	305	1215	110	150	890	235
Future Volume (veh/h)	290	620	190	110	670	155	305	1215	110	150	890	235
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1758	1758	1758	1786	1857	1800	1772	1772	1786	1744	1800
Adj Flow Rate, veh/h	305	653	121	116	705	39	321	1279	52	158	937	90
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	3	3	3	1	1	0	2	2	1	4	0
Cap, veh/h	380	977	430	192	795	363	359	2225	687	197	1743	554
Arrive On Green	0.12	0.29	0.29	0.06	0.23	0.23	0.21	0.46	0.46	0.12	0.37	0.37
Sat Flow, veh/h	3274	3340	1471	3248	3393	1550	1714	4837	1493	1701	4761	1514
Grp Volume(v), veh/h	305	653	121	116	705	39	321	1279	52	158	937	90
Grp Sat Flow(s),veh/h/ln	1637	1670	1471	1624	1697	1550	1714	1612	1493	1701	1587	1514
Q Serve(g_s), s	15.0	28.4	10.5	5.8	33.1	3.3	30.0	32.0	3.2	14.9	25.6	6.6
Cycle Q Clear(g_c), s	15.0	28.4	10.5	5.8	33.1	3.3	30.0	32.0	3.2	14.9	25.6	6.6
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	380	977	430	192	795	363	359	2225	687	197	1743	554
V/C Ratio(X)	0.80	0.67	0.28	0.61	0.89	0.11	0.89	0.57	0.08	0.80	0.54	0.16
Avail Cap(c_a), veh/h	417	1073	473	217	884	404	457	2225	687	268	1743	554
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	71.1	51.3	45.0	75.8	61.1	49.6	63.4	32.7	24.9	71.1	41.3	35.2
Incr Delay (d2), s/veh	8.8	1.4	0.4	2.1	9.4	0.0	14.6	1.1	0.2	8.3	1.2	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	6.8	12.1	3.9	2.5	15.3	1.3	14.5	12.8	1.2	7.0	10.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.9	52.8	45.3	77.8	70.5	49.7	78.0	33.8	25.1	79.4	42.5	35.9
LnGrp LOS	E	D	D	E	E	D	E	C	C	E	D	D
Approach Vol, veh/h		1079			860			1652			1185	
Approach Delay, s/veh		59.6			70.5			42.1			46.9	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	78.9	22.2	41.8	37.6	63.4	12.7	51.3
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5.2	5.0	5.0	5.0	5.2
Max Green Setting (Gmax), s	24.6	61.0	19.0	* 41	42.0	43.0	9.0	50.8
Max Q Clear Time (g_c+I1), s	17.1	34.0	17.0	35.1	32.0	27.6	7.8	30.4
Green Ext Time (p_c), s	0.2	4.3	0.2	1.2	0.5	4.6	0.0	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	52.4
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	200	50	110	245	185	80	1565	70	150	1115	135
Future Volume (veh/h)	125	200	50	110	245	185	80	1565	70	150	1115	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1786	1800	1800	1786	1772	1758	1786	1772	1786	1758	1800
Adj Flow Rate, veh/h	137	220	46	121	269	65	88	1720	73	165	1225	137
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	0	0	1	2	3	1	2	1	3	0
Cap, veh/h	250	369	77	205	701	166	113	2408	102	195	2402	269
Arrive On Green	0.26	0.26	0.27	0.26	0.26	0.27	0.02	0.17	0.16	0.04	0.18	0.18
Sat Flow, veh/h	1053	1432	299	1129	2719	645	1674	4796	203	1701	4377	489
Grp Volume(v), veh/h	137	0	266	121	166	168	88	1165	628	165	895	467
Grp Sat Flow(s),veh/h/ln	1053	0	1731	1129	1697	1667	1674	1625	1749	1701	1600	1667
Q Serve(g_s), s	13.6	0.0	14.8	11.6	8.9	9.1	5.8	37.3	37.4	10.6	27.8	27.8
Cycle Q Clear(g_c), s	22.7	0.0	14.8	26.4	8.9	9.1	5.8	37.3	37.4	10.6	27.8	27.8
Prop In Lane	1.00		0.17	1.00		0.39	1.00		0.12	1.00		0.29
Lane Grp Cap(c), veh/h	250	0	446	205	438	430	113	1632	878	195	1756	915
V/C Ratio(X)	0.55	0.00	0.60	0.59	0.38	0.39	0.78	0.71	0.71	0.85	0.51	0.51
Avail Cap(c_a), veh/h	296	0	522	254	512	503	198	1632	878	232	1756	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	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	0.0	35.7	47.3	33.6	33.5	52.9	38.4	38.5	52.0	31.7	31.8
Incr Delay (d2), s/veh	0.7	0.0	0.6	1.0	0.2	0.2	4.2	2.7	4.9	18.9	1.1	2.0
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	3.6	0.0	6.3	3.3	3.6	3.7	2.6	16.7	18.5	5.7	12.0	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.7	0.0	36.3	48.4	33.8	33.7	57.2	41.1	43.4	70.8	32.8	33.8
LnGrp LOS	D		D	D	C	C	E	D	D	E	C	C
Approach Vol, veh/h		403			455			1881			1527	
Approach Delay, s/veh		38.8			37.6			42.6			37.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.6	59.2		34.2	11.5	64.4		34.2				
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.9				
Max Green Setting (Gmax), s	15.6	46.3		34.1	13.0	48.3		34.1				
Max Q Clear Time (g_c+I1), s	12.6	39.4		28.4	7.8	29.8		24.7				
Green Ext Time (p_c), s	0.1	5.8		0.6	0.1	10.2		0.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	39.8
HCM 7th LOS	D

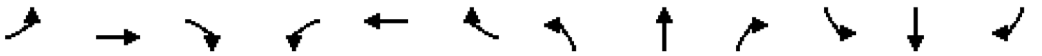
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	195	0	0	50	50	1280	385	115	830	30
Future Vol, veh/h	0	0	195	0	0	50	50	1280	385	115	830	30
Conflicting Peds, #/hr	2	0	0	0	0	2	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	201	0	0	52	52	1320	397	119	856	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	445	-	-	860	889	0	0	1716	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.92	-	-	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.31	-	-	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	0	0	563	0	0	301	764	-	-	370	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	562	-	-	301	763	-	-	370	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.92	19.43	0.29	2.27
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	763	-	-	562	301	370	-	-
HCM Lane V/C Ratio	0.068	-	-	0.358	0.171	0.321	-	-
HCM Control Delay (s/veh)	10.1	-	-	14.9	19.4	19.3	-	-
HCM Lane LOS	B	-	-	B	C	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.6	0.6	1.4	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	325	105	90	305	315	125	990	120	100	790	90
Future Volume (veh/h)	95	325	105	90	305	315	125	990	120	100	790	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1758	1800	1772	1772	1758	1800	1786	1744	1758	1772	1758
Adj Flow Rate, veh/h	98	335	103	93	314	0	129	1021	119	103	814	89
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	0	2	2	3	0	1	4	3	2	3
Cap, veh/h	318	381	117	211	519		161	1165	136	131	1116	122
Arrive On Green	0.06	0.30	0.30	0.06	0.29	0.00	0.09	0.38	0.38	0.08	0.36	0.36
Sat Flow, veh/h	1674	1287	396	1688	1772	1490	1714	3061	357	1674	3059	334
Grp Volume(v), veh/h	98	0	438	93	314	0	129	566	574	103	448	455
Grp Sat Flow(s),veh/h/ln	1674	0	1682	1688	1772	1490	1714	1697	1721	1674	1683	1711
Q Serve(g_s), s	4.0	0.0	24.8	3.8	15.2	0.0	7.4	31.0	31.0	6.0	23.0	23.0
Cycle Q Clear(g_c), s	4.0	0.0	24.8	3.8	15.2	0.0	7.4	31.0	31.0	6.0	23.0	23.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.21	1.00		0.20
Lane Grp Cap(c), veh/h	318	0	498	211	519		161	646	655	131	614	624
V/C Ratio(X)	0.31	0.00	0.88	0.44	0.60		0.80	0.88	0.88	0.79	0.73	0.73
Avail Cap(c_a), veh/h	572	0	707	472	744		600	1188	1205	586	1179	1198
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	33.5	25.8	30.4	0.0	44.4	28.8	28.8	45.3	27.5	27.5
Incr Delay (d2), s/veh	0.5	0.0	9.1	1.4	1.1	0.0	8.8	1.9	1.9	10.0	0.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	11.3	1.6	6.6	0.0	3.4	11.9	12.1	2.8	8.7	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.2	0.0	42.6	27.2	31.5	0.0	53.1	30.6	30.7	55.3	28.3	28.3
LnGrp LOS	C		D	C	C		D	C	C	E	C	C
Approach Vol, veh/h		536			407			1269			1006	
Approach Delay, s/veh		39.3			30.5			32.9			31.0	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	43.6	9.5	33.6	14.9	42.0	9.8	33.3
Change Period (Y+Rc), s	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0
Max Green Setting (Gmax), s	35.0	70.0	21.0	42.0	35.0	70.0	21.0	42.0
Max Q Clear Time (g_c+I1), s	8.0	33.0	5.8	26.8	9.4	25.0	6.0	17.2
Green Ext Time (p_c), s	0.2	5.0	0.2	2.6	0.3	3.7	0.2	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	33.1
HCM 7th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

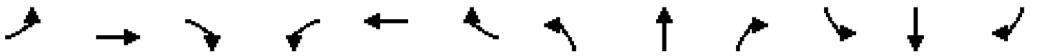
Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	190	1465	145	25	895
Future Vol, veh/h	0	190	1465	145	25	895
Conflicting Peds, #/hr	0	0	0	1	1	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	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	196	1510	149	26	923

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	831	0	0	1661	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.12	-	-	5.32	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.91	-	-	3.11	-
Pot Cap-1 Maneuver	0	270	-	-	187	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	270	-	-	187	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	46.9	3	0.74
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	270	187	-
HCM Lane V/C Ratio	-	-	0.725	0.138	-
HCM Control Delay (s/veh)	-	-	46.9	27.3	-
HCM Lane LOS	-	-	E	D	-
HCM 95th %tile Q(veh)	-	-	5.1	0.5	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	510	115	225	495	220	225	1085	355	220	660	90
Future Volume (veh/h)	135	510	115	225	495	220	225	1085	355	220	660	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1786	1716	1786	1772	1800	1758	1786	1800	1800	1772	1800
Adj Flow Rate, veh/h	144	543	109	239	527	201	239	1154	341	234	702	36
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	1	6	1	2	0	3	1	0	0	2	0
Cap, veh/h	213	613	123	269	600	228	263	1348	398	256	1190	537
Arrive On Green	0.08	0.22	0.22	0.11	0.25	0.25	0.16	0.36	0.36	0.15	0.35	0.35
Sat Flow, veh/h	1674	2816	563	1701	2384	906	1674	3730	1102	1714	3367	1519
Grp Volume(v), veh/h	144	326	326	239	371	357	239	1006	489	234	702	36
Grp Sat Flow(s),veh/h/ln	1674	1697	1683	1701	1683	1606	1674	1625	1582	1714	1683	1519
Q Serve(g_s), s	9.2	26.1	26.3	15.0	29.7	29.9	19.6	40.0	40.0	18.8	23.8	2.2
Cycle Q Clear(g_c), s	9.2	26.1	26.3	15.0	29.7	29.9	19.6	40.0	40.0	18.8	23.8	2.2
Prop In Lane	1.00		0.33	1.00		0.56	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	213	370	366	269	424	405	263	1175	572	256	1190	537
V/C Ratio(X)	0.67	0.88	0.89	0.89	0.88	0.88	0.91	0.86	0.86	0.91	0.59	0.07
Avail Cap(c_a), veh/h	223	412	409	269	457	436	347	1175	572	269	1190	537
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	40.5	53.0	53.1	38.5	50.3	50.4	58.0	41.3	41.3	58.7	37.0	30.0
Incr Delay (d2), s/veh	7.4	18.4	19.3	27.9	16.4	17.7	22.4	8.1	15.2	32.4	2.2	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	4.2	12.9	13.0	8.3	14.3	13.9	9.7	16.6	17.3	10.2	9.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	71.4	72.4	66.3	66.7	68.1	80.4	49.4	56.5	91.0	39.1	30.2
LnGrp LOS	D	E	E	E	E	E	F	D	E	F	D	C
Approach Vol, veh/h		796			967			1734			972	
Approach Delay, s/veh		67.6			67.1			55.7			51.3	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	55.5	16.2	40.3	26.9	56.6	21.0	35.5
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	29.0	39.0	12.0	38.0	22.0	46.0	16.0	34.0
Max Q Clear Time (g_c+I1), s	21.6	25.8	11.2	31.9	20.8	42.0	17.0	28.3
Green Ext Time (p_c), s	0.4	2.6	0.0	2.3	0.1	2.3	0.0	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	59.3
HCM 7th LOS	E

Intersection	
Int Delay, s/veh	18.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	80	930	10	5	950	75	10	5	5	40	5	70
Future Vol, veh/h	80	930	10	5	950	75	10	5	5	40	5	70
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	85	989	11	5	1011	80	11	5	5	43	5	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1093	0	0	1002	0	0	1686	2271	502	1732	2236	548
Stage 1	-	-	-	-	-	-	1167	1167	-	1064	1064	-
Stage 2	-	-	-	-	-	-	519	1104	-	668	1172	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	646	-	-	699	-	-	62	41	520	58	43	485
Stage 1	-	-	-	-	-	-	209	270	-	242	302	-
Stage 2	-	-	-	-	-	-	513	289	-	419	269	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	644	-	-	698	-	-	37	33	519	~ 40	35	484
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	33	-	~ 40	35	-
Stage 1	-	-	-	-	-	-	171	220	-	238	298	-
Stage 2	-	-	-	-	-	-	422	285	-	331	219	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.53	0.15	136.21	$ 310
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	46	278	-	-	16	-	-	89
HCM Lane V/C Ratio	0.458	0.132	-	-	0.008	-	-	1.377
HCM Control Delay (s/veh)	136.2	11.4	1.8	-	10.2	0.1	-	$ 310
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	1.7	0.5	-	-	0	-	-	9.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

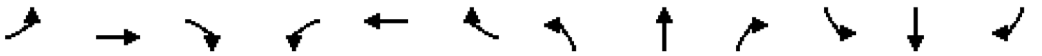
Intersection	
Int Delay, s/veh	13

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	745	15	5	600	35	15	10	10	50	5	100
Future Vol, veh/h	50	745	15	5	600	35	15	10	10	50	5	100
Conflicting Peds, #/hr	1	0	3	3	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	60	887	18	6	714	42	18	12	12	60	6	119

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	757	0	0	908	0	0	1390	1787	455	1316	1775	379
Stage 1	-	-	-	-	-	-	1018	1018	-	748	748	-
Stage 2	-	-	-	-	-	-	372	769	-	568	1027	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	830	-	-	727	-	-	99	78	544	112	79	610
Stage 1	-	-	-	-	-	-	249	306	-	364	411	-
Stage 2	-	-	-	-	-	-	612	402	-	467	303	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	830	-	-	725	-	-	66	70	542	83	71	610
Mov Cap-2 Maneuver	-	-	-	-	-	-	66	70	-	83	71	-
Stage 1	-	-	-	-	-	-	224	276	-	360	406	-
Stage 2	-	-	-	-	-	-	481	397	-	395	274	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.6	0.08	76.08	117.15
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	90	830	-	-	725	-	-	185
HCM Lane V/C Ratio	0.465	0.072	-	-	0.008	-	-	0.997
HCM Control Delay (s/veh)	76.1	9.7	-	-	10	-	-	117.2
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	2	0.2	-	-	0	-	-	8.3



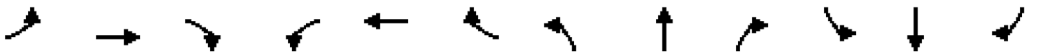
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	30	675	25	55	55	0	0	60	55
Future Volume (veh/h)	0	0	0	30	675	25	55	55	0	0	60	55
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.97	0.99		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1569	1569	1569	1569	1569	0	0	1569	1569
Adj Flow Rate, veh/h				32	726	22	59	59	0	0	65	19
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				4	4	4	4	4	0	0	4	4
Cap, veh/h				108	2443	74	254	226	0	0	333	97
Arrive On Green				0.20	0.20	0.20	0.32	0.32	0.00	0.00	0.32	0.32
Sat Flow, veh/h				180	4072	123	573	694	0	0	1048	306
Grp Volume(v), veh/h				278	254	248	118	0	0	0	0	84
Grp Sat Flow(s),veh/h/ln				1560	1428	1386	1267	0	0	0	0	1354
Q Serve(g_s), s				12.2	12.1	12.2	3.0	0.0	0.0	0.0	0.0	3.6
Cycle Q Clear(g_c), s				12.2	12.1	12.2	6.6	0.0	0.0	0.0	0.0	3.6
Prop In Lane				0.12		0.09	0.50		0.00	0.00		0.23
Lane Grp Cap(c), veh/h				936	857	832	479	0	0	0	0	430
V/C Ratio(X)				0.30	0.30	0.30	0.25	0.00	0.00	0.00	0.00	0.20
Avail Cap(c_a), veh/h				936	857	832	479	0	0	0	0	440
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				17.7	17.7	17.7	20.5	0.0	0.0	0.0	0.0	19.9
Incr Delay (d2), s/veh				0.8	0.9	0.9	1.2	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.2	4.8	4.7	1.8	0.0	0.0	0.0	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				18.5	18.6	18.6	21.7	0.0	0.0	0.0	0.0	20.1
LnGrp LOS				B	B	B	C					C
Approach Vol, veh/h					780			118			84	
Approach Delay, s/veh					18.6			21.7			20.1	
Approach LOS					B			C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	29.0	51.0	29.0
Change Period (Y+Rc), s	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	24.4	46.4	* 25
Max Q Clear Time (g_c+I1), s	8.6	14.2	5.6
Green Ext Time (p_c), s	0.0	0.2	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	19.1
HCM 7th LOS	B

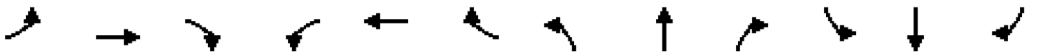
Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	95	175	30	20	60	0	0	70	30
Future Volume (vph)	0	0	0	95	175	30	20	60	0	0	70	30
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	13	13	13	12	12	12	12	12	12
Total Lost time (s)					3.0			3.0			3.0	
Lane Util. Factor					0.91			1.00			1.00	
Frpb, ped/bikes					0.99			1.00			0.99	
Flpb, ped/bikes					0.98			0.99			1.00	
Frt					0.99			1.00			0.96	
Flt Protected					0.98			0.99			1.00	
Satd. Flow (prot)					3738			1510			1399	
Flt Permitted					0.98			0.93			1.00	
Satd. Flow (perm)					3738			1428			1399	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	106	194	33	22	67	0	0	78	33
RTOR Reduction (vph)	0	0	0	0	15	0	0	0	0	0	21	0
Lane Group Flow (vph)	0	0	0	0	318	0	0	89	0	0	90	0
Confl. Peds. (#/hr)	22		36	36		22	33		9	9		33
Confl. Bikes (#/hr)	1		2	2		1						
Heavy Vehicles (%)	0%	0%	0%	0%	23%	7%	6%	5%	0%	0%	2%	28%
Bus Blockages (#/hr)	0	0	0	0	10	0	0	0	0	0	0	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					37.4			23.4			23.4	
Effective Green, g (s)					39.0			25.0			25.0	
Actuated g/C Ratio					0.56			0.36			0.36	
Clearance Time (s)					4.6			4.6			4.6	
Vehicle Extension (s)					0.2			0.2			0.2	
Lane Grp Cap (vph)					2082			510			499	
v/s Ratio Prot											c0.06	
v/s Ratio Perm					0.09			0.06				
v/c Ratio					0.15			0.17			0.18	
Uniform Delay, d1					7.5			15.4			15.5	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					0.2			0.7			0.8	
Delay (s)					7.7			16.2			16.2	
Level of Service					A			B			B	
Approach Delay (s/veh)		0.0			7.7			16.2			16.2	
Approach LOS		A			A			B			B	

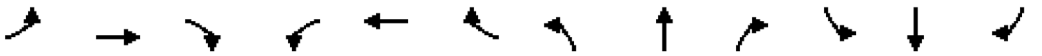
Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.16		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	90	20	40	200	0	0	0	0	520	1090	50
Future Volume (vph)	0	90	20	40	200	0	0	0	0	520	1090	50
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		3.0			3.0						3.0	
Lane Util. Factor		0.95			0.95						0.91	
Frpb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.97			1.00						1.00	
Flt Protected		1.00			0.99						0.98	
Satd. Flow (prot)		2737			2780						4191	
Flt Permitted		1.00			0.89						0.98	
Satd. Flow (perm)		2737			2496						4191	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	102	23	45	227	0	0	0	0	591	1239	57
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	109	0	0	272	0	0	0	0	0	1883	0
Confl. Peds. (#/hr)	11		9	9		11	6		11	11		6
Heavy Vehicles (%)	0%	6%	17%	5%	3%	0%	0%	0%	0%	3%	3%	0%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Parking (#/hr)					0							
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		25.0			25.0						55.0	
Effective Green, g (s)		27.0			27.0						57.0	
Actuated g/C Ratio		0.30			0.30						0.63	
Clearance Time (s)		5.0			5.0						5.0	
Vehicle Extension (s)		0.2			0.2						0.2	
Lane Grp Cap (vph)		821			748						2654	
v/s Ratio Prot		0.04										
v/s Ratio Perm					c0.11						0.45	
v/c Ratio		0.13			0.36						0.71	
Uniform Delay, d1		23.0			24.7						11.0	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.3			1.4						1.6	
Delay (s)		23.3			26.1						12.6	
Level of Service		C			C						B	
Approach Delay (s/veh)		23.3			26.1			0.0			12.6	
Approach LOS		C			C			A			B	

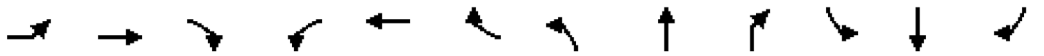
Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



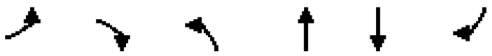
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	70	255	0	0	0	0	0	1320	205
Future Volume (vph)	0	0	0	70	255	0	0	0	0	0	1320	205
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					5.3						5.9	5.9
Lane Util. Factor					0.95						0.86	0.86
Frpb, ped/bikes					1.00						1.00	0.98
Flpb, ped/bikes					1.00						1.00	1.00
Frt					1.00						1.00	0.85
Flt Protected					0.99						1.00	1.00
Satd. Flow (prot)					3121						4485	1254
Flt Permitted					0.99						1.00	1.00
Satd. Flow (perm)					3121						4485	1254
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	77	280	0	0	0	0	0	1451	225
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	357	0	0	0	0	0	1474	202
Confl. Peds. (#/hr)	2		3	3		2	5					5
Heavy Vehicles (%)	0%	0%	0%	2%	9%	0%	0%	0%	0%	0%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	2	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Actuated Green, G (s)					27.3						52.7	52.7
Effective Green, g (s)					26.7						52.1	52.1
Actuated g/C Ratio					0.30						0.58	0.58
Clearance Time (s)					4.7						5.3	5.3
Vehicle Extension (s)					0.2						0.2	0.2
Lane Grp Cap (vph)					925						2596	725
v/s Ratio Prot											c0.33	
v/s Ratio Perm					0.11							0.16
v/c Ratio					0.39						0.57	0.28
Uniform Delay, d1					25.1						11.9	9.5
Progression Factor					1.00						1.00	1.00
Incremental Delay, d2					1.2						0.9	1.0
Delay (s)					26.4						12.8	10.5
Level of Service					C						B	B
Approach Delay (s/veh)		0.0			26.4			0.0			12.5	
Approach LOS		A			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	60.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	10	75	10	5	10	215	1240	15	20	1500	190
Future Volume (vph)	60	10	75	10	5	10	215	1240	15	20	1500	190
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	12	11	12	12	12	12	14
Total Lost time (s)	2.7	2.7	2.7	2.7	2.7	3.6	4.0	3.6		4.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1674	1800	1491	1706	1920	1496	1653	4712		1710	4612	1575
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1329	1800	1491	1347	1920	1496	1653	4712		1710	4612	1575
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	68	11	85	11	6	11	244	1409	17	23	1705	216
RTOR Reduction (vph)	0	0	71	0	0	0	0	0	0	0	0	99
Lane Group Flow (vph)	68	11	14	11	6	11	244	1426	0	23	1705	117
Confl. Peds. (#/hr)	1		2	2		1	3		3	3		3
Confl. Bikes (#/hr)			1	1								
Heavy Vehicles (%)	2%	0%	1%	0%	0%	0%	0%	4%	11%	0%	3%	1%
Parking (#/hr)											0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4		4						6
Actuated Green, G (s)	12.4	12.4	12.4	12.4	12.4	12.4	17.4	61.4		3.0	47.0	47.0
Effective Green, g (s)	14.3	14.3	14.3	14.3	14.3	13.4	17.4	62.4		3.0	48.6	48.6
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16	0.15	0.19	0.69		0.03	0.54	0.54
Clearance Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.6		4.0	4.6	4.6
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	211	286	236	214	305	222	319	3266		57	2490	850
v/s Ratio Prot		0.01			0.00		c0.15	0.30		0.01	c0.37	
v/s Ratio Perm	c0.05		0.01	0.01		0.01						0.07
v/c Ratio	0.32	0.04	0.06	0.05	0.02	0.05	0.76	0.44		0.40	0.68	0.14
Uniform Delay, d1	33.6	32.0	32.1	32.1	31.9	32.8	34.4	6.1		42.6	15.1	10.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.6	0.0	0.1	0.1	0.0	0.1	10.0	0.4		3.4	1.6	0.3
Delay (s)	34.2	32.1	32.2	32.2	32.0	32.9	44.4	6.5		46.0	16.7	10.6
Level of Service	C	C	C	C	C	C	D	A		D	B	B
Approach Delay (s/veh)		33.0			32.4			12.0			16.3	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.3
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	30	0	0	1880	25
Future Volume (Veh/h)	0	30	0	0	1880	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	34	0	0	2112	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2112	704	2140			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2112	704	2140			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	91	100			
cM capacity (veh/h)	44	379	249			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	34	704	704	704	28
Volume Left	0	0	0	0	0
Volume Right	34	0	0	0	28
cSH	379	1700	1700	1700	1700
Volume to Capacity	0.09	0.41	0.41	0.41	0.02
Queue Length 95th (ft)	7	0	0	0	0
Control Delay (s/veh)	15.4	0.0	0.0	0.0	0.0
Lane LOS	C				
Approach Delay (s/veh)	15.4	0.0			
Approach LOS	C				

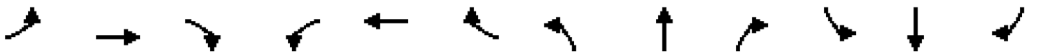
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	5	0	0	10	10	40	1385	10	0	0	0
Future Volume (veh/h)	20	5	0	0	10	10	40	1385	10	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1758	1758	0	0	1758	1758	1758	1758	1758			
Adj Flow Rate, veh/h	24	6	0	0	12	12	48	1649	12			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	104	9	0	0	34	34	84	2889	1292			
Arrive On Green	0.04	0.04	0.00	0.00	0.04	0.04	0.87	0.87	0.87			
Sat Flow, veh/h	761	217	0	0	806	806	97	3326	1487			
Grp Volume(v), veh/h	30	0	0	0	0	24	870	827	12			
Grp Sat Flow(s),veh/h/ln	978	0	0	0	0	1613	1753	1670	1487			
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	1.3	11.7	11.6	0.1			
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.0	0.0	1.3	11.7	11.6	0.1			
Prop In Lane	0.80		0.00	0.00		0.50	0.06		1.00			
Lane Grp Cap(c), veh/h	114	0	0	0	0	69	1522	1450	1292			
V/C Ratio(X)	0.26	0.00	0.00	0.00	0.00	0.35	0.57	0.57	0.01			
Avail Cap(c_a), veh/h	548	0	0	0	0	555	1522	1450	1292			
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	43.3	0.0	0.0	0.0	0.0	41.9	1.5	1.5	0.8			
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.0	0.0	3.0	1.6	1.6	0.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.0	0.6	1.1	1.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.5	0.0	0.0	0.0	0.0	44.9	3.1	3.2	0.8			
LnGrp LOS	D					D	A	A	A			
Approach Vol, veh/h		30			24			1709				
Approach Delay, s/veh		44.5			44.9			3.1				
Approach LOS		D			D			A				

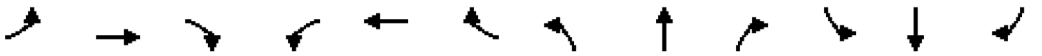
Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	82.2	7.8	7.8
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	51.0	31.0	31.0
Max Q Clear Time (g_c+I1), s	13.7	3.3	5.1
Green Ext Time (p_c), s	18.0	0.1	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	4.4
HCM 7th LOS	A



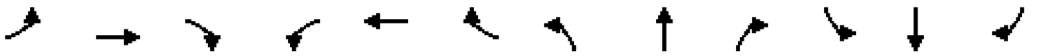
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	140	5	75	175	0	0	0	0	160	1680	145
Future Volume (vph)	0	140	5	75	175	0	0	0	0	160	1680	145
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	3.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.99		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3335		1604	3353						5075	1600
Flt Permitted		1.00		0.65	1.00						1.00	1.00
Satd. Flow (perm)		3335		1096	3353						5075	1600
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	156	6	83	194	0	0	0	0	178	1867	161
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	0	41
Lane Group Flow (vph)	0	159	0	83	194	0	0	0	0	0	2045	120
Confl. Peds. (#/hr)			1	1					2	2		
Heavy Vehicles (%)	0%	2%	0%	3%	2%	0%	0%	0%	0%	1%	3%	2%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		28.4		41.8	41.2						39.6	39.6
Effective Green, g (s)		30.0		43.4	42.8						41.2	40.6
Actuated g/C Ratio		0.33		0.48	0.48						0.46	0.45
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		1111		587	1594						2323	721
v/s Ratio Prot		0.05		c0.02	0.06							
v/s Ratio Perm				c0.05							0.40	0.07
v/c Ratio		0.14		0.14	0.12						0.88	0.17
Uniform Delay, d1		21.0		13.1	13.1						22.2	14.7
Progression Factor		1.00		1.36	1.31						0.34	0.22
Incremental Delay, d2		0.3		0.0	0.1						2.0	0.2
Delay (s)		21.3		17.8	17.4						9.4	3.4
Level of Service		C		B	B						A	A
Approach Delay (s/veh)		21.3			17.5			0.0			9.0	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	205	0	0	145	50	80	1205	105	0	0	0
Future Volume (vph)	85	205	0	0	145	50	80	1205	105	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0	3.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1588	3420			3236			3389	1555			
Flt Permitted	0.58	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	977	3420			3236			3389	1555			
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	99	238	0	0	169	58	93	1401	122	0	0	0
RTOR Reduction (vph)	0	0	0	0	36	0	0	0	40	0	0	0
Lane Group Flow (vph)	99	238	0	0	191	0	0	1494	82	0	0	0
Confl. Peds. (#/hr)	2		5	5		2	4		5	5		4
Heavy Vehicles (%)	4%	0%	0%	0%	1%	2%	3%	4%	0%	0%	0%	0%
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	40.8	40.2			27.4			40.6	40.6			
Effective Green, g (s)	42.4	41.8			29.0			42.2	41.6			
Actuated g/C Ratio	0.47	0.46			0.32			0.47	0.46			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	530	1588			1042			1589	718			
v/s Ratio Prot	c0.02	0.07			0.06							
v/s Ratio Perm	c0.07							0.44	0.05			
v/c Ratio	0.19	0.15			0.18			0.94	0.11			
Uniform Delay, d1	14.7	13.9			22.0			22.7	13.7			
Progression Factor	0.43	0.49			1.00			0.85	0.60			
Incremental Delay, d2	0.1	0.2			0.4			10.4	0.3			
Delay (s)	6.3	6.9			22.4			29.7	8.5			
Level of Service	A	A			C			C	A			
Approach Delay (s/veh)		6.8			22.4			28.1			0.0	
Approach LOS		A			C			C			A	

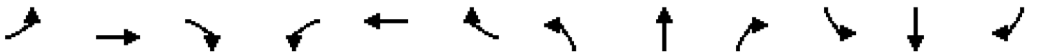
Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	320	65	155	440	0	0	0	0	240	1780	110
Future Volume (vph)	0	320	65	155	440	0	0	0	0	240	1780	110
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	3.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.97		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3137		1637	3275						5044	1548
Flt Permitted		1.00		0.40	1.00						0.99	1.00
Satd. Flow (perm)		3137		689	3275						5044	1548
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	364	74	176	500	0	0	0	0	273	2023	125
RTOR Reduction (vph)	0	19	0	0	0	0	0	0	0	0	0	41
Lane Group Flow (vph)	0	419	0	176	500	0	0	0	0	0	2296	84
Confl. Peds. (#/hr)	4					4	2					2
Heavy Vehicles (%)	0%	7%	0%	1%	4%	0%	0%	0%	0%	1%	3%	4%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		26.4		42.0	41.4						39.4	39.4
Effective Green, g (s)		28.0		43.6	43.0						41.0	40.4
Actuated g/C Ratio		0.31		0.48	0.48						0.46	0.45
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		975		466	1564						2297	694
v/s Ratio Prot		c0.13		c0.05	0.15							
v/s Ratio Perm				0.13							0.46	0.05
v/c Ratio		0.43		0.38	0.32						1.00	0.12
Uniform Delay, d1		24.7		19.3	14.5						24.5	14.4
Progression Factor		1.00		0.21	0.25						0.65	0.88
Incremental Delay, d2		1.4		0.1	0.4						11.2	0.1
Delay (s)		26.0		4.2	4.1						27.0	12.9
Level of Service		C		A	A						C	B
Approach Delay (s/veh)		26.0			4.1			0.0			26.2	
Approach LOS		C			A			A			C	

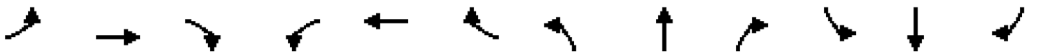
Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



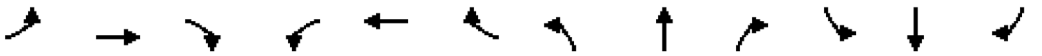
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	495	0	0	535	150	70	1065	95	0	0	0
Future Volume (vph)	80	495	0	0	535	150	70	1065	95	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0	3.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.97			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1544	3275			3179			3359	1553			
Flt Permitted	0.25	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	399	3275			3179			3359	1553			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	532	0	0	575	161	75	1145	102	0	0	0
RTOR Reduction (vph)	0	0	0	0	27	0	0	0	43	0	0	0
Lane Group Flow (vph)	86	532	0	0	709	0	0	1220	59	0	0	0
Confl. Peds. (#/hr)	5					5			6	6		
Confl. Bikes (#/hr)	1					1						
Heavy Vehicles (%)	7%	4%	0%	0%	3%	4%	3%	5%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	43.8	43.2			32.0			37.6	37.6			
Effective Green, g (s)	45.4	44.8			33.6			39.2	38.6			
Actuated g/C Ratio	0.50	0.50			0.37			0.44	0.43			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	313	1630			1186			1463	666			
v/s Ratio Prot	0.03	c0.16			c0.22							
v/s Ratio Perm	0.11							0.36	0.04			
v/c Ratio	0.27	0.33			0.60			0.83	0.09			
Uniform Delay, d1	21.1	13.6			22.7			22.5	15.3			
Progression Factor	1.00	0.84			1.00			0.34	0.09			
Incremental Delay, d2	0.1	0.4			2.2			3.0	0.1			
Delay (s)	21.3	11.7			25.0			10.5	1.5			
Level of Service	C	B			C			B	A			
Approach Delay (s/veh)		13.1			25.0			9.8			0.0	
Approach LOS		B			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	440	235	130	475	0	0	0	0	110	2040	125
Future Volume (vph)	0	440	235	130	475	0	0	0	0	110	2040	125
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		5.2		4.6	5.2						5.2	4.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.95		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3139		1636	3275						5093	1561
Flt Permitted		1.00		0.19	1.00						1.00	1.00
Satd. Flow (perm)		3139		332	3275						5093	1561
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	494	264	146	534	0	0	0	0	124	2292	140
RTOR Reduction (vph)	0	26	0	0	0	0	0	0	0	0	0	37
Lane Group Flow (vph)	0	732	0	146	534	0	0	0	0	0	2416	103
Confl. Peds. (#/hr)			3	3			3					3
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	0%	4%	2%	3%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		24.4		36.0	35.4						45.4	45.4
Effective Green, g (s)		23.8		35.4	34.8						44.8	45.4
Actuated g/C Ratio		0.26		0.39	0.39						0.50	0.50
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		830		223	1266						2535	787
v/s Ratio Prot		c0.23		c0.05	0.16							
v/s Ratio Perm				0.21							0.47	0.07
v/c Ratio		0.88		0.65	0.42						0.95	0.13
Uniform Delay, d1		31.8		32.0	20.2						21.6	11.8
Progression Factor		1.00		1.32	1.39						0.70	0.22
Incremental Delay, d2		13.0		2.9	0.6						8.2	0.3
Delay (s)		44.8		45.0	28.7						23.3	2.9
Level of Service		D		D	C						C	A
Approach Delay (s/veh)		44.8			32.2			0.0			22.2	
Approach LOS		D			C			A			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	430	0	0	480	60	165	1100	75	0	0	0
Future Volume (vph)	140	430	0	0	480	60	165	1100	75	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	4.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.98			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1574	3275			3236			3316	1482			
Flt Permitted	0.26	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	433	3275			3236			3316	1482			
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	165	506	0	0	565	71	194	1294	88	0	0	0
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	40	0	0	0
Lane Group Flow (vph)	165	506	0	0	626	0	0	1488	48	0	0	0
Confl. Peds. (#/hr)	3					3	2		4	4		2
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	5%	4%	0%	0%	3%	6%	5%	5%	5%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	39.0	38.4			23.4			42.4	42.4			
Effective Green, g (s)	38.4	37.8			22.8			41.8	42.4			
Actuated g/C Ratio	0.43	0.42			0.25			0.46	0.47			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	1.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	316	1375			819			1540	698			
v/s Ratio Prot	c0.06	0.15			c0.19							
v/s Ratio Perm	0.16							0.45	0.03			
v/c Ratio	0.52	0.37			0.76			0.97	0.07			
Uniform Delay, d1	27.4	17.9			31.1			23.4	13.0			
Progression Factor	1.43	1.50			1.00			0.62	0.08			
Incremental Delay, d2	0.4	0.4			6.7			13.2	0.1			
Delay (s)	39.6	27.2			37.8			27.8	1.2			
Level of Service	D	C			D			C	A			
Approach Delay (s/veh)		30.3			37.8			26.3			0.0	
Approach LOS		C			D			C			A	

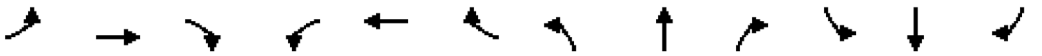
Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	75	0	0	0	50	2210
Future Volume (vph)	75	0	0	0	50	2210
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	14
Total Lost time (s)	5.2					5.2
Lane Util. Factor	0.97					0.91
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3159					5108
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3159					5108
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	82	0	0	0	55	2429
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	82	0	0	0	0	2484
Confl. Peds. (#/hr)		4		1	1	
Heavy Vehicles (%)	5%	0%	0%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	4
Turn Type	Prot				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	13.6					67.2
Effective Green, g (s)	13.0					66.6
Actuated g/C Ratio	0.14					0.74
Clearance Time (s)	4.6					4.6
Vehicle Extension (s)	2.5					0.2
Lane Grp Cap (vph)	456					3779
v/s Ratio Prot	c0.03					
v/s Ratio Perm						0.49
v/c Ratio	0.18					0.66
Uniform Delay, d1	33.8					5.9
Progression Factor	1.36					0.75
Incremental Delay, d2	0.1					0.5
Delay (s)	46.1					4.9
Level of Service	D					A
Approach Delay (s/veh)	46.1		0.0			4.9
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	55	0	0	65	30	10	1090	50	0	0	0
Future Volume (vph)	20	55	0	0	65	30	10	1090	50	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	14	14	12	11	12	13	13	13	12	12	12
Total Lost time (s)	5.2	5.2			5.2	5.2		5.2	4.6			
Lane Util. Factor	1.00	1.00			0.95	0.95		0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.99		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			0.99	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1486	1920			1548	1377		3307	1508			
Flt Permitted	0.70	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	1098	1920			1548	1377		3307	1508			
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	23	64	0	0	76	35	12	1267	58	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	27	0	0	10	0	0	0
Lane Group Flow (vph)	23	64	0	0	77	4	0	1279	48	0	0	0
Confl. Peds. (#/hr)	2		8	8		2	4		4	4		4
Heavy Vehicles (%)	11%	0%	0%	0%	6%	4%	0%	6%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		8			4			2				
Permitted Phases	8					4	2		2			
Actuated Green, G (s)	12.4	12.4			12.4	12.4		68.4	68.4			
Effective Green, g (s)	11.8	11.8			11.8	11.8		67.8	68.4			
Actuated g/C Ratio	0.13	0.13			0.13	0.13		0.75	0.76			
Clearance Time (s)	4.6	4.6			4.6	4.6		4.6	4.6			
Vehicle Extension (s)	2.5	2.5			2.5	2.5		0.2	0.2			
Lane Grp Cap (vph)	143	251			202	180		2491	1146			
v/s Ratio Prot		0.03			c0.05							
v/s Ratio Perm	0.02					0.00		0.39	0.03			
v/c Ratio	0.16	0.25			0.38	0.02		0.51	0.04			
Uniform Delay, d1	34.7	35.1			35.8	34.1		4.5	2.7			
Progression Factor	1.27	1.26			1.00	1.00		0.28	0.01			
Incremental Delay, d2	0.4	0.4			0.9	0.0		0.3	0.0			
Delay (s)	44.6	44.5			36.7	34.1		1.6	0.1			
Level of Service	D	D			D	C		A	A			
Approach Delay (s/veh)		44.5			35.9			1.5			0.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	84.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	330	110	245	310	0	0	0	0	115	1770	110
Future Volume (veh/h)	0	330	110	245	310	0	0	0	0	115	1770	110
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1786	1800	1758	1772	0				1843	1843	1872
Adj Flow Rate, veh/h	0	367	122	272	344	0				128	1967	85
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	1	0	3	2	0				2	2	0
Cap, veh/h	0	664	218	397	1451	0				143	2205	729
Arrive On Green	0.00	0.26	0.27	0.23	0.86	0.00				0.45	0.45	0.46
Sat Flow, veh/h	0	2601	823	1674	3455	0				316	4865	1585
Grp Volume(v), veh/h	0	246	243	272	344	0				740	1355	85
Grp Sat Flow(s),veh/h/ln	0	1697	1638	1674	1683	0				1827	1677	1585
Q Serve(g_s), s	0.0	11.2	11.5	10.4	1.6	0.0				33.5	33.4	2.8
Cycle Q Clear(g_c), s	0.0	11.2	11.5	10.4	1.6	0.0				33.5	33.4	2.8
Prop In Lane	0.00		0.50	1.00		0.00				0.17		1.00
Lane Grp Cap(c), veh/h	0	449	433	397	1451	0				828	1520	729
V/C Ratio(X)	0.00	0.55	0.56	0.69	0.24	0.00				0.89	0.89	0.12
Avail Cap(c_a), veh/h	0	449	433	397	1451	0				828	1520	729
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.22	0.22	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.5	28.4	18.8	3.6	0.0				22.6	22.6	13.9
Incr Delay (d2), s/veh	0.0	4.8	5.2	1.0	0.1	0.0				14.1	8.3	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
%ile BackOfQ(50%),veh/ln	0.0	5.1	5.0	3.5	0.5	0.0				16.5	13.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	33.3	33.6	19.9	3.7	0.0				36.7	30.9	14.2
LnGrp LOS		C	C	B	A					D	C	B
Approach Vol, veh/h		489			616						2180	
Approach Delay, s/veh		33.4			10.8						32.2	
Approach LOS		C			B						C	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	46.0	15.0	29.0			44.0
Change Period (Y+Rc), s	4.6	4.0	4.6			4.6
Max Green Setting (Gmax), s	41.4	11.0	24.4			39.4
Max Q Clear Time (g_c+I1), s	35.5	12.4	13.5			3.6
Green Ext Time (p_c), s	0.7	0.0	0.1			0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	28.4
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	335	0	0	500	90	50	940	200	0	0	0
Future Volume (vph)	100	335	0	0	500	90	50	940	200	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	5.2			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.98			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1621	3320			3239			3188	1518			
Flt Permitted	0.19	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	316	3320			3239			3188	1518			
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	122	409	0	0	610	110	61	1146	244	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	65	0	0	0
Lane Group Flow (vph)	122	409	0	0	704	0	0	1207	179	0	0	0
Confl. Peds. (#/hr)			2	2			1		2	2		1
Heavy Vehicles (%)	2%	3%	0%	0%	3%	4%	9%	6%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	37.0	36.4			21.4			44.4	44.4			
Effective Green, g (s)	36.4	35.8			20.8			43.8	43.8			
Actuated g/C Ratio	0.40	0.40			0.23			0.49	0.49			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	278	1320			748			1551	738			
v/s Ratio Prot	c0.05	0.12			c0.22							
v/s Ratio Perm	0.13							0.38	0.12			
v/c Ratio	0.44	0.31			0.94			0.78	0.24			
Uniform Delay, d1	29.7	18.6			34.0			19.1	13.4			
Progression Factor	0.45	0.53			1.00			0.39	0.14			
Incremental Delay, d2	0.3	0.5			21.3			3.6	0.7			
Delay (s)	13.8	10.3			55.3			11.1	2.6			
Level of Service	B	B			E			B	A			
Approach Delay (s/veh)		11.1			55.3			9.7			0.0	
Approach LOS		B			E			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	165	140	135	185	40	60	875	35	30	1250	35
Future Volume (veh/h)	45	165	140	135	185	40	60	875	35	30	1250	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1758	1786	1772	1730	1716	1800	1730	1716	1744	1758	1758
Adj Flow Rate, veh/h	49	179	35	147	201	23	65	951	22	33	1359	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	3	1	2	5	6	0	5	6	4	3	3
Cap, veh/h	280	652	125	290	694	79	75	1913	856	44	1887	851
Arrive On Green	0.23	0.23	0.22	0.23	0.23	0.22	0.01	0.19	0.19	0.03	0.56	0.57
Sat Flow, veh/h	1129	2796	536	1167	2976	337	1714	3287	1453	1661	3340	1489
Grp Volume(v), veh/h	49	105	109	147	110	114	65	951	22	33	1359	21
Grp Sat Flow(s),veh/h/ln	1129	1670	1661	1167	1643	1669	1714	1643	1453	1661	1670	1489
Q Serve(g_s), s	3.4	4.7	4.8	10.6	4.9	5.1	3.4	23.3	1.1	1.8	26.9	0.6
Cycle Q Clear(g_c), s	8.4	4.7	4.8	15.5	4.9	5.1	3.4	23.3	1.1	1.8	26.9	0.6
Prop In Lane	1.00		0.32	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	390	388	290	383	389	75	1913	856	44	1887	851
V/C Ratio(X)	0.18	0.27	0.28	0.51	0.29	0.29	0.86	0.50	0.03	0.74	0.72	0.02
Avail Cap(c_a), veh/h	280	390	388	290	383	389	171	1913	856	166	1887	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	31.9	28.2	28.4	34.7	28.3	28.5	44.1	24.6	15.4	43.5	14.4	8.4
Incr Delay (d2), s/veh	1.4	1.7	1.8	0.6	0.2	0.2	10.2	0.9	0.1	8.7	2.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.0	2.1	3.0	1.9	2.0	1.7	10.4	0.3	0.8	9.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.2	29.9	30.2	35.3	28.5	28.6	54.3	25.5	15.4	52.2	16.8	8.4
LnGrp LOS	C	C	C	D	C	C	D	C	B	D	B	A
Approach Vol, veh/h		263			371			1038			1413	
Approach Delay, s/veh		30.7			31.2			27.1			17.5	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.4	57.6		25.0	9.0	56.0		25.0
Change Period (Y+Rc), s	4.6	4.6		5.0	4.6	4.6		5.0
Max Green Setting (Gmax), s	9.4	46.4		20.0	9.4	46.4		20.0
Max Q Clear Time (g_c+I1), s	3.8	25.3		17.5	5.4	28.9		10.4
Green Ext Time (p_c), s	0.0	4.8		0.3	0.0	7.1		0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	23.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	420	275	95	405	45	115	695	75	65	1030	50
Future Volume (veh/h)	120	420	275	95	405	45	115	695	75	65	1030	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1786	1758	1772	1872	1744	1730	1800	1744	1758	1730
Adj Flow Rate, veh/h	133	467	195	106	450	13	128	772	36	72	1144	22
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	1	3	2	0	4	5	0	4	3	5
Cap, veh/h	141	617	256	110	838	389	153	1512	696	91	1411	601
Arrive On Green	0.08	0.27	0.25	0.07	0.25	0.25	0.09	0.46	0.46	0.05	0.42	0.41
Sat Flow, veh/h	1688	2311	957	1674	3367	1565	1661	3287	1513	1661	3340	1453
Grp Volume(v), veh/h	133	339	323	106	450	13	128	772	36	72	1144	22
Grp Sat Flow(s),veh/h/ln	1688	1683	1585	1674	1683	1565	1661	1643	1513	1661	1670	1453
Q Serve(g_s), s	8.6	20.3	20.7	6.9	12.7	0.7	8.3	18.2	1.4	4.7	33.1	1.0
Cycle Q Clear(g_c), s	8.6	20.3	20.7	6.9	12.7	0.7	8.3	18.2	1.4	4.7	33.1	1.0
Prop In Lane	1.00		0.60	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	449	423	110	838	389	153	1512	696	91	1411	601
V/C Ratio(X)	0.94	0.75	0.76	0.97	0.54	0.03	0.83	0.51	0.05	0.79	0.81	0.04
Avail Cap(c_a), veh/h	141	597	562	110	1132	527	166	1512	696	166	1411	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	37.0	37.5	51.3	35.8	31.3	49.1	21.0	16.4	51.4	27.9	19.2
Incr Delay (d2), s/veh	58.4	3.3	3.8	75.4	0.4	0.0	27.7	1.2	0.1	14.2	5.1	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	5.9	8.7	8.4	5.2	5.3	0.3	4.6	7.1	0.5	2.3	13.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	108.6	40.3	41.3	126.7	36.2	31.3	76.8	22.2	16.6	65.5	33.0	19.3
LnGrp LOS	F	D	D	F	D	C	E	C	B	E	C	B
Approach Vol, veh/h		795			569			936			1238	
Approach Delay, s/veh		52.1			53.0			29.4			34.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	54.6	14.0	31.4	14.2	50.5	12.0	33.4
Change Period (Y+Rc), s	4.0	5.0	4.4	5.4	4.0	5.0	4.4	5.4
Max Green Setting (Gmax), s	11.0	35.0	9.6	35.6	11.0	35.0	7.6	37.6
Max Q Clear Time (g_c+I1), s	16.7	20.2	10.6	14.7	10.3	35.1	8.9	22.7
Green Ext Time (p_c), s	0.1	3.5	0.0	1.6	0.0	0.0	0.0	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	40.2
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	640	215	105	455	215	125	450	65	115	900	125
Future Volume (veh/h)	170	640	215	105	455	215	125	450	65	115	900	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1744	1758	1786	1688	1716	1784	1772	1702	1730	1800	1758	1730
Adj Flow Rate, veh/h	175	660	125	108	469	57	129	464	25	119	928	48
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	1	8	6	6	2	7	5	0	3	5
Cap, veh/h	336	942	425	258	840	388	203	1203	544	192	1215	532
Arrive On Green	0.10	0.28	0.28	0.08	0.26	0.26	0.12	0.37	0.37	0.11	0.36	0.36
Sat Flow, veh/h	3222	3340	1507	3118	3260	1505	1688	3233	1462	1714	3340	1462
Grp Volume(v), veh/h	175	660	125	108	469	57	129	464	25	119	928	48
Grp Sat Flow(s),veh/h/ln	1611	1670	1507	1559	1630	1505	1688	1617	1462	1714	1670	1462
Q Serve(g_s), s	4.1	14.0	5.1	2.6	9.9	2.3	5.8	8.3	0.9	5.2	19.4	1.7
Cycle Q Clear(g_c), s	4.1	14.0	5.1	2.6	9.9	2.3	5.8	8.3	0.9	5.2	19.4	1.7
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	336	942	425	258	840	388	203	1203	544	192	1215	532
V/C Ratio(X)	0.52	0.70	0.29	0.42	0.56	0.15	0.64	0.39	0.05	0.62	0.76	0.09
Avail Cap(c_a), veh/h	815	1360	614	788	1319	609	576	1921	869	433	1985	869
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	33.6	25.4	22.2	34.5	25.5	22.7	33.2	18.2	15.9	33.5	22.2	16.6
Incr Delay (d2), s/veh	0.5	1.0	0.4	0.4	0.2	0.1	1.2	0.1	0.0	1.2	1.0	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	1.6	5.3	1.8	1.0	3.6	0.8	2.3	2.9	0.3	2.2	7.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.0	26.4	22.6	34.9	25.7	22.7	34.4	18.3	15.9	34.8	23.2	16.6
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	C	B
Approach Vol, veh/h		960			634			618			1095	
Approach Delay, s/veh		27.3			27.0			21.6			24.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	32.4	11.3	23.6	12.5	31.8	9.5	25.3
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5.2	5.0	5.0	5.0	5.2
Max Green Setting (Gmax), s	18.8	45.0	18.0	* 30	25.0	45.0	18.0	30.0
Max Q Clear Time (g_c+I1), s	7.2	10.3	6.1	11.9	7.8	21.4	4.6	16.0
Green Ext Time (p_c), s	0.1	1.3	0.3	1.3	0.2	5.0	0.2	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	165	80	80	175	100	45	515	30	60	920	70
Future Volume (veh/h)	70	165	80	80	175	100	45	515	30	60	920	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1786	1758	1730	1744	1744	1603	1716	1800	1674	1772	1730
Adj Flow Rate, veh/h	78	183	71	89	194	28	50	572	19	67	1022	54
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	1	3	5	4	4	14	6	0	9	2	5
Cap, veh/h	275	286	111	174	680	97	87	1883	857	101	1966	833
Arrive On Green	0.23	0.23	0.24	0.23	0.23	0.24	0.11	1.00	1.00	0.06	0.58	0.57
Sat Flow, veh/h	1174	1224	475	1097	2910	414	1527	3260	1525	1594	3367	1465
Grp Volume(v), veh/h	78	0	254	89	109	113	50	572	19	67	1022	54
Grp Sat Flow(s),veh/h/ln	1174	0	1698	1097	1657	1668	1527	1630	1525	1594	1683	1465
Q Serve(g_s), s	6.4	0.0	14.8	8.8	5.9	6.1	3.4	0.0	0.0	4.5	20.0	1.8
Cycle Q Clear(g_c), s	12.5	0.0	14.8	23.6	5.9	6.1	3.4	0.0	0.0	4.5	20.0	1.8
Prop In Lane	1.00		0.28	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	0	397	174	387	390	87	1883	857	101	1966	833
V/C Ratio(X)	0.28	0.00	0.64	0.51	0.28	0.29	0.57	0.30	0.02	0.66	0.52	0.06
Avail Cap(c_a), veh/h	365	0	528	259	515	518	139	1883	857	145	1966	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	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	39.8	0.0	37.9	48.6	34.6	34.5	47.5	0.0	0.0	50.4	13.7	10.6
Incr Delay (d2), s/veh	0.2	0.0	0.6	0.9	0.1	0.2	2.2	0.4	0.0	2.8	1.0	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	1.9	0.0	6.2	2.4	2.4	2.5	1.3	0.1	0.0	1.8	7.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.0	0.0	38.5	49.4	34.7	34.7	49.7	0.4	0.0	53.1	14.7	10.8
LnGrp LOS	D		D	D	C	C	D	A	A	D	B	B
Approach Vol, veh/h		332			311			641			1143	
Approach Delay, s/veh		38.8			38.9			4.2			16.7	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	67.5		31.5	10.3	68.2		31.5
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.9
Max Green Setting (Gmax), s	10.0	50.3		35.1	10.0	50.3		35.1
Max Q Clear Time (g_c+I1), s	16.5	2.0		25.6	5.4	22.0		16.8
Green Ext Time (p_c), s	0.0	5.0		0.5	0.0	9.3		0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	19.3
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	100	0	0	20	20	670	300	155	940	15
Future Vol, veh/h	0	0	100	0	0	20	20	670	300	155	940	15
Conflicting Peds, #/hr	1	0	1	1	0	1	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	50	-	0	50	-	0	100	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	104	0	0	21	21	698	313	161	979	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1702	-	498	1709	-	506	995	0	0	1010	0	0
Stage 1	1310	-	-	896	-	-	-	-	-	-	-	-
Stage 2	392	-	-	814	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	-	6.94	7.54	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	-	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	3.52	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	59	0	517	59	0	511	691	-	-	682	-	-
Stage 1	168	0	-	302	0	-	-	-	-	-	-	-
Stage 2	604	0	-	338	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	42	-	517	35	-	511	691	-	-	682	-	-
Mov Cap-2 Maneuver	42	-	-	35	-	-	-	-	-	-	-	-
Stage 1	128	-	-	292	-	-	-	-	-	-	-	-
Stage 2	562	-	-	206	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.71	12.34	0.21	1.66
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	691	-	-	-	517	-	511	682	-	-
HCM Lane V/C Ratio	0.03	-	-	-	0.201	-	0.041	0.237	-	-
HCM Control Delay (s/veh)	10.4	-	-	0	13.7	0	12.3	11.9	-	-
HCM Lane LOS	B	-	-	A	B	A	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	-	0.1	0.9	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	245	85	50	180	70	60	410	75	140	950	90
Future Volume (veh/h)	65	245	85	50	180	70	60	410	75	140	950	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1758	1772	1702	1716	1688	1702	1744	1786	1730	1786	1786
Adj Flow Rate, veh/h	71	269	86	55	198	0	66	451	75	154	1044	96
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	3	2	7	6	8	7	4	1	5	1	1
Cap, veh/h	360	332	106	229	437		84	932	154	194	1237	114
Arrive On Green	0.05	0.26	0.26	0.05	0.25	0.00	0.05	0.33	0.33	0.12	0.39	0.39
Sat Flow, veh/h	1647	1275	408	1621	1716	1430	1621	2845	470	1647	3142	289
Grp Volume(v), veh/h	71	0	355	55	198	0	66	261	265	154	564	576
Grp Sat Flow(s),veh/h/ln	1647	0	1683	1621	1716	1430	1621	1657	1659	1647	1697	1734
Q Serve(g_s), s	2.4	0.0	15.1	1.9	7.4	0.0	3.1	9.6	9.7	6.9	23.0	23.0
Cycle Q Clear(g_c), s	2.4	0.0	15.1	1.9	7.4	0.0	3.1	9.6	9.7	6.9	23.0	23.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.28	1.00		0.17
Lane Grp Cap(c), veh/h	360	0	438	229	437		84	542	543	194	668	683
V/C Ratio(X)	0.20	0.00	0.81	0.24	0.45		0.79	0.48	0.49	0.79	0.84	0.84
Avail Cap(c_a), veh/h	730	0	927	603	946		851	1304	1306	865	1336	1365
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	26.4	20.8	23.9	0.0	35.7	20.5	20.5	32.7	21.0	21.0
Incr Delay (d2), s/veh	0.3	0.0	3.6	0.5	0.7	0.0	15.1	0.3	0.3	7.1	1.4	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	0.9	0.0	6.3	0.7	3.0	0.0	1.5	3.4	3.4	3.0	8.1	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.9	0.0	30.1	21.4	24.7	0.0	50.8	20.8	20.8	39.9	22.4	22.4
LnGrp LOS	B		C	C	C		D	C	C	D	C	C
Approach Vol, veh/h		426			253			592			1294	
Approach Delay, s/veh		28.4			24.0			24.1			24.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	30.5	7.4	23.8	9.4	35.5	7.9	23.4
Change Period (Y+Rc), s	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0
Max Green Setting (Gmax), s	40.0	60.0	21.0	42.0	40.0	60.0	21.0	42.0
Max Q Clear Time (g_c+I1), s	8.9	11.7	3.9	17.1	5.1	25.0	4.4	9.4
Green Ext Time (p_c), s	0.4	1.9	0.1	2.4	0.2	5.0	0.1	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	25.0
HCM 7th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	55	685	35	30	990
Future Volume (veh/h)	0	55	685	35	30	990
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	0	11	714	30	31	1031
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	19	58	3538	148	677	2839
Arrive On Green	0.00	0.01	0.74	0.74	0.03	0.84
Sat Flow, veh/h	1688	1502	4921	199	1688	3455
Grp Volume(v), veh/h	0	11	483	261	31	1031
Grp Sat Flow(s),veh/h/ln	1688	1502	1612	1736	1688	1683
Q Serve(g_s), s	0.0	0.4	2.5	2.5	0.2	3.8
Cycle Q Clear(g_c), s	0.0	0.4	2.5	2.5	0.2	3.8
Prop In Lane	1.00	1.00		0.11	1.00	
Lane Grp Cap(c), veh/h	19	58	2397	1290	677	2839
V/C Ratio(X)	0.00	0.19	0.20	0.20	0.05	0.36
Avail Cap(c_a), veh/h	491	478	2397	1290	753	2839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.59	0.59
Uniform Delay (d), s/veh	0.0	25.6	2.1	2.1	1.2	1.0
Incr Delay (d2), s/veh	0.0	1.6	0.2	0.4	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	0.0	0.4	0.1	0.2	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	27.2	2.3	2.5	1.3	1.2
LnGrp LOS		C	A	A	A	A
Approach Vol, veh/h	11		744			1062
Approach Delay, s/veh	27.2		2.4			1.2
Approach LOS	C		A			A

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	5.5	44.9		4.6		50.4
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s	4.6	23.0		16.0		31.0
Max Q Clear Time (g_c+I1), s	2.2	4.5		2.4		5.8
Green Ext Time (p_c), s	0.0	4.0		0.0		7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	1.8
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	390	145	210	325	130	145	310	140	170	710	145
Future Volume (veh/h)	75	390	145	210	325	130	145	310	140	170	710	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1688	1744	1674	1786	1730	1744	1744	1730	1744	1744	1772	1786
Adj Flow Rate, veh/h	87	453	138	244	378	106	169	360	103	198	826	59
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	8	4	9	1	5	4	4	5	4	4	2	1
Cap, veh/h	278	551	167	303	754	209	193	963	264	375	1250	560
Arrive On Green	0.05	0.22	0.22	0.12	0.30	0.30	0.12	0.26	0.26	0.23	0.37	0.37
Sat Flow, veh/h	1607	2501	755	1701	2538	703	1661	3684	1009	1661	3367	1510
Grp Volume(v), veh/h	87	299	292	244	243	241	169	305	158	198	826	59
Grp Sat Flow(s),veh/h/ln	1607	1657	1599	1701	1643	1597	1661	1574	1544	1661	1683	1510
Q Serve(g_s), s	5.5	22.3	22.7	14.0	15.9	16.2	13.0	10.3	10.9	13.6	26.6	3.3
Cycle Q Clear(g_c), s	5.5	22.3	22.7	14.0	15.9	16.2	13.0	10.3	10.9	13.6	26.6	3.3
Prop In Lane	1.00		0.47	1.00		0.44	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	278	365	353	303	488	475	193	823	404	375	1250	560
V/C Ratio(X)	0.31	0.82	0.83	0.81	0.50	0.51	0.87	0.37	0.39	0.53	0.66	0.11
Avail Cap(c_a), veh/h	278	433	418	303	556	541	230	823	404	375	1250	560
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	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	48.2	48.3	34.4	37.7	37.8	56.5	39.3	39.5	44.2	34.1	26.7
Incr Delay (d2), s/veh	0.6	10.1	11.4	14.7	0.8	0.8	25.8	1.3	2.8	1.4	2.8	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	2.2	10.2	10.1	6.9	6.5	6.4	6.7	4.0	4.3	5.6	10.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.8	58.3	59.7	49.1	38.5	38.7	82.3	40.5	42.3	45.6	36.8	27.1
LnGrp LOS	D	E	E	D	D	D	F	D	D	D	D	C
Approach Vol, veh/h		678			728			632			1083	
Approach Delay, s/veh		56.3			42.1			52.1			37.9	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.1	54.2	11.0	43.6	35.4	40.0	21.0	33.7
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	40.0	6.0	44.0	24.0	34.0	16.0	34.0
Max Q Clear Time (g_c+I1), s	17.9	28.6	7.5	18.2	15.6	12.9	16.0	24.7
Green Ext Time (p_c), s	0.1	3.0	0.0	2.9	0.3	1.5	0.0	2.4

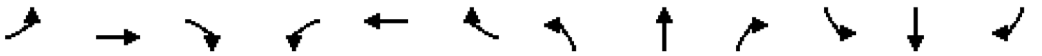
Intersection Summary	
HCM 7th Control Delay, s/veh	45.7
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	745	15	5	600	35	15	10	10	50	5	100
Future Volume (veh/h)	50	745	15	5	600	35	15	10	10	50	5	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1730	1730	1730	1730	1730	1730	1730	1730	1730	1730	1730
Adj Flow Rate, veh/h	60	887	14	6	714	32	18	12	4	60	6	45
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	359	1434	23	306	1387	62	640	469	156	677	66	498
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	697	3311	52	603	3203	143	1322	1241	414	1364	176	1317
Grp Volume(v), veh/h	60	440	461	6	366	380	18	0	16	60	0	51
Grp Sat Flow(s),veh/h/ln	697	1643	1720	603	1643	1703	1322	0	1655	1364	0	1493
Q Serve(g_s), s	2.9	8.8	8.8	0.3	6.9	6.9	0.4	0.0	0.3	1.2	0.0	0.9
Cycle Q Clear(g_c), s	9.8	8.8	8.8	9.1	6.9	6.9	1.3	0.0	0.3	1.5	0.0	0.9
Prop In Lane	1.00		0.03	1.00		0.08	1.00		0.25	1.00		0.88
Lane Grp Cap(c), veh/h	359	712	745	306	712	738	640	0	626	677	0	564
V/C Ratio(X)	0.17	0.62	0.62	0.02	0.51	0.51	0.03	0.00	0.03	0.09	0.00	0.09
Avail Cap(c_a), veh/h	650	1397	1463	558	1397	1449	640	0	626	677	0	564
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	12.3	9.3	9.3	12.8	8.8	8.8	8.9	0.0	8.3	8.7	0.0	8.5
Incr Delay (d2), s/veh	0.2	0.9	0.8	0.0	0.6	0.6	0.1	0.0	0.1	0.3	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.3	2.4	0.0	1.8	1.8	0.1	0.0	0.1	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.5	10.2	10.1	12.8	9.3	9.3	9.0	0.0	8.3	9.0	0.0	8.8
LnGrp LOS	B	B	B	B	A	A	A		A	A		A
Approach Vol, veh/h		961			752			34			111	
Approach Delay, s/veh		10.3			9.4			8.7			8.9	
Approach LOS		B			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.0	22.3	20.0	22.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	36.0	16.0	36.0
Max Q Clear Time (g_c+I1), s	3.3	11.1	3.5	11.8
Green Ext Time (p_c), s	0.0	4.8	0.3	6.5

Intersection Summary	
HCM 7th Control Delay, s/veh	9.8
HCM 7th LOS	A



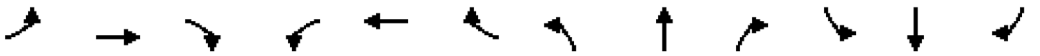
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	15	1020	20	50	55	0	0	130	90
Future Volume (veh/h)	0	0	0	15	1020	20	50	55	0	0	130	90
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1228	1607	1620	1595	1329	0	0	1456	1519
Adj Flow Rate, veh/h				15	1052	19	52	57	0	0	134	62
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				31	1	0	2	23	0	0	13	8
Cap, veh/h				37	2613	47	166	146	0	0	266	123
Arrive On Green				0.20	0.20	0.20	0.32	0.32	0.00	0.00	0.32	0.32
Sat Flow, veh/h				62	4356	79	307	449	0	0	837	387
Grp Volume(v), veh/h				387	353	345	109	0	0	0	0	196
Grp Sat Flow(s),veh/h/ln				1604	1463	1429	756	0	0	0	0	1225
Q Serve(g_s), s				16.8	16.8	16.8	4.3	0.0	0.0	0.0	0.0	10.4
Cycle Q Clear(g_c), s				16.8	16.8	16.8	14.7	0.0	0.0	0.0	0.0	10.4
Prop In Lane				0.04		0.06	0.48		0.00	0.00		0.32
Lane Grp Cap(c), veh/h				963	878	858	312	0	0	0	0	389
V/C Ratio(X)				0.40	0.40	0.40	0.35	0.00	0.00	0.00	0.00	0.50
Avail Cap(c_a), veh/h				963	878	858	312	0	0	0	0	398
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				19.6	19.6	19.6	23.8	0.0	0.0	0.0	0.0	22.2
Incr Delay (d2), s/veh				1.3	1.4	1.4	3.1	0.0	0.0	0.0	0.0	1.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.4	6.8	6.7	2.0	0.0	0.0	0.0	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				20.8	21.0	21.0	26.9	0.0	0.0	0.0	0.0	23.2
LnGrp LOS				C	C	C	C					C
Approach Vol, veh/h					1086			109			196	
Approach Delay, s/veh					20.9			26.9			23.2	
Approach LOS					C			C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	29.0	51.0	29.0
Change Period (Y+Rc), s	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	24.4	46.4	* 25
Max Q Clear Time (g_c+I1), s	16.7	18.8	12.4
Green Ext Time (p_c), s	0.0	0.2	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	21.7
HCM 7th LOS	C

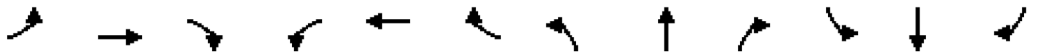
Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	360	30	25	60	0	0	70	45
Future Volume (vph)	0	0	0	30	360	30	25	60	0	0	70	45
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	13	13	13	12	12	12	12	12	12
Total Lost time (s)					3.0			3.0			3.0	
Lane Util. Factor					0.91			1.00			1.00	
Frpb, ped/bikes					0.98			1.00			0.98	
Flpb, ped/bikes					0.99			0.99			1.00	
Frt					0.99			1.00			0.95	
Flt Protected					1.00			0.99			1.00	
Satd. Flow (prot)					3905			1478			1455	
Flt Permitted					1.00			0.92			1.00	
Satd. Flow (perm)					3905			1378			1455	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	31	371	31	26	62	0	0	72	46
RTOR Reduction (vph)	0	0	0	0	11	0	0	0	0	0	27	0
Lane Group Flow (vph)	0	0	0	0	422	0	0	88	0	0	91	0
Confl. Peds. (#/hr)	105		41	41		105	33		33	33		33
Confl. Bikes (#/hr)	1		1	1		1	1					1
Heavy Vehicles (%)	0%	0%	0%	0%	13%	4%	0%	10%	0%	0%	0%	9%
Bus Blockages (#/hr)	0	0	0	0	10	0	0	0	0	0	0	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					39.4			31.4			31.4	
Effective Green, g (s)					41.0			33.0			33.0	
Actuated g/C Ratio					0.51			0.41			0.41	
Clearance Time (s)					4.6			4.6			4.6	
Vehicle Extension (s)					0.2			0.2			0.2	
Lane Grp Cap (vph)					2001			568			600	
v/s Ratio Prot											0.06	
v/s Ratio Perm					0.11			c0.06				
v/c Ratio					0.21			0.15			0.15	
Uniform Delay, d1					10.7			14.7			14.7	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					0.2			0.6			0.5	
Delay (s)					10.9			15.3			15.3	
Level of Service					B			B			B	
Approach Delay (s/veh)		0.0			10.9			15.3			15.3	
Approach LOS		A			B			B			B	

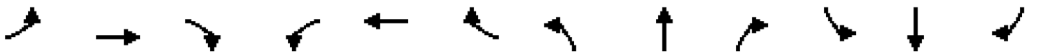
Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	95	65	65	215	0	0	0	0	200	1700	50
Future Volume (vph)	0	95	65	65	215	0	0	0	0	200	1700	50
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		3.0			3.0						3.0	
Lane Util. Factor		0.95			0.95						0.91	
Frpb, ped/bikes		0.98			1.00						1.00	
Flpb, ped/bikes		1.00			0.99						1.00	
Frt		0.94			1.00						1.00	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		2683			2782						4251	
Flt Permitted		1.00			0.85						0.99	
Satd. Flow (perm)		2683			2382						4251	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	99	68	68	224	0	0	0	0	208	1771	52
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	152	0	0	292	0	0	0	0	0	2028	0
Confl. Peds. (#/hr)	21		36	36		21	27		6	6		27
Heavy Vehicles (%)	0%	5%	4%	0%	3%	0%	0%	0%	0%	2%	3%	3%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Parking (#/hr)					0							
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		25.0			25.0						55.0	
Effective Green, g (s)		27.0			27.0						57.0	
Actuated g/C Ratio		0.30			0.30						0.63	
Clearance Time (s)		5.0			5.0						5.0	
Vehicle Extension (s)		0.2			0.2						0.2	
Lane Grp Cap (vph)		804			714						2692	
v/s Ratio Prot		0.06										
v/s Ratio Perm					c0.12						0.48	
v/c Ratio		0.19			0.41						0.75	
Uniform Delay, d1		23.4			25.1						11.6	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.5			1.7						2.0	
Delay (s)		23.9			26.9						13.6	
Level of Service		C			C						B	
Approach Delay (s/veh)		23.9			26.9			0.0			13.6	
Approach LOS		C			C			A			B	

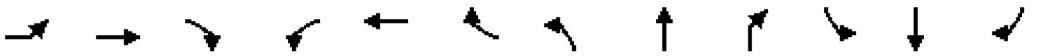
Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	96.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	120	305	0	0	0	0	0	1490	205
Future Volume (vph)	0	0	0	120	305	0	0	0	0	0	1490	205
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					5.3						5.9	5.9
Lane Util. Factor					0.95						0.86	0.86
Frpb, ped/bikes					1.00						1.00	0.97
Flpb, ped/bikes					0.99						1.00	1.00
Frt					1.00						1.00	0.85
Flt Protected					0.99						1.00	1.00
Satd. Flow (prot)					3285						4486	1235
Flt Permitted					0.99						1.00	1.00
Satd. Flow (perm)					3285						4486	1235
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	125	318	0	0	0	0	0	1552	214
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	443	0	0	0	0	0	1573	193
Confl. Peds. (#/hr)	2		19	19		2	16		2	2		16
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%	0%	0%	0%	0%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	2	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Actuated Green, G (s)					27.3						52.7	52.7
Effective Green, g (s)					26.7						52.1	52.1
Actuated g/C Ratio					0.30						0.58	0.58
Clearance Time (s)					4.7						5.3	5.3
Vehicle Extension (s)					0.2						0.2	0.2
Lane Grp Cap (vph)					974						2596	714
v/s Ratio Prot											c0.35	
v/s Ratio Perm					0.13							0.16
v/c Ratio					0.45						0.61	0.27
Uniform Delay, d1					25.7						12.3	9.5
Progression Factor					1.00						1.00	1.00
Incremental Delay, d2					1.5						1.1	0.9
Delay (s)					27.3						13.4	10.4
Level of Service					C						B	B
Approach Delay (s/veh)		0.0			27.3			0.0			13.0	
Approach LOS		A			C			A			B	

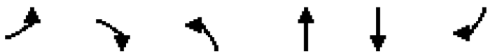
Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	10	110	20	10	20	150	1890	40	40	1400	180
Future Volume (vph)	115	10	110	20	10	20	150	1890	40	40	1400	180
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	12	11	12	12	12	12	14
Total Lost time (s)	2.7	2.7	2.7	2.7	2.7	3.6	4.0	3.6		4.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.94	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	0.98	1.00	1.00	0.99	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1673	1800	1458	1588	1684	1445	1653	4800		1710	4657	1549
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1322	1800	1458	1254	1684	1445	1653	4800		1710	4657	1549
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	121	11	116	21	11	21	158	1989	42	42	1474	189
RTOR Reduction (vph)	0	0	97	0	0	0	0	0	0	0	0	77
Lane Group Flow (vph)	121	11	19	21	11	21	158	2031	0	42	1474	112
Confl. Peds. (#/hr)	13		4	4		13	11		7	7		11
Heavy Vehicles (%)	0%	0%	3%	7%	14%	0%	0%	2%	3%	0%	2%	1%
Parking (#/hr)											0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4		4						6
Actuated Green, G (s)	13.8	13.8	13.8	13.8	13.8	13.8	13.1	63.4		4.6	54.9	54.9
Effective Green, g (s)	15.7	15.7	15.7	15.7	15.7	14.8	13.1	64.4		4.6	56.5	56.5
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17	0.16	0.14	0.68		0.05	0.59	0.59
Clearance Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.6		4.0	4.6	4.6
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	218	297	240	207	278	225	227	3253		82	2769	921
v/s Ratio Prot		0.01			0.01		c0.10	c0.42		0.02	0.32	
v/s Ratio Perm	c0.09		0.01	0.02		0.01						0.07
v/c Ratio	0.56	0.04	0.08	0.10	0.04	0.09	0.70	0.62		0.51	0.53	0.12
Uniform Delay, d1	36.4	33.3	33.5	33.7	33.3	34.4	39.1	8.5		44.1	11.4	8.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.4	0.0	0.1	0.2	0.0	0.1	8.3	0.9		4.0	0.7	0.3
Delay (s)	38.9	33.3	33.6	33.8	33.4	34.5	47.3	9.5		48.1	12.2	8.7
Level of Service	D	C	C	C	C	C	D	A		D	B	A
Approach Delay (s/veh)		36.2			34.0			12.2			12.7	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.3
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	10	0	0	1615	25
Future Volume (Veh/h)	0	10	0	0	1615	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	11	0	0	1737	27
Pedestrians	11				3	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1751	590	1775			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1751	590	1775			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	100			
cM capacity (veh/h)	76	447	343			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	11	579	579	579	27
Volume Left	0	0	0	0	0
Volume Right	11	0	0	0	27
cSH	447	1700	1700	1700	1700
Volume to Capacity	0.02	0.34	0.34	0.34	0.02
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s/veh)	13.3	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s/veh)	13.3	0.0			
Approach LOS	B				

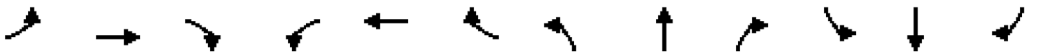
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	5	0	0	15	20	30	2085	15	0	0	0
Future Volume (veh/h)	25	5	0	0	15	20	30	2085	15	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.98	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1786	1786	0	0	1786	1786	1786	1786	1786			
Adj Flow Rate, veh/h	26	5	0	0	15	20	31	2128	15			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	1	1	0	0	1	1	1	1	1			
Cap, veh/h	124	17	0	0	43	58	42	2908	1272			
Arrive On Green	0.06	0.06	0.00	0.00	0.06	0.06	0.85	0.85	0.85			
Sat Flow, veh/h	798	273	0	0	687	916	50	3430	1500			
Grp Volume(v), veh/h	31	0	0	0	0	35	1107	1052	15			
Grp Sat Flow(s),veh/h/ln	1071	0	0	0	0	1604	1783	1697	1500			
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	1.9	22.4	22.3	0.1			
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.0	0.0	1.9	22.4	22.3	0.1			
Prop In Lane	0.84		0.00	0.00		0.57	0.03		1.00			
Lane Grp Cap(c), veh/h	141	0	0	0	0	101	1512	1438	1272			
V/C Ratio(X)	0.22	0.00	0.00	0.00	0.00	0.34	0.73	0.73	0.01			
Avail Cap(c_a), veh/h	541	0	0	0	0	552	1512	1438	1272			
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	41.4	0.0	0.0	0.0	0.0	40.4	2.7	2.7	1.1			
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	2.0	3.2	3.3	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			
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.0	0.8	3.6	3.5	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.1	0.0	0.0	0.0	0.0	42.4	5.9	6.1	1.1			
LnGrp LOS	D					D	A	A	A			
Approach Vol, veh/h		31			35			2174				
Approach Delay, s/veh		42.1			42.4			6.0				
Approach LOS		D			D			A				

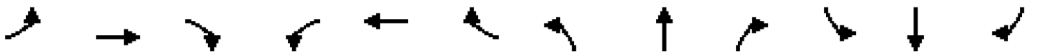
Timer - Assigned Phs	2	4			8	
Phs Duration (G+Y+Rc), s	80.3	9.7			9.7	
Change Period (Y+Rc), s	4.0	4.0			4.0	
Max Green Setting (Gmax), s	51.0	31.0			31.0	
Max Q Clear Time (g_c+I1), s	24.4	3.9			5.3	
Green Ext Time (p_c), s	20.5	0.1			0.1	

Intersection Summary		
HCM 7th Control Delay, s/veh	7.0	
HCM 7th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	260	15	155	165	0	0	0	0	85	1410	75
Future Volume (vph)	0	260	15	155	165	0	0	0	0	85	1410	75
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	3.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.99		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3357		1652	3353						5120	1574
Flt Permitted		1.00		0.51	1.00						1.00	1.00
Satd. Flow (perm)		3357		894	3353						5120	1574
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	271	16	161	172	0	0	0	0	89	1469	78
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	36
Lane Group Flow (vph)	0	283	0	161	172	0	0	0	0	0	1558	42
Confl. Peds. (#/hr)	2		2	2		2	4		4	4		4
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	3%	2%	2%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		25.4		40.0	39.4						46.4	46.4
Effective Green, g (s)		27.0		41.6	41.0						48.0	47.4
Actuated g/C Ratio		0.28		0.44	0.43						0.51	0.50
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		954		484	1447						2586	785
v/s Ratio Prot		0.08		c0.04	0.05							
v/s Ratio Perm				c0.11							0.30	0.03
v/c Ratio		0.30		0.33	0.12						0.60	0.05
Uniform Delay, d1		26.6		20.1	16.2						16.7	12.3
Progression Factor		1.00		0.61	0.52						0.33	0.01
Incremental Delay, d2		0.8		0.1	0.1						0.9	0.1
Delay (s)		27.4		12.4	8.6						6.4	0.3
Level of Service		C		B	A						A	A
Approach Delay (s/veh)		27.4			10.4			0.0			6.1	
Approach LOS		C			B			A			A	

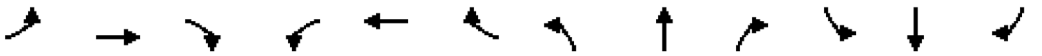
Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	235	0	0	280	180	90	1780	80	0	0	0
Future Volume (vph)	175	235	0	0	280	180	90	1780	80	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0	3.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1652	3353			3166			3491	1555			
Flt Permitted	0.33	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	568	3353			3166			3491	1555			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	180	242	0	0	289	186	93	1835	82	0	0	0
RTOR Reduction (vph)	0	0	0	0	45	0	0	0	32	0	0	0
Lane Group Flow (vph)	180	242	0	0	430	0	0	1928	50	0	0	0
Confl. Peds. (#/hr)	4		8	8		4	6		5	5		6
Confl. Bikes (#/hr)							1					1
Heavy Vehicles (%)	0%	2%	0%	0%	1%	1%	0%	1%	0%	0%	0%	0%
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	35.6	35.0			22.0			50.8	50.8			
Effective Green, g (s)	37.2	36.6			23.6			52.4	51.8			
Actuated g/C Ratio	0.39	0.39			0.25			0.55	0.55			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	343	1291			786			1925	847			
v/s Ratio Prot	c0.06	0.07			c0.14							
v/s Ratio Perm	0.15							0.55	0.03			
v/c Ratio	0.52	0.19			0.55			1.00	0.06			
Uniform Delay, d1	29.6	19.3			31.1			21.3	10.1			
Progression Factor	0.46	0.44			1.00			1.00	1.00			
Incremental Delay, d2	0.6	0.3			2.7			20.9	0.1			
Delay (s)	14.3	8.8			33.8			42.2	10.3			
Level of Service	B	A			C			D	B			
Approach Delay (s/veh)		11.1			33.8			40.9			0.0	
Approach LOS		B			C			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	35.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		

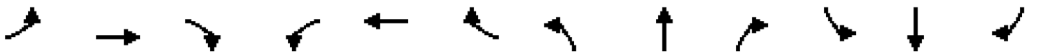
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	430	65	160	480	0	0	0	0	225	1120	105
Future Volume (vph)	0	430	65	160	480	0	0	0	0	225	1120	105
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	3.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.98		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3207		1619	3307						5026	1576
Flt Permitted		1.00		0.34	1.00						0.99	1.00
Satd. Flow (perm)		3207		583	3307						5026	1576
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	448	68	167	500	0	0	0	0	234	1167	109
RTOR Reduction (vph)	0	12	0	0	0	0	0	0	0	0	0	39
Lane Group Flow (vph)	0	504	0	167	500	0	0	0	0	0	1401	70
Confl. Peds. (#/hr)			5	5			13		2	2		13
Heavy Vehicles (%)	0%	4%	3%	2%	3%	0%	0%	0%	0%	2%	3%	1%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		28.4		44.0	43.4						42.4	42.4
Effective Green, g (s)		30.0		45.6	45.0						44.0	43.4
Actuated g/C Ratio		0.32		0.48	0.47						0.46	0.46
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		1012		417	1566						2327	719
v/s Ratio Prot		c0.16		c0.05	0.15							
v/s Ratio Perm				0.14							0.28	0.04
v/c Ratio		0.50		0.40	0.32						0.60	0.10
Uniform Delay, d1		26.4		22.4	15.5						19.0	14.7
Progression Factor		1.00		0.24	0.27						0.28	0.02
Incremental Delay, d2		1.7		0.1	0.3						0.8	0.2
Delay (s)		28.1		5.6	4.5						6.1	0.4
Level of Service		C		A	A						A	A
Approach Delay (s/veh)		28.1			4.7			0.0			5.7	
Approach LOS		C			A			A			A	

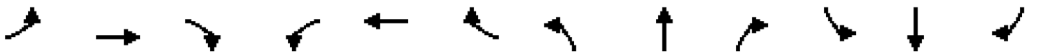
Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	94.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



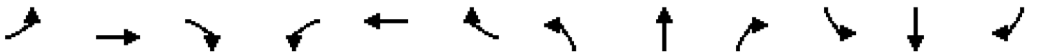
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	640	0	0	480	225	130	1630	110	0	0	0
Future Volume (vph)	185	640	0	0	480	225	130	1630	110	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0	3.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.95			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1621	3340			3158			3486	1552			
Flt Permitted	0.18	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	313	3340			3158			3486	1552			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	191	660	0	0	495	232	134	1680	113	0	0	0
RTOR Reduction (vph)	0	0	0	0	40	0	0	0	36	0	0	0
Lane Group Flow (vph)	191	660	0	0	687	0	0	1814	77	0	0	0
Confl. Peds. (#/hr)	1		7	7		1	2		6	6		2
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	2%	2%	0%	0%	1%	5%	1%	1%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	40.0	39.4			25.4			46.4	46.4			
Effective Green, g (s)	41.6	41.0			27.0			48.0	47.4			
Actuated g/C Ratio	0.44	0.43			0.28			0.51	0.50			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	296	1441			897			1761	774			
v/s Ratio Prot	c0.08	0.20			c0.22							
v/s Ratio Perm	0.20							0.52	0.05			
v/c Ratio	0.65	0.46			0.77			1.03	0.10			
Uniform Delay, d1	31.1	19.1			31.1			23.5	12.6			
Progression Factor	1.00	0.89			1.00			0.65	0.84			
Incremental Delay, d2	3.3	1.0			6.2			21.6	0.1			
Delay (s)	34.5	17.9			37.3			36.9	10.6			
Level of Service	C	B			D			D	B			
Approach Delay (s/veh)		21.6			37.3			35.4			0.0	
Approach LOS		C			D			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	94.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	635	190	95	485	0	0	0	0	80	1335	140
Future Volume (vph)	0	635	190	95	485	0	0	0	0	80	1335	140
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		5.2		4.6	5.2						5.2	4.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.97		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3149		1620	3307						5091	1586
Flt Permitted		1.00		0.23	1.00						1.00	1.00
Satd. Flow (perm)		3149		400	3307						5091	1586
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	661	198	99	505	0	0	0	0	83	1391	146
RTOR Reduction (vph)	0	28	0	0	0	0	0	0	0	0	0	45
Lane Group Flow (vph)	0	831	0	99	505	0	0	0	0	0	1474	101
Confl. Peds. (#/hr)	6		4	4		6	6					6
Confl. Bikes (#/hr)			1	1			1					1
Heavy Vehicles (%)	0%	4%	4%	2%	3%	0%	0%	0%	0%	4%	2%	1%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		41.0		51.2	50.6						35.2	35.2
Effective Green, g (s)		40.4		50.6	50.0						34.6	35.2
Actuated g/C Ratio		0.43		0.53	0.53						0.36	0.37
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		1339		277	1740						1854	587
v/s Ratio Prot		c0.26		c0.02	0.15							
v/s Ratio Perm				0.17							0.29	0.06
v/c Ratio		0.62		0.36	0.29						0.80	0.17
Uniform Delay, d1		21.3		21.1	12.6						27.0	20.1
Progression Factor		1.00		0.26	0.29						1.62	2.47
Incremental Delay, d2		2.2		0.1	0.2						3.3	0.6
Delay (s)		23.5		5.7	3.9						47.2	50.3
Level of Service		C		A	A						D	D
Approach Delay (s/veh)		23.5			4.2			0.0			47.5	
Approach LOS		C			A			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	480	0	0	455	120	195	1730	50	0	0	0
Future Volume (vph)	215	480	0	0	455	120	195	1730	50	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	4.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.97			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1604	3340			3248			3425	1524			
Flt Permitted	0.26	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	445	3340			3248			3425	1524			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	222	495	0	0	469	124	201	1784	52	0	0	0
RTOR Reduction (vph)	0	0	0	0	21	0	0	0	23	0	0	0
Lane Group Flow (vph)	222	495	0	0	572	0	0	1985	29	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	3%	2%	0%	0%	1%	2%	0%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	33.6	33.0			22.0			52.8	52.8			
Effective Green, g (s)	33.0	32.4			21.4			52.2	52.8			
Actuated g/C Ratio	0.35	0.34			0.23			0.55	0.56			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	1.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	232	1139			731			1881	847			
v/s Ratio Prot	c0.06	0.15			0.18							
v/s Ratio Perm	c0.27							0.58	0.02			
v/c Ratio	0.96	0.43			0.78			1.06	0.03			
Uniform Delay, d1	34.8	24.2			34.6			21.4	9.6			
Progression Factor	0.68	0.49			1.00			1.51	3.95			
Incremental Delay, d2	39.3	0.9			8.2			29.4	0.0			
Delay (s)	63.0	12.9			42.8			61.8	37.7			
Level of Service	E	B			D			E	D			
Approach Delay (s/veh)		28.4			42.8			61.2			0.0	
Approach LOS		C			D			E			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	50.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

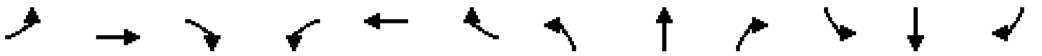
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	80	0	0	0	70	1690
Future Volume (vph)	80	0	0	0	70	1690
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	14
Total Lost time (s)	5.2					5.2
Lane Util. Factor	0.97					0.91
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3190					5096
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3190					5096
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	82	0	0	0	72	1742
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	82	0	0	0	0	1814
Confl. Peds. (#/hr)	2	8		10	10	
Heavy Vehicles (%)	4%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	4
Turn Type	Prot				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	13.6					72.2
Effective Green, g (s)	13.0					71.6
Actuated g/C Ratio	0.14					0.75
Clearance Time (s)	4.6					4.6
Vehicle Extension (s)	2.5					0.2
Lane Grp Cap (vph)	436					3840
v/s Ratio Prot	c0.03					
v/s Ratio Perm						0.36
v/c Ratio	0.19					0.47
Uniform Delay, d1	36.3					4.5
Progression Factor	1.65					0.42
Incremental Delay, d2	0.1					0.4
Delay (s)	60.0					2.2
Level of Service	E					A
Approach Delay (s/veh)	60.0		0.0			2.2
Approach LOS	E		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	116.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	60	0	0	90	70	20	1960	50	0	0	0
Future Volume (vph)	30	60	0	0	90	70	20	1960	50	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	14	14	12	11	12	13	13	13	12	12	12
Total Lost time (s)	5.2	5.2			5.2	5.2		5.2	4.6			
Lane Util. Factor	1.00	1.00			0.95	0.95		0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			0.99	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1645	1920			1630	1373		3436	1489			
Flt Permitted	0.68	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	1184	1920			1630	1373		3436	1489			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	63	0	0	95	74	21	2063	53	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	16	0	0	5	0	0	0
Lane Group Flow (vph)	32	63	0	0	99	51	0	2084	48	0	0	0
Confl. Peds. (#/hr)	4		2	2		4	2		5	5		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	4%	0%	2%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		8			4			2				
Permitted Phases	8					4	2		2			
Actuated Green, G (s)	12.5	12.5			12.5	12.5		73.3	73.3			
Effective Green, g (s)	11.9	11.9			11.9	11.9		72.7	73.3			
Actuated g/C Ratio	0.13	0.13			0.13	0.13		0.77	0.77			
Clearance Time (s)	4.6	4.6			4.6	4.6		4.6	4.6			
Vehicle Extension (s)	2.5	2.5			2.5	2.5		0.2	0.2			
Lane Grp Cap (vph)	148	240			204	171		2629	1148			
v/s Ratio Prot		0.03			c0.06							
v/s Ratio Perm	0.03					0.04		0.61	0.03			
v/c Ratio	0.22	0.26			0.48	0.30		0.79	0.04			
Uniform Delay, d1	37.4	37.6			38.7	37.8		6.7	2.6			
Progression Factor	1.42	1.40			1.00	1.00		0.31	0.22			
Incremental Delay, d2	0.5	0.4			1.3	0.7		0.2	0.0			
Delay (s)	53.4	52.9			40.0	38.5		2.3	0.6			
Level of Service	D	D			D	D		A	A			
Approach Delay (s/veh)		53.1			39.4			2.2			0.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	100.4%	ICU Level of Service	G
Analysis Period (min)	15		

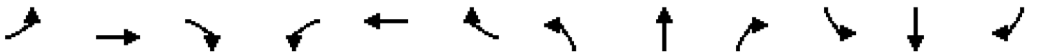
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	500	75	215	370	0	0	0	0	115	1300	150
Future Volume (veh/h)	0	500	75	215	370	0	0	0	0	115	1300	150
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1772	1786	1786	1772	0				1857	1843	1843
Adj Flow Rate, veh/h	0	505	76	217	374	0				116	1313	106
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	1	1	2	0				1	2	2
Cap, veh/h	0	739	111	339	1375	0				203	2293	752
Arrive On Green	0.00	0.25	0.26	0.22	0.82	0.00				0.48	0.48	0.49
Sat Flow, veh/h	0	3019	439	1701	3455	0				420	4756	1539
Grp Volume(v), veh/h	0	289	292	217	374	0				503	926	106
Grp Sat Flow(s),veh/h/ln	0	1683	1686	1701	1683	0				1822	1677	1539
Q Serve(g_s), s	0.0	14.7	14.9	8.9	2.5	0.0				18.8	18.8	3.6
Cycle Q Clear(g_c), s	0.0	14.7	14.9	8.9	2.5	0.0				18.8	18.8	3.6
Prop In Lane	0.00		0.26	1.00		0.00				0.23		1.00
Lane Grp Cap(c), veh/h	0	425	425	339	1375	0				878	1617	752
V/C Ratio(X)	0.00	0.68	0.69	0.64	0.27	0.00				0.57	0.57	0.14
Avail Cap(c_a), veh/h	0	425	425	342	1375	0				878	1617	752
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	32.1	32.0	20.1	5.4	0.0				17.6	17.6	13.4
Incr Delay (d2), s/veh	0.0	8.5	8.7	0.3	0.0	0.0				2.7	1.5	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	6.9	7.0	3.0	0.8	0.0				8.1	7.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	40.6	40.8	20.4	5.4	0.0				20.3	19.1	13.7
LnGrp LOS		D	D	C	A					C	B	B
Approach Vol, veh/h		581			591						1535	
Approach Delay, s/veh		40.7			10.9						19.1	
Approach LOS		D			B						B	

Timer - Assigned Phs	2	3	4			8						
Phs Duration (G+Y+Rc), s	51.0	14.8	29.2			44.0						
Change Period (Y+Rc), s	4.6	4.0	4.6			4.6						
Max Green Setting (Gmax), s	46.4	11.0	24.4			39.4						
Max Q Clear Time (g_c+I1), s	20.8	10.9	16.9			4.5						
Green Ext Time (p_c), s	0.4	0.0	0.1			0.2						

Intersection Summary												
HCM 7th Control Delay, s/veh		22.0										
HCM 7th LOS		C										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	490	0	0	460	195	105	1745	430	0	0	0
Future Volume (vph)	215	490	0	0	460	195	105	1745	430	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	5.2			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1620	3257			3219			3351	1549			
Flt Permitted	0.18	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	307	3257			3219			3351	1549			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	219	500	0	0	469	199	107	1781	439	0	0	0
RTOR Reduction (vph)	0	0	0	0	21	0	0	0	60	0	0	0
Lane Group Flow (vph)	219	500	0	0	647	0	0	1888	379	0	0	0
Confl. Peds. (#/hr)	3		6	6		3	1		1	1		1
Heavy Vehicles (%)	2%	5%	0%	0%	1%	1%	0%	1%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	32.2	31.6			19.6			54.2	54.2			
Effective Green, g (s)	31.6	31.0			19.0			53.6	53.6			
Actuated g/C Ratio	0.33	0.33			0.20			0.56	0.56			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	204	1062			643			1890	873			
v/s Ratio Prot	c0.08	0.15			0.20							
v/s Ratio Perm	c0.27							0.56	0.24			
v/c Ratio	1.07	0.47			1.01			1.00	0.43			
Uniform Delay, d1	37.4	25.5			38.0			20.7	11.9			
Progression Factor	1.05	1.25			1.00			0.68	0.31			
Incremental Delay, d2	77.8	1.2			37.1			17.2	1.1			
Delay (s)	117.1	33.1			75.1			31.2	4.8			
Level of Service	F	C			E			C	A			
Approach Delay (s/veh)		58.7			75.1			26.2			0.0	
Approach LOS		E			E			C			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	41.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	99.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	215	110	140	240	65	135	1520	80	50	1160	55
Future Volume (veh/h)	70	215	110	140	240	65	135	1520	80	50	1160	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1772	1786	1772	1786	1772	1772	1786	1786	1730	1758	1800
Adj Flow Rate, veh/h	72	222	45	144	247	41	139	1567	45	52	1196	26
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	1	2	1	2	2	1	1	5	3	0
Cap, veh/h	316	795	158	321	829	136	160	1802	800	58	1574	716
Arrive On Green	0.28	0.28	0.27	0.28	0.28	0.27	0.19	1.00	1.00	0.04	0.47	0.48
Sat Flow, veh/h	1106	2796	556	1110	2917	477	1688	3393	1489	1647	3340	1500
Grp Volume(v), veh/h	72	132	135	144	142	146	139	1567	45	52	1196	26
Grp Sat Flow(s),veh/h/ln	1106	1683	1670	1110	1697	1698	1688	1697	1489	1647	1670	1500
Q Serve(g_s), s	5.2	5.8	6.0	11.0	6.2	6.4	7.6	0.0	0.0	3.0	28.0	0.9
Cycle Q Clear(g_c), s	11.6	5.8	6.0	17.0	6.2	6.4	7.6	0.0	0.0	3.0	28.0	0.9
Prop In Lane	1.00		0.33	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	316	478	475	321	482	483	160	1802	800	58	1574	716
V/C Ratio(X)	0.23	0.28	0.28	0.45	0.29	0.30	0.87	0.87	0.06	0.90	0.76	0.04
Avail Cap(c_a), veh/h	316	478	475	321	482	483	231	1802	800	156	1574	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	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	26.4	26.6	33.1	26.6	26.7	37.9	0.0	0.0	45.7	20.7	13.2
Incr Delay (d2), s/veh	1.7	1.4	1.5	0.4	0.1	0.1	15.5	6.0	0.1	16.2	3.5	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	1.5	2.5	2.6	3.0	2.5	2.6	3.5	1.5	0.0	1.5	11.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.8	27.8	28.1	33.5	26.7	26.9	53.4	6.0	0.1	61.9	24.2	13.3
LnGrp LOS	C	C	C	C	C	C	D	A	A	E	C	B
Approach Vol, veh/h		339			432			1751			1274	
Approach Delay, s/veh		29.0			29.0			9.6			25.5	
Approach LOS		C			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.3	55.7		31.0	14.0	50.0		31.0
Change Period (Y+Rc), s	4.6	4.6		5.0	4.6	4.6		5.0
Max Green Setting (Gmax), s	3.4	45.4		26.0	13.4	41.4		26.0
Max Q Clear Time (g_c+I1), s	5.0	2.0		19.0	9.6	30.0		13.6
Green Ext Time (p_c), s	0.0	11.5		0.7	0.1	4.8		0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	18.9
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	525	145	210	585	115	320	1105	190	115	960	135
Future Volume (veh/h)	280	525	145	210	585	115	320	1105	190	115	960	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1744	1758	1800	1772	1843	1800	1786	1772	1772	1772	1786
Adj Flow Rate, veh/h	301	565	141	226	629	26	344	1188	144	124	1032	57
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	4	3	0	2	2	0	1	2	2	2	1
Cap, veh/h	297	645	160	237	714	318	343	1452	633	143	1053	454
Arrive On Green	0.17	0.25	0.24	0.14	0.21	0.21	0.20	0.43	0.43	0.08	0.31	0.31
Sat Flow, veh/h	1714	2607	648	1714	3367	1498	1714	3393	1478	1688	3367	1481
Grp Volume(v), veh/h	301	358	348	226	629	26	344	1188	144	124	1032	57
Grp Sat Flow(s),veh/h/ln	1714	1657	1598	1714	1683	1498	1714	1697	1478	1688	1683	1481
Q Serve(g_s), s	28.6	34.3	34.6	21.6	29.9	2.3	33.0	50.9	10.2	12.0	50.1	4.6
Cycle Q Clear(g_c), s	28.6	34.3	34.6	21.6	29.9	2.3	33.0	50.9	10.2	12.0	50.1	4.6
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	410	395	237	714	318	343	1452	633	143	1053	454
V/C Ratio(X)	1.01	0.87	0.88	0.95	0.88	0.08	1.00	0.82	0.23	0.87	0.98	0.13
Avail Cap(c_a), veh/h	297	414	399	237	722	321	343	1452	633	164	1053	454
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	68.2	59.6	60.0	70.6	63.0	52.1	66.0	41.6	29.9	74.6	56.2	41.3
Incr Delay (d2), s/veh	55.6	18.0	19.3	45.7	11.9	0.1	49.4	5.2	0.8	32.7	23.4	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	17.2	16.5	16.2	12.5	14.0	0.9	19.2	22.4	3.9	6.5	24.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	123.8	77.6	79.3	116.3	74.9	52.2	115.4	46.8	30.8	107.3	79.6	41.8
LnGrp LOS	F	E	E	F	E	D	F	D	C	F	E	D
Approach Vol, veh/h		1007			881			1676			1213	
Approach Delay, s/veh		92.0			84.8			59.5			80.7	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	74.6	33.4	39.0	37.0	55.6	27.6	44.8
Change Period (Y+Rc), s	4.0	5.0	4.4	5.4	4.0	5.0	4.4	5.4
Max Green Setting (Gmax), s	16.0	67.2	29.0	34.0	33.0	50.2	23.2	39.8
Max Q Clear Time (g_c+I1), s	14.0	52.9	30.6	31.9	35.0	52.1	23.6	36.6
Green Ext Time (p_c), s	0.1	6.1	0.0	0.6	0.0	0.0	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	76.4
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	620	190	110	670	155	305	930	110	150	740	235
Future Volume (veh/h)	290	620	190	110	670	155	305	930	110	150	740	235
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1758	1758	1758	1786	1857	1800	1772	1772	1786	1744	1800
Adj Flow Rate, veh/h	305	653	120	116	705	38	321	979	53	158	779	116
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	3	3	3	1	1	0	2	2	1	4	0
Cap, veh/h	380	975	430	193	795	363	360	1549	687	197	1212	554
Arrive On Green	0.12	0.29	0.29	0.06	0.23	0.23	0.21	0.46	0.46	0.12	0.37	0.37
Sat Flow, veh/h	3274	3340	1471	3248	3393	1550	1714	3367	1493	1701	3313	1514
Grp Volume(v), veh/h	305	653	120	116	705	38	321	979	53	158	779	116
Grp Sat Flow(s),veh/h/ln	1637	1670	1471	1624	1697	1550	1714	1683	1493	1701	1657	1514
Q Serve(g_s), s	15.0	28.4	10.4	5.7	33.1	3.2	30.0	36.5	3.3	14.9	32.2	8.7
Cycle Q Clear(g_c), s	15.0	28.4	10.4	5.7	33.1	3.2	30.0	36.5	3.3	14.9	32.2	8.7
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	380	975	430	193	795	363	360	1549	687	197	1212	554
V/C Ratio(X)	0.80	0.67	0.28	0.60	0.89	0.10	0.89	0.63	0.08	0.80	0.64	0.21
Avail Cap(c_a), veh/h	417	975	430	315	884	404	488	1549	687	268	1212	554
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	71.1	51.4	45.0	75.7	61.1	49.6	63.4	33.9	24.9	71.1	43.4	35.9
Incr Delay (d2), s/veh	8.8	1.8	0.4	1.1	9.4	0.0	12.2	2.0	0.2	8.3	2.6	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	6.8	12.1	3.9	2.4	15.3	1.2	14.3	15.4	1.2	7.0	13.7	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.9	53.2	45.4	76.8	70.5	49.6	75.6	35.9	25.2	79.4	46.0	36.8
LnGrp LOS	E	D	D	E	E	D	E	D	C	E	D	D
Approach Vol, veh/h		1078			859			1353			1053	
Approach Delay, s/veh		59.9			70.4			44.9			50.0	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	78.9	22.2	41.8	37.6	63.4	12.8	51.2
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5.2	5.0	5.0	5.0	5.2
Max Green Setting (Gmax), s	24.0	61.0	19.0	* 41	45.0	40.0	14.0	45.8
Max Q Clear Time (g_c+I1), s	17.0	38.5	17.0	35.1	32.0	34.2	7.7	30.4
Green Ext Time (p_c), s	0.2	3.0	0.2	1.2	0.6	2.2	0.1	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	54.9
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	200	50	110	245	185	80	1280	70	150	970	135
Future Volume (veh/h)	125	200	50	110	245	185	80	1280	70	150	970	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1786	1800	1800	1786	1772	1758	1786	1772	1786	1758	1800
Adj Flow Rate, veh/h	137	220	46	121	269	67	88	1407	48	165	1066	118
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	0	0	1	2	3	1	2	1	3	0
Cap, veh/h	248	368	77	204	695	170	113	1709	731	193	1835	811
Arrive On Green	0.26	0.26	0.27	0.26	0.26	0.27	0.02	0.17	0.16	0.08	0.37	0.36
Sat Flow, veh/h	1051	1432	299	1129	2701	660	1674	3393	1497	1701	3340	1518
Grp Volume(v), veh/h	137	0	266	121	167	169	88	1407	48	165	1066	118
Grp Sat Flow(s),veh/h/ln	1051	0	1731	1129	1697	1664	1674	1697	1497	1701	1670	1518
Q Serve(g_s), s	13.6	0.0	14.8	11.6	8.9	9.2	5.8	44.1	3.0	10.5	28.2	5.8
Cycle Q Clear(g_c), s	22.8	0.0	14.8	26.4	8.9	9.2	5.8	44.1	3.0	10.5	28.2	5.8
Prop In Lane	1.00		0.17	1.00		0.40	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	0	446	204	437	428	113	1709	731	193	1835	811
V/C Ratio(X)	0.55	0.00	0.60	0.59	0.38	0.39	0.78	0.82	0.07	0.86	0.58	0.15
Avail Cap(c_a), veh/h	284	0	505	243	495	486	198	1709	731	201	1835	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	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	43.2	0.0	35.8	47.4	33.6	33.6	52.9	41.1	24.9	49.9	24.6	18.3
Incr Delay (d2), s/veh	0.7	0.0	0.8	1.0	0.2	0.2	4.2	4.6	0.2	26.3	1.4	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	3.6	0.0	6.3	3.3	3.7	3.7	2.6	20.9	1.0	5.9	11.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.9	0.0	36.5	48.4	33.8	33.8	57.2	45.8	25.0	76.2	25.9	18.7
LnGrp LOS	D		D	D	C	C	E	D	C	E	C	B
Approach Vol, veh/h		403			457			1543			1349	
Approach Delay, s/veh		39.0			37.7			45.8			31.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.5	59.4		34.1	11.5	64.4		34.1
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.9
Max Green Setting (Gmax), s	13.0	49.4		33.0	13.0	49.4		33.0
Max Q Clear Time (g_c+I1), s	12.5	46.1		28.4	7.8	30.2		24.8
Green Ext Time (p_c), s	0.0	2.7		0.5	0.1	8.0		0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	38.9
HCM 7th LOS	D

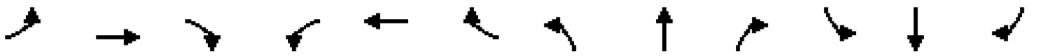
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	195	0	0	50	50	1280	385	115	830	30
Future Vol, veh/h	0	0	195	0	0	50	50	1280	385	115	830	30
Conflicting Peds, #/hr	2	0	0	0	0	2	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	0	50	-	0	100	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	201	0	0	52	52	1320	397	119	856	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1875	-	445	2286	-	860	889	0	0	1716	0	0
Stage 1	1110	-	-	1621	-	-	-	-	-	-	-	-
Stage 2	765	-	-	665	-	-	-	-	-	-	-	-
Critical Hdwy	7.52	-	6.92	7.52	-	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	-	-	6.52	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	-	-	6.52	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	-	3.31	3.51	-	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	44	0	563	22	0	301	764	-	-	370	-	-
Stage 1	225	0	-	108	0	-	-	-	-	-	-	-
Stage 2	364	0	-	418	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	23	-	562	9	-	301	763	-	-	370	-	-
Mov Cap-2 Maneuver	23	-	-	9	-	-	-	-	-	-	-	-
Stage 1	152	-	-	101	-	-	-	-	-	-	-	-
Stage 2	281	-	-	182	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.92	19.43	0.29	2.27
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	763	-	-	-	562	-	301	370	-	-
HCM Lane V/C Ratio	0.068	-	-	-	0.358	-	0.171	0.321	-	-
HCM Control Delay (s/veh)	10.1	-	-	0	14.9	0	19.4	19.3	-	-
HCM Lane LOS	B	-	-	A	B	A	C	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	1.6	-	0.6	1.4	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	325	105	90	305	315	125	990	120	100	790	90
Future Volume (veh/h)	95	325	105	90	305	315	125	990	120	100	790	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1758	1800	1772	1772	1758	1800	1786	1744	1758	1772	1758
Adj Flow Rate, veh/h	98	335	103	93	314	0	129	1021	119	103	814	89
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	0	2	2	3	0	1	4	3	2	3
Cap, veh/h	318	381	117	211	519		161	1165	136	131	1116	122
Arrive On Green	0.06	0.30	0.30	0.06	0.29	0.00	0.09	0.38	0.38	0.08	0.36	0.36
Sat Flow, veh/h	1674	1287	396	1688	1772	1490	1714	3061	357	1674	3059	334
Grp Volume(v), veh/h	98	0	438	93	314	0	129	566	574	103	448	455
Grp Sat Flow(s),veh/h/ln	1674	0	1682	1688	1772	1490	1714	1697	1721	1674	1683	1711
Q Serve(g_s), s	4.0	0.0	24.8	3.8	15.2	0.0	7.4	31.0	31.0	6.0	23.0	23.0
Cycle Q Clear(g_c), s	4.0	0.0	24.8	3.8	15.2	0.0	7.4	31.0	31.0	6.0	23.0	23.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.21	1.00		0.20
Lane Grp Cap(c), veh/h	318	0	498	211	519		161	646	655	131	614	624
V/C Ratio(X)	0.31	0.00	0.88	0.44	0.60		0.80	0.88	0.88	0.79	0.73	0.73
Avail Cap(c_a), veh/h	572	0	707	472	744		600	1188	1205	586	1179	1198
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	33.5	25.8	30.4	0.0	44.4	28.8	28.8	45.3	27.5	27.5
Incr Delay (d2), s/veh	0.5	0.0	9.1	1.4	1.1	0.0	8.8	1.9	1.9	10.0	0.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	11.3	1.6	6.6	0.0	3.4	11.9	12.1	2.8	8.7	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.2	0.0	42.6	27.2	31.5	0.0	53.1	30.6	30.7	55.3	28.3	28.3
LnGrp LOS	C		D	C	C		D	C	C	E	C	C
Approach Vol, veh/h		536			407			1269			1006	
Approach Delay, s/veh		39.3			30.5			32.9			31.0	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	43.6	9.5	33.6	14.9	42.0	9.8	33.3
Change Period (Y+Rc), s	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0
Max Green Setting (Gmax), s	35.0	70.0	21.0	42.0	35.0	70.0	21.0	42.0
Max Q Clear Time (g_c+I1), s	8.0	33.0	5.8	26.8	9.4	25.0	6.0	17.2
Green Ext Time (p_c), s	0.2	5.0	0.2	2.6	0.3	3.7	0.2	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	33.1
HCM 7th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	295	1465	145	25	995
Future Volume (veh/h)	0	295	1465	145	25	995
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1786	1786	1786	1786	1786	1786
Adj Flow Rate, veh/h	0	300	1510	129	26	1026
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	385	379	2432	208	264	2132
Arrive On Green	0.00	0.23	0.53	0.53	0.02	0.63
Sat Flow, veh/h	1701	1514	4736	391	1701	3483
Grp Volume(v), veh/h	0	300	1073	566	26	1026
Grp Sat Flow(s),veh/h/ln	1701	1514	1625	1715	1701	1697
Q Serve(g_s), s	0.0	10.2	12.7	12.7	0.3	8.9
Cycle Q Clear(g_c), s	0.0	10.2	12.7	12.7	0.3	8.9
Prop In Lane	1.00	1.00		0.23	1.00	
Lane Grp Cap(c), veh/h	385	379	1728	912	264	2132
V/C Ratio(X)	0.00	0.79	0.62	0.62	0.10	0.48
Avail Cap(c_a), veh/h	495	476	1728	912	347	2132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.62	0.62
Uniform Delay (d), s/veh	0.0	19.3	9.0	9.0	6.8	5.4
Incr Delay (d2), s/veh	0.0	7.1	1.7	3.2	0.1	0.5
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	8.8	3.1	3.7	0.1	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	26.4	10.7	12.2	6.9	5.9
LnGrp LOS		C	B	B	A	A
Approach Vol, veh/h	300		1639			1052
Approach Delay, s/veh	26.4		11.2			6.0
Approach LOS	C		B			A

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	5.3	33.2		16.4		38.6
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s	4.6	23.0		16.0		31.0
Max Q Clear Time (g_c+I1), s	2.3	14.7		12.2		10.9
Green Ext Time (p_c), s	0.0	5.7		0.4		6.5

Intersection Summary	
HCM 7th Control Delay, s/veh	10.9
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	510	115	225	495	220	225	1085	355	220	660	90
Future Volume (veh/h)	135	510	115	225	495	220	225	1085	355	220	660	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1786	1716	1786	1772	1800	1758	1786	1800	1800	1772	1800
Adj Flow Rate, veh/h	144	543	109	239	527	201	239	1154	341	234	702	36
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	1	6	1	2	0	3	1	0	0	2	0
Cap, veh/h	213	613	123	269	600	228	263	1348	398	256	1190	537
Arrive On Green	0.08	0.22	0.22	0.11	0.25	0.25	0.16	0.36	0.36	0.15	0.35	0.35
Sat Flow, veh/h	1674	2816	563	1701	2384	906	1674	3730	1102	1714	3367	1519
Grp Volume(v), veh/h	144	326	326	239	371	357	239	1006	489	234	702	36
Grp Sat Flow(s),veh/h/ln	1674	1697	1683	1701	1683	1606	1674	1625	1582	1714	1683	1519
Q Serve(g_s), s	9.2	26.1	26.3	15.0	29.7	29.9	19.6	40.0	40.0	18.8	23.8	2.2
Cycle Q Clear(g_c), s	9.2	26.1	26.3	15.0	29.7	29.9	19.6	40.0	40.0	18.8	23.8	2.2
Prop In Lane	1.00		0.33	1.00		0.56	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	213	370	366	269	424	405	263	1175	572	256	1190	537
V/C Ratio(X)	0.67	0.88	0.89	0.89	0.88	0.88	0.91	0.86	0.86	0.91	0.59	0.07
Avail Cap(c_a), veh/h	223	412	409	269	457	436	347	1175	572	269	1190	537
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	0.62	0.62	0.62	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	53.0	53.1	38.5	50.3	50.4	58.0	41.3	41.3	58.7	37.0	30.0
Incr Delay (d2), s/veh	7.4	18.4	19.3	27.9	16.4	17.7	15.5	5.2	10.0	32.4	2.2	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	4.2	12.9	13.0	8.3	14.3	13.9	9.2	16.2	16.5	10.2	9.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	71.4	72.4	66.3	66.7	68.1	73.5	46.5	51.4	91.0	39.1	30.2
LnGrp LOS	D	E	E	E	E	E	E	D	D	F	D	C
Approach Vol, veh/h		796			967			1734			972	
Approach Delay, s/veh		67.6			67.1			51.6			51.3	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	55.5	16.2	40.3	26.9	56.6	21.0	35.5
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	22.0	39.0	12.0	38.0	22.0	46.0	16.0	34.0
Max Q Clear Time (g_c+I1), s	21.6	25.8	11.2	31.9	20.8	42.0	17.0	28.3
Green Ext Time (p_c), s	0.4	2.6	0.0	2.3	0.1	2.3	0.0	1.9

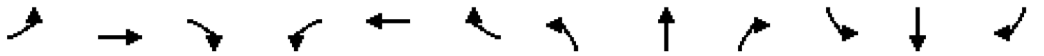
Intersection Summary	
HCM 7th Control Delay, s/veh	57.7
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	930	10	5	950	75	10	5	5	40	5	70
Future Volume (veh/h)	80	930	10	5	950	75	10	5	5	40	5	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	85	989	9	5	1011	67	11	5	2	43	5	23
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	306	1810	16	333	1697	112	574	390	156	596	89	411
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	532	3473	32	573	3255	216	1404	1223	489	1431	280	1288
Grp Volume(v), veh/h	85	487	511	5	531	547	11	0	7	43	0	28
Grp Sat Flow(s),veh/h/ln	532	1710	1794	573	1710	1760	1404	0	1712	1431	0	1568
Q Serve(g_s), s	6.6	9.6	9.6	0.3	10.8	10.8	0.3	0.0	0.1	1.1	0.0	0.6
Cycle Q Clear(g_c), s	17.4	9.6	9.6	9.9	10.8	10.8	0.9	0.0	0.1	1.2	0.0	0.6
Prop In Lane	1.00		0.02	1.00		0.12	1.00		0.29	1.00		0.82
Lane Grp Cap(c), veh/h	306	892	935	333	892	918	574	0	546	596	0	500
V/C Ratio(X)	0.28	0.55	0.55	0.02	0.60	0.60	0.02	0.00	0.01	0.07	0.00	0.06
Avail Cap(c_a), veh/h	411	1228	1288	446	1228	1264	574	0	546	596	0	500
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	14.4	8.0	8.0	11.3	8.3	8.3	12.1	0.0	11.7	12.1	0.0	11.8
Incr Delay (d2), s/veh	0.5	0.5	0.5	0.0	0.6	0.6	0.1	0.0	0.0	0.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.5	2.7	0.0	2.9	3.0	0.1	0.0	0.1	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.9	8.6	8.5	11.3	9.0	9.0	12.2	0.0	11.7	12.3	0.0	12.0
LnGrp LOS	B	A	A	B	A	A	B		B	B		B
Approach Vol, veh/h		1083			1083			18			71	
Approach Delay, s/veh		9.0			9.0			12.0			12.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.0	30.1	20.0	30.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	36.0	16.0	36.0
Max Q Clear Time (g_c+I1), s	2.9	12.8	3.2	19.4
Green Ext Time (p_c), s	0.0	7.5	0.1	6.7

Intersection Summary	
HCM 7th Control Delay, s/veh	9.1
HCM 7th LOS	A



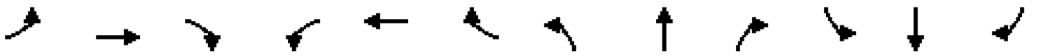
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	30	675	25	55	55	0	0	60	55
Future Volume (veh/h)	0	0	0	30	675	25	55	55	0	0	60	55
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.97	0.99		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1569	1569	1569	1569	1569	0	0	1569	1569
Adj Flow Rate, veh/h				32	726	25	59	59	0	0	65	19
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				4	4	4	4	4	0	0	4	4
Cap, veh/h				107	2432	84	254	226	0	0	333	97
Arrive On Green				0.20	0.20	0.20	0.32	0.32	0.00	0.00	0.32	0.32
Sat Flow, veh/h				179	4054	139	573	694	0	0	1048	306
Grp Volume(v), veh/h				279	255	248	118	0	0	0	0	84
Grp Sat Flow(s),veh/h/ln				1561	1428	1383	1267	0	0	0	0	1354
Q Serve(g_s), s				12.2	12.2	12.3	3.0	0.0	0.0	0.0	0.0	3.6
Cycle Q Clear(g_c), s				12.2	12.2	12.3	6.6	0.0	0.0	0.0	0.0	3.6
Prop In Lane				0.11		0.10	0.50		0.00	0.00		0.23
Lane Grp Cap(c), veh/h				936	857	830	479	0	0	0	0	430
V/C Ratio(X)				0.30	0.30	0.30	0.25	0.00	0.00	0.00	0.00	0.20
Avail Cap(c_a), veh/h				936	857	830	479	0	0	0	0	440
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				17.7	17.7	17.8	20.5	0.0	0.0	0.0	0.0	19.9
Incr Delay (d2), s/veh				0.8	0.9	0.9	1.2	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.2	4.8	4.7	1.8	0.0	0.0	0.0	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				18.5	18.6	18.7	21.7	0.0	0.0	0.0	0.0	20.1
LnGrp LOS				B	B	B	C					C
Approach Vol, veh/h					783			118			84	
Approach Delay, s/veh					18.6			21.7			20.1	
Approach LOS					B			C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	29.0	51.0	29.0
Change Period (Y+Rc), s	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	24.4	46.4	* 25
Max Q Clear Time (g_c+I1), s	8.6	14.3	5.6
Green Ext Time (p_c), s	0.0	0.2	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	19.1
HCM 7th LOS	B

Notes

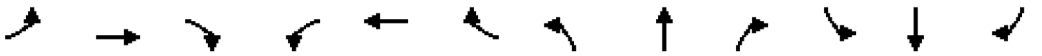
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	95	175	30	20	60	0	0	70	30
Future Volume (vph)	0	0	0	95	175	30	20	60	0	0	70	30
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	13	13	13	12	12	12	12	12	12
Total Lost time (s)					3.0			3.0			3.0	
Lane Util. Factor					0.91			1.00			1.00	
Frpb, ped/bikes					0.99			1.00			0.99	
Flpb, ped/bikes					0.98			0.99			1.00	
Frt					0.99			1.00			0.96	
Flt Protected					0.98			0.99			1.00	
Satd. Flow (prot)					3613			1359			1259	
Flt Permitted					0.98			0.93			1.00	
Satd. Flow (perm)					3613			1285			1259	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	106	194	33	22	67	0	0	78	33
RTOR Reduction (vph)	0	0	0	0	15	0	0	0	0	0	21	0
Lane Group Flow (vph)	0	0	0	0	318	0	0	89	0	0	90	0
Confl. Peds. (#/hr)	22		36	36		22	33		9	9		33
Confl. Bikes (#/hr)	1		2	2		1						
Heavy Vehicles (%)	0%	0%	0%	0%	23%	7%	6%	5%	0%	0%	2%	28%
Bus Blockages (#/hr)	0	0	0	0	10	0	0	0	0	0	0	0
Parking (#/hr)					0	0	0	0	0		0	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					37.4			23.4			23.4	
Effective Green, g (s)					39.0			25.0			25.0	
Actuated g/C Ratio					0.56			0.36			0.36	
Clearance Time (s)					4.6			4.6			4.6	
Vehicle Extension (s)					0.2			0.2			0.2	
Lane Grp Cap (vph)					2012			458			449	
v/s Ratio Prot											c0.07	
v/s Ratio Perm					0.09			0.07				
v/c Ratio					0.16			0.19			0.20	
Uniform Delay, d1					7.5			15.5			15.6	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					0.2			0.9			1.0	
Delay (s)					7.7			16.5			16.6	
Level of Service					A			B			B	
Approach Delay (s/veh)		0.0			7.7			16.5			16.6	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.17		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

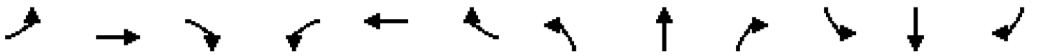
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	90	20	40	200	0	0	0	0	520	1090	50
Future Volume (vph)	0	90	20	40	200	0	0	0	0	520	1090	50
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		3.0			3.0						3.0	
Lane Util. Factor		0.95			0.95						0.91	
Frpb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.97			1.00						1.00	
Flt Protected		1.00			0.99						0.98	
Satd. Flow (prot)		2737			2780						4191	
Flt Permitted		1.00			0.89						0.98	
Satd. Flow (perm)		2737			2496						4191	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	102	23	45	227	0	0	0	0	591	1239	57
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	109	0	0	272	0	0	0	0	0	1883	0
Confl. Peds. (#/hr)	11		9	9		11	6		11	11		6
Heavy Vehicles (%)	0%	6%	17%	5%	3%	0%	0%	0%	0%	3%	3%	0%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Parking (#/hr)					0							
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		25.0			25.0						55.0	
Effective Green, g (s)		27.0			27.0						57.0	
Actuated g/C Ratio		0.30			0.30						0.63	
Clearance Time (s)		5.0			5.0						5.0	
Vehicle Extension (s)		0.2			0.2						0.2	
Lane Grp Cap (vph)		821			748						2654	
v/s Ratio Prot		0.04										
v/s Ratio Perm					c0.11						0.45	
v/c Ratio		0.13			0.36						0.71	
Uniform Delay, d1		23.0			24.7						11.0	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.3			1.4						1.6	
Delay (s)		23.3			26.1						12.6	
Level of Service		C			C						B	
Approach Delay (s/veh)		23.3			26.1			0.0			12.6	
Approach LOS		C			C			A			B	

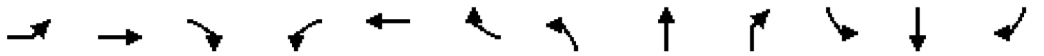
Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



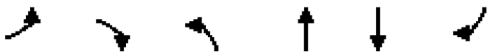
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	70	255	0	0	0	0	0	1320	205
Future Volume (vph)	0	0	0	70	255	0	0	0	0	0	1320	205
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					5.3						5.9	5.9
Lane Util. Factor					0.95						0.86	0.86
Frpb, ped/bikes					1.00						1.00	0.98
Flpb, ped/bikes					1.00						1.00	1.00
Frt					1.00						1.00	0.85
Flt Protected					0.99						1.00	1.00
Satd. Flow (prot)					3121						4485	1254
Flt Permitted					0.99						1.00	1.00
Satd. Flow (perm)					3121						4485	1254
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	77	280	0	0	0	0	0	1451	225
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	357	0	0	0	0	0	1474	202
Confl. Peds. (#/hr)	2		3	3		2	5					5
Heavy Vehicles (%)	0%	0%	0%	2%	9%	0%	0%	0%	0%	0%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	2	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Actuated Green, G (s)					27.3						52.7	52.7
Effective Green, g (s)					26.7						52.1	52.1
Actuated g/C Ratio					0.30						0.58	0.58
Clearance Time (s)					4.7						5.3	5.3
Vehicle Extension (s)					0.2						0.2	0.2
Lane Grp Cap (vph)					925						2596	725
v/s Ratio Prot											c0.33	
v/s Ratio Perm					0.11							0.16
v/c Ratio					0.39						0.57	0.28
Uniform Delay, d1					25.1						11.9	9.5
Progression Factor					1.00						1.00	1.00
Incremental Delay, d2					1.2						0.9	1.0
Delay (s)					26.4						12.8	10.5
Level of Service					C						B	B
Approach Delay (s/veh)		0.0			26.4			0.0			12.5	
Approach LOS		A			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	60.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	10	75	10	5	10	215	1240	15	20	1500	190
Future Volume (vph)	60	10	75	10	5	10	215	1240	15	20	1500	190
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	12	11	12	12	12	12	14
Total Lost time (s)	2.7	2.7	2.7	2.7	2.7	3.6	4.0	3.6		4.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1674	1800	1491	1706	1920	1496	1653	4712		1710	4612	1575
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1329	1800	1491	1347	1920	1496	1653	4712		1710	4612	1575
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	68	11	85	11	6	11	244	1409	17	23	1705	216
RTOR Reduction (vph)	0	0	71	0	0	0	0	0	0	0	0	99
Lane Group Flow (vph)	68	11	14	11	6	11	244	1426	0	23	1705	117
Confl. Peds. (#/hr)	1		2	2		1	3		3	3		3
Confl. Bikes (#/hr)			1	1								
Heavy Vehicles (%)	2%	0%	1%	0%	0%	0%	0%	4%	11%	0%	3%	1%
Parking (#/hr)											0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4		4						6
Actuated Green, G (s)	12.4	12.4	12.4	12.4	12.4	12.4	17.4	61.4		3.0	47.0	47.0
Effective Green, g (s)	14.3	14.3	14.3	14.3	14.3	13.4	17.4	62.4		3.0	48.6	48.6
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16	0.15	0.19	0.69		0.03	0.54	0.54
Clearance Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.6		4.0	4.6	4.6
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	211	286	236	214	305	222	319	3266		57	2490	850
v/s Ratio Prot		0.01			0.00		c0.15	0.30		0.01	c0.37	
v/s Ratio Perm	c0.05		0.01	0.01		0.01						0.07
v/c Ratio	0.32	0.04	0.06	0.05	0.02	0.05	0.76	0.44		0.40	0.68	0.14
Uniform Delay, d1	33.6	32.0	32.1	32.1	31.9	32.8	34.4	6.1		42.6	15.1	10.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.6	0.0	0.1	0.1	0.0	0.1	10.0	0.4		3.4	1.6	0.3
Delay (s)	34.2	32.1	32.2	32.2	32.0	32.9	44.4	6.5		46.0	16.7	10.6
Level of Service	C	C	C	C	C	C	D	A		D	B	B
Approach Delay (s/veh)		33.0			32.4			12.0			16.3	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.3
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	30	0	0	1880	25
Future Volume (Veh/h)	0	30	0	0	1880	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	34	0	0	2112	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2112	704	2140			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2112	704	2140			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	91	100			
cM capacity (veh/h)	44	379	249			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	34	704	704	704	28
Volume Left	0	0	0	0	0
Volume Right	34	0	0	0	28
cSH	379	1700	1700	1700	1700
Volume to Capacity	0.09	0.41	0.41	0.41	0.02
Queue Length 95th (ft)	7	0	0	0	0
Control Delay (s/veh)	15.4	0.0	0.0	0.0	0.0
Lane LOS	C				
Approach Delay (s/veh)	15.4	0.0			
Approach LOS	C				

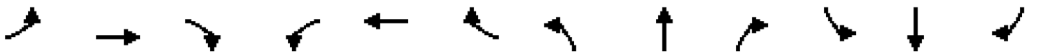
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	5	0	0	10	10	40	1385	10	0	0	0
Future Volume (veh/h)	20	5	0	0	10	10	40	1385	10	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1758	1758	0	0	1758	1758	1758	1758	1758			
Adj Flow Rate, veh/h	24	6	0	0	12	12	48	1649	12			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	104	9	0	0	34	34	84	2889	1292			
Arrive On Green	0.04	0.04	0.00	0.00	0.04	0.04	0.87	0.87	0.87			
Sat Flow, veh/h	761	217	0	0	806	806	97	3326	1487			
Grp Volume(v), veh/h	30	0	0	0	0	24	870	827	12			
Grp Sat Flow(s),veh/h/ln	978	0	0	0	0	1613	1753	1670	1487			
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	1.3	11.7	11.6	0.1			
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.0	0.0	1.3	11.7	11.6	0.1			
Prop In Lane	0.80		0.00	0.00		0.50	0.06		1.00			
Lane Grp Cap(c), veh/h	114	0	0	0	0	69	1522	1450	1292			
V/C Ratio(X)	0.26	0.00	0.00	0.00	0.00	0.35	0.57	0.57	0.01			
Avail Cap(c_a), veh/h	548	0	0	0	0	555	1522	1450	1292			
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	43.3	0.0	0.0	0.0	0.0	41.9	1.5	1.5	0.8			
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.0	0.0	3.0	1.6	1.6	0.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.0	0.6	1.1	1.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.5	0.0	0.0	0.0	0.0	44.9	3.1	3.2	0.8			
LnGrp LOS	D					D	A	A	A			
Approach Vol, veh/h		30			24			1709				
Approach Delay, s/veh		44.5			44.9			3.1				
Approach LOS		D			D			A				

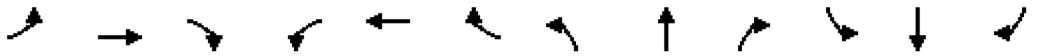
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		82.2		7.8				7.8				
Change Period (Y+Rc), s		4.0		4.0				4.0				
Max Green Setting (Gmax), s		51.0		31.0				31.0				
Max Q Clear Time (g_c+I1), s		13.7		3.3				5.1				
Green Ext Time (p_c), s		18.0		0.1				0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			4.4									
HCM 7th LOS			A									



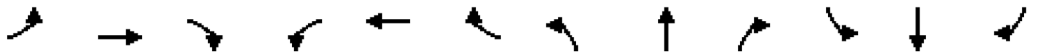
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	140	5	75	175	0	0	0	0	160	1680	145
Future Volume (vph)	0	140	5	75	175	0	0	0	0	160	1680	145
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	3.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.99		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3335		1604	3353						5075	1600
Flt Permitted		1.00		0.65	1.00						1.00	1.00
Satd. Flow (perm)		3335		1096	3353						5075	1600
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	156	6	83	194	0	0	0	0	178	1867	161
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	0	41
Lane Group Flow (vph)	0	159	0	83	194	0	0	0	0	0	2045	120
Confl. Peds. (#/hr)			1	1					2	2		
Heavy Vehicles (%)	0%	2%	0%	3%	2%	0%	0%	0%	0%	1%	3%	2%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		28.4		41.8	41.2						39.6	39.6
Effective Green, g (s)		30.0		43.4	42.8						41.2	40.6
Actuated g/C Ratio		0.33		0.48	0.48						0.46	0.45
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		1111		587	1594						2323	721
v/s Ratio Prot		0.05		c0.02	0.06							
v/s Ratio Perm				c0.05							0.40	0.07
v/c Ratio		0.14		0.14	0.12						0.88	0.17
Uniform Delay, d1		21.0		13.1	13.1						22.2	14.7
Progression Factor		1.00		1.05	1.02						0.32	0.21
Incremental Delay, d2		0.3		0.0	0.1						2.0	0.2
Delay (s)		21.3		13.8	13.5						9.1	3.3
Level of Service		C		B	B						A	A
Approach Delay (s/veh)		21.3			13.6			0.0			8.7	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	205	0	0	145	50	80	1205	105	0	0	0
Future Volume (vph)	85	205	0	0	145	50	80	1205	105	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0	3.0			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1588	3420			3236			3389	1581			
Flt Permitted	0.58	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	964	3420			3236			3389	1581			
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	99	238	0	0	169	58	93	1401	122	0	0	0
RTOR Reduction (vph)	0	0	0	0	37	0	0	0	104	0	0	0
Lane Group Flow (vph)	99	238	0	0	190	0	0	1494	18	0	0	0
Confl. Peds. (#/hr)	2		5	5		2	4		5	5		4
Heavy Vehicles (%)	4%	0%	0%	0%	1%	2%	3%	4%	0%	0%	0%	0%
Turn Type	pm+pt	NA			NA		Perm	NA	custom			
Protected Phases	4	8			3			2	9			
Permitted Phases	8						2					
Actuated Green, G (s)	33.4	32.8			24.0			48.0	12.0			
Effective Green, g (s)	35.0	34.4			25.6			49.6	13.0			
Actuated g/C Ratio	0.39	0.38			0.28			0.55	0.14			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.0			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	3.0			
Lane Grp Cap (vph)	419	1307			920			1867	228			
v/s Ratio Prot	c0.02	0.07			0.06				0.01			
v/s Ratio Perm	c0.08							0.44				
v/c Ratio	0.24	0.18			0.21			0.80	0.08			
Uniform Delay, d1	19.7	18.5			24.5			16.2	33.3			
Progression Factor	0.41	0.42			1.00			0.67	1.47			
Incremental Delay, d2	0.1	0.3			0.5			3.0	0.1			
Delay (s)	8.1	8.1			25.0			13.9	49.2			
Level of Service	A	A			C			B	D			
Approach Delay (s/veh)		8.1			25.0			16.5			0.0	
Approach LOS		A			C			B			A	

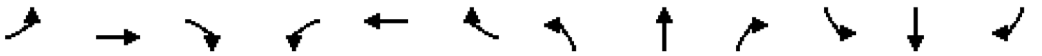
Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.4
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	320	65	155	440	0	0	0	0	240	1780	110
Future Volume (vph)	0	320	65	155	440	0	0	0	0	240	1780	110
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	3.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.97		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3137		1637	3275						5044	1548
Flt Permitted		1.00		0.40	1.00						0.99	1.00
Satd. Flow (perm)		3137		689	3275						5044	1548
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	364	74	176	500	0	0	0	0	273	2023	125
RTOR Reduction (vph)	0	19	0	0	0	0	0	0	0	0	0	41
Lane Group Flow (vph)	0	419	0	176	500	0	0	0	0	0	2296	84
Confl. Peds. (#/hr)	4					4	2					2
Heavy Vehicles (%)	0%	7%	0%	1%	4%	0%	0%	0%	0%	1%	3%	4%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		26.4		42.0	41.4						39.4	39.4
Effective Green, g (s)		28.0		43.6	43.0						41.0	40.4
Actuated g/C Ratio		0.31		0.48	0.48						0.46	0.45
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		975		466	1564						2297	694
v/s Ratio Prot		c0.13		c0.05	0.15							
v/s Ratio Perm				0.13							0.46	0.05
v/c Ratio		0.43		0.38	0.32						1.00	0.12
Uniform Delay, d1		24.7		19.3	14.5						24.5	14.4
Progression Factor		1.00		0.64	0.74						0.65	0.88
Incremental Delay, d2		1.4		0.1	0.4						11.2	0.1
Delay (s)		26.0		12.5	11.1						27.0	12.9
Level of Service		C		B	B						C	B
Approach Delay (s/veh)		26.0			11.5			0.0			26.2	
Approach LOS		C			B			A			C	

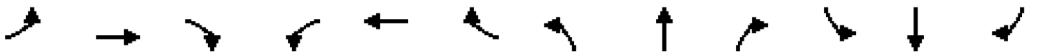
Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



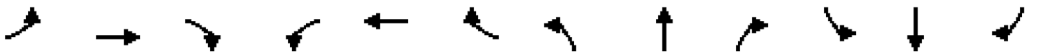
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	495	0	0	535	150	70	1065	95	0	0	0
Future Volume (vph)	80	495	0	0	535	150	70	1065	95	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0	3.0			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.97			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1544	3275			3179			3359	1581			
Flt Permitted	0.22	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	366	3275			3179			3359	1581			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	532	0	0	575	161	75	1145	102	0	0	0
RTOR Reduction (vph)	0	0	0	0	28	0	0	0	95	0	0	0
Lane Group Flow (vph)	86	532	0	0	708	0	0	1220	7	0	0	0
Confl. Peds. (#/hr)	5					5			6	6		
Confl. Bikes (#/hr)	1					1						
Heavy Vehicles (%)	7%	4%	0%	0%	3%	4%	3%	5%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	custom			
Protected Phases	4	8			3			2	9			
Permitted Phases	8						2					
Actuated Green, G (s)	38.4	37.8			29.0			43.0	5.1			
Effective Green, g (s)	40.0	39.4			30.6			44.6	6.1			
Actuated g/C Ratio	0.44	0.44			0.34			0.50	0.07			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.0			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	3.0			
Lane Grp Cap (vph)	246	1433			1080			1664	107			
v/s Ratio Prot	0.02	c0.16			c0.22				0.00			
v/s Ratio Perm	0.13							0.36				
v/c Ratio	0.35	0.37			0.66			0.73	0.06			
Uniform Delay, d1	25.9	17.0			25.2			18.0	39.3			
Progression Factor	1.27	1.23			1.00			0.47	1.73			
Incremental Delay, d2	0.2	0.5			3.1			1.9	0.2			
Delay (s)	33.2	21.5			28.3			10.3	68.2			
Level of Service	C	C			C			B	E			
Approach Delay (s/veh)		23.1			28.3			14.8			0.0	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.4
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	440	235	130	475	0	0	0	0	110	2040	125
Future Volume (vph)	0	440	235	130	475	0	0	0	0	110	2040	125
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		5.2		4.6	5.2						5.2	4.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.95		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3139		1636	3275						5093	1561
Flt Permitted		1.00		0.19	1.00						1.00	1.00
Satd. Flow (perm)		3139		332	3275						5093	1561
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	494	264	146	534	0	0	0	0	124	2292	140
RTOR Reduction (vph)	0	26	0	0	0	0	0	0	0	0	0	37
Lane Group Flow (vph)	0	732	0	146	534	0	0	0	0	0	2416	103
Confl. Peds. (#/hr)			3	3			3					3
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	0%	4%	2%	3%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		24.4		36.0	35.4						45.4	45.4
Effective Green, g (s)		23.8		35.4	34.8						44.8	45.4
Actuated g/C Ratio		0.26		0.39	0.39						0.50	0.50
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		830		223	1266						2535	787
v/s Ratio Prot		c0.23		c0.05	0.16							
v/s Ratio Perm				0.21							0.47	0.07
v/c Ratio		0.88		0.65	0.42						0.95	0.13
Uniform Delay, d1		31.8		32.0	20.2						21.6	11.8
Progression Factor		1.00		1.26	1.30						0.69	0.22
Incremental Delay, d2		13.0		2.8	0.5						8.2	0.3
Delay (s)		44.8		43.1	26.9						23.2	2.9
Level of Service		D		D	C						C	A
Approach Delay (s/veh)		44.8			30.4			0.0			22.1	
Approach LOS		D			C			A			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	430	0	0	480	60	165	1100	75	0	0	0
Future Volume (vph)	140	430	0	0	480	60	165	1100	75	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	4.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.98			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1574	3275			3236			3316	1482			
Flt Permitted	0.25	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	412	3275			3236			3316	1482			
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	165	506	0	0	565	71	194	1294	88	0	0	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	0	36	0	0	0
Lane Group Flow (vph)	165	506	0	0	625	0	0	1488	52	0	0	0
Confl. Peds. (#/hr)	3					3	2		4	4		2
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	5%	4%	0%	0%	3%	6%	5%	5%	5%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	34.6	34.0			22.0			46.8	46.8			
Effective Green, g (s)	34.0	33.4			21.4			46.2	46.8			
Actuated g/C Ratio	0.38	0.37			0.24			0.51	0.52			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	1.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	251	1215			769			1702	770			
v/s Ratio Prot	c0.05	0.15			c0.19							
v/s Ratio Perm	0.19							0.45	0.04			
v/c Ratio	0.66	0.42			0.81			0.87	0.07			
Uniform Delay, d1	30.8	21.1			32.4			19.3	10.7			
Progression Factor	1.35	1.41			1.00			0.44	0.08			
Incremental Delay, d2	2.5	0.6			9.2			5.3	0.1			
Delay (s)	43.9	30.2			41.6			13.8	1.0			
Level of Service	D	C			D			B	A			
Approach Delay (s/veh)		33.5			41.6			13.1			0.0	
Approach LOS		C			D			B			A	

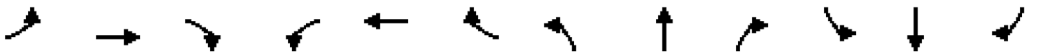
Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	75	0	0	0	50	2210
Future Volume (vph)	75	0	0	0	50	2210
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	14
Total Lost time (s)	5.2					5.2
Lane Util. Factor	0.97					0.91
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3159					5108
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3159					5108
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	82	0	0	0	55	2429
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	82	0	0	0	0	2484
Confl. Peds. (#/hr)		4		1	1	
Heavy Vehicles (%)	5%	0%	0%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	4
Turn Type	Prot				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	13.6					67.2
Effective Green, g (s)	13.0					66.6
Actuated g/C Ratio	0.14					0.74
Clearance Time (s)	4.6					4.6
Vehicle Extension (s)	2.5					0.2
Lane Grp Cap (vph)	456					3779
v/s Ratio Prot	c0.03					
v/s Ratio Perm						0.49
v/c Ratio	0.18					0.66
Uniform Delay, d1	33.8					5.9
Progression Factor	1.04					0.75
Incremental Delay, d2	0.1					0.5
Delay (s)	35.3					4.9
Level of Service	D					A
Approach Delay (s/veh)	35.3		0.0			4.9
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	55	0	0	65	30	10	1090	50	0	0	0
Future Volume (vph)	20	55	0	0	65	30	10	1090	50	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	14	14	12	11	12	13	13	13	12	12	12
Total Lost time (s)	5.2	5.2			5.2	5.2		5.2	4.6			
Lane Util. Factor	1.00	1.00			0.95	0.95		0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.99		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			0.99	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1486	1920			1548	1377		3307	1508			
Flt Permitted	0.70	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	1098	1920			1548	1377		3307	1508			
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	23	64	0	0	76	35	12	1267	58	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	27	0	0	10	0	0	0
Lane Group Flow (vph)	23	64	0	0	77	4	0	1279	48	0	0	0
Confl. Peds. (#/hr)	2		8	8		2	4		4	4		4
Heavy Vehicles (%)	11%	0%	0%	0%	6%	4%	0%	6%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		8			4			2				
Permitted Phases	8					4	2		2			
Actuated Green, G (s)	12.4	12.4			12.4	12.4		68.4	68.4			
Effective Green, g (s)	11.8	11.8			11.8	11.8		67.8	68.4			
Actuated g/C Ratio	0.13	0.13			0.13	0.13		0.75	0.76			
Clearance Time (s)	4.6	4.6			4.6	4.6		4.6	4.6			
Vehicle Extension (s)	2.5	2.5			2.5	2.5		0.2	0.2			
Lane Grp Cap (vph)	143	251			202	180		2491	1146			
v/s Ratio Prot		0.03			c0.05							
v/s Ratio Perm	0.02					0.00		0.39	0.03			
v/c Ratio	0.16	0.25			0.38	0.02		0.51	0.04			
Uniform Delay, d1	34.7	35.1			35.8	34.1		4.5	2.7			
Progression Factor	1.20	1.19			1.00	1.00		0.25	0.01			
Incremental Delay, d2	0.4	0.4			0.9	0.0		0.4	0.0			
Delay (s)	42.0	42.3			36.7	34.1		1.5	0.1			
Level of Service	D	D			D	C		A	A			
Approach Delay (s/veh)		42.3			35.9			1.4			0.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	84.3%	ICU Level of Service	E
Analysis Period (min)	15		

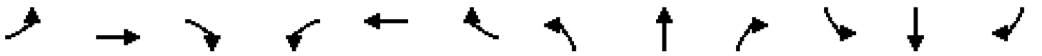
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	330	110	245	310	0	0	0	0	115	1770	110
Future Volume (veh/h)	0	330	110	245	310	0	0	0	0	115	1770	110
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1786	1800	1758	1772	0				1843	1843	1872
Adj Flow Rate, veh/h	0	367	122	272	344	0				128	1967	85
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	1	0	3	2	0				2	2	0
Cap, veh/h	0	664	218	397	1451	0				143	2205	729
Arrive On Green	0.00	0.26	0.27	0.23	0.86	0.00				0.45	0.45	0.46
Sat Flow, veh/h	0	2601	823	1674	3455	0				316	4865	1585
Grp Volume(v), veh/h	0	246	243	272	344	0				740	1355	85
Grp Sat Flow(s),veh/h/ln	0	1697	1638	1674	1683	0				1827	1677	1585
Q Serve(g_s), s	0.0	11.2	11.5	10.4	1.6	0.0				33.5	33.4	2.8
Cycle Q Clear(g_c), s	0.0	11.2	11.5	10.4	1.6	0.0				33.5	33.4	2.8
Prop In Lane	0.00		0.50	1.00		0.00				0.17		1.00
Lane Grp Cap(c), veh/h	0	449	433	397	1451	0				828	1520	729
V/C Ratio(X)	0.00	0.55	0.56	0.69	0.24	0.00				0.89	0.89	0.12
Avail Cap(c_a), veh/h	0	449	433	397	1451	0				828	1520	729
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.46	0.46	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.5	28.4	18.8	3.6	0.0				22.6	22.6	13.9
Incr Delay (d2), s/veh	0.0	4.8	5.2	2.1	0.2	0.0				14.1	8.3	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
%ile BackOfQ(50%),veh/ln	0.0	5.1	5.0	3.6	0.5	0.0				16.5	13.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	33.3	33.6	21.0	3.8	0.0				36.7	30.9	14.2
LnGrp LOS		C	C	C	A					D	C	B
Approach Vol, veh/h		489			616						2180	
Approach Delay, s/veh		33.4			11.4						32.2	
Approach LOS		C			B						C	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	46.0	15.0	29.0			44.0
Change Period (Y+Rc), s	4.6	4.0	4.6			4.6
Max Green Setting (Gmax), s	41.4	11.0	24.4			39.4
Max Q Clear Time (g_c+I1), s	35.5	12.4	13.5			3.6
Green Ext Time (p_c), s	0.7	0.0	0.1			0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	28.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	335	0	0	500	90	50	940	200	0	0	0
Future Volume (vph)	100	335	0	0	500	90	50	940	200	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	4.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.98			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1621	3320			3239			3188	1523			
Flt Permitted	0.22	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	368	3320			3239			3188	1523			
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	122	409	0	0	610	110	61	1146	244	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	65	0	0	0
Lane Group Flow (vph)	122	409	0	0	704	0	0	1207	179	0	0	0
Confl. Peds. (#/hr)			2	2			1		2	2		1
Heavy Vehicles (%)	2%	3%	0%	0%	3%	4%	9%	6%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	custom			
Protected Phases	4	8			3			2	9			
Permitted Phases	8						2		2			
Actuated Green, G (s)	36.0	35.4			24.4			45.4	45.4			
Effective Green, g (s)	35.4	34.8			23.8			44.8	44.8			
Actuated g/C Ratio	0.39	0.39			0.26			0.50	0.50			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.0			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	3.0			
Lane Grp Cap (vph)	233	1283			856			1586	758			
v/s Ratio Prot	c0.04	0.12			c0.22				0.02			
v/s Ratio Perm	0.17							0.38	0.09			
v/c Ratio	0.52	0.32			0.82			0.76	0.24			
Uniform Delay, d1	30.8	19.3			31.1			18.3	12.9			
Progression Factor	0.50	0.58			1.00			0.38	0.17			
Incremental Delay, d2	0.8	0.5			8.8			3.2	0.1			
Delay (s)	16.2	11.8			39.9			10.1	2.4			
Level of Service	B	B			D			B	A			
Approach Delay (s/veh)		12.8			39.9			8.8			0.0	
Approach LOS		B			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.4
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	165	140	135	185	40	60	875	35	30	1250	35
Future Volume (veh/h)	45	165	140	135	185	40	60	875	35	30	1250	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1758	1786	1772	1730	1716	1800	1730	1716	1744	1758	1758
Adj Flow Rate, veh/h	49	179	35	147	201	23	65	951	22	33	1359	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	3	1	2	5	6	0	5	6	4	3	3
Cap, veh/h	280	652	125	290	694	79	75	1913	856	44	1887	851
Arrive On Green	0.23	0.23	0.22	0.23	0.23	0.22	0.01	0.19	0.19	0.03	0.56	0.57
Sat Flow, veh/h	1129	2796	536	1167	2976	337	1714	3287	1453	1661	3340	1489
Grp Volume(v), veh/h	49	105	109	147	110	114	65	951	22	33	1359	21
Grp Sat Flow(s),veh/h/ln	1129	1670	1661	1167	1643	1669	1714	1643	1453	1661	1670	1489
Q Serve(g_s), s	3.4	4.7	4.8	10.6	4.9	5.1	3.4	23.3	1.1	1.8	26.9	0.6
Cycle Q Clear(g_c), s	8.4	4.7	4.8	15.5	4.9	5.1	3.4	23.3	1.1	1.8	26.9	0.6
Prop In Lane	1.00		0.32	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	390	388	290	383	389	75	1913	856	44	1887	851
V/C Ratio(X)	0.18	0.27	0.28	0.51	0.29	0.29	0.86	0.50	0.03	0.74	0.72	0.02
Avail Cap(c_a), veh/h	280	390	388	290	383	389	171	1913	856	166	1887	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	31.9	28.2	28.4	34.7	28.3	28.5	44.1	24.6	15.4	43.5	14.4	8.4
Incr Delay (d2), s/veh	1.4	1.7	1.8	0.6	0.2	0.2	10.2	0.9	0.1	8.7	2.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.0	2.1	3.0	1.9	2.0	1.7	10.4	0.3	0.8	9.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.2	29.9	30.2	35.3	28.5	28.6	54.3	25.5	15.4	52.2	16.8	8.4
LnGrp LOS	C	C	C	D	C	C	D	C	B	D	B	A
Approach Vol, veh/h		263			371			1038			1413	
Approach Delay, s/veh		30.7			31.2			27.1			17.5	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.4	57.6		25.0	9.0	56.0		25.0
Change Period (Y+Rc), s	4.6	4.6		5.0	4.6	4.6		5.0
Max Green Setting (Gmax), s	9.4	46.4		20.0	9.4	46.4		20.0
Max Q Clear Time (g_c+I1), s	3.8	25.3		17.5	5.4	28.9		10.4
Green Ext Time (p_c), s	0.0	4.8		0.3	0.0	7.1		0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	23.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	420	275	95	405	45	115	695	75	65	1030	50
Future Volume (veh/h)	120	420	275	95	405	45	115	695	75	65	1030	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1786	1758	1772	1872	1744	1730	1800	1744	1758	1730
Adj Flow Rate, veh/h	133	467	195	106	450	13	128	772	36	72	1144	22
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	1	3	2	0	4	5	0	4	3	5
Cap, veh/h	141	617	256	110	838	389	153	1512	696	91	1411	601
Arrive On Green	0.08	0.27	0.25	0.07	0.25	0.25	0.09	0.46	0.46	0.05	0.42	0.41
Sat Flow, veh/h	1688	2311	957	1674	3367	1565	1661	3287	1513	1661	3340	1453
Grp Volume(v), veh/h	133	339	323	106	450	13	128	772	36	72	1144	22
Grp Sat Flow(s),veh/h/ln	1688	1683	1585	1674	1683	1565	1661	1643	1513	1661	1670	1453
Q Serve(g_s), s	8.6	20.3	20.7	6.9	12.7	0.7	8.3	18.2	1.4	4.7	33.1	1.0
Cycle Q Clear(g_c), s	8.6	20.3	20.7	6.9	12.7	0.7	8.3	18.2	1.4	4.7	33.1	1.0
Prop In Lane	1.00		0.60	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	449	423	110	838	389	153	1512	696	91	1411	601
V/C Ratio(X)	0.94	0.75	0.76	0.97	0.54	0.03	0.83	0.51	0.05	0.79	0.81	0.04
Avail Cap(c_a), veh/h	141	597	562	110	1132	527	166	1512	696	166	1411	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	37.0	37.5	51.3	35.8	31.3	49.1	21.0	16.4	51.4	27.9	19.2
Incr Delay (d2), s/veh	58.4	3.3	3.8	75.4	0.4	0.0	27.7	1.2	0.1	14.2	5.1	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	5.9	8.7	8.4	5.2	5.3	0.3	4.6	7.1	0.5	2.3	13.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	108.6	40.3	41.3	126.7	36.2	31.3	76.8	22.2	16.6	65.5	33.0	19.3
LnGrp LOS	F	D	D	F	D	C	E	C	B	E	C	B
Approach Vol, veh/h		795			569			936			1238	
Approach Delay, s/veh		52.1			53.0			29.4			34.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	54.6	14.0	31.4	14.2	50.5	12.0	33.4
Change Period (Y+Rc), s	4.0	5.0	4.4	5.4	4.0	5.0	4.4	5.4
Max Green Setting (Gmax), s	11.0	35.0	9.6	35.6	11.0	35.0	7.6	37.6
Max Q Clear Time (g_c+I1), s	16.7	20.2	10.6	14.7	10.3	35.1	8.9	22.7
Green Ext Time (p_c), s	0.1	3.5	0.0	1.6	0.0	0.0	0.0	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	40.2
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	640	215	105	455	215	125	450	65	115	900	125
Future Volume (veh/h)	170	640	215	105	455	215	125	450	65	115	900	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1744	1758	1786	1688	1716	1784	1772	1702	1730	1800	1758	1730
Adj Flow Rate, veh/h	175	660	125	108	469	57	129	464	25	119	928	48
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	1	8	6	6	2	7	5	0	3	5
Cap, veh/h	336	942	425	258	840	388	203	1203	544	192	1215	532
Arrive On Green	0.10	0.28	0.28	0.08	0.26	0.26	0.12	0.37	0.37	0.11	0.36	0.36
Sat Flow, veh/h	3222	3340	1507	3118	3260	1505	1688	3233	1462	1714	3340	1462
Grp Volume(v), veh/h	175	660	125	108	469	57	129	464	25	119	928	48
Grp Sat Flow(s),veh/h/ln	1611	1670	1507	1559	1630	1505	1688	1617	1462	1714	1670	1462
Q Serve(g_s), s	4.1	14.0	5.1	2.6	9.9	2.3	5.8	8.3	0.9	5.2	19.4	1.7
Cycle Q Clear(g_c), s	4.1	14.0	5.1	2.6	9.9	2.3	5.8	8.3	0.9	5.2	19.4	1.7
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	336	942	425	258	840	388	203	1203	544	192	1215	532
V/C Ratio(X)	0.52	0.70	0.29	0.42	0.56	0.15	0.64	0.39	0.05	0.62	0.76	0.09
Avail Cap(c_a), veh/h	815	1360	614	788	1319	609	576	1921	869	433	1985	869
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	33.6	25.4	22.2	34.5	25.5	22.7	33.2	18.2	15.9	33.5	22.2	16.6
Incr Delay (d2), s/veh	0.5	1.0	0.4	0.4	0.2	0.1	1.2	0.1	0.0	1.2	1.0	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	1.6	5.3	1.8	1.0	3.6	0.8	2.3	2.9	0.3	2.2	7.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.0	26.4	22.6	34.9	25.7	22.7	34.4	18.3	15.9	34.8	23.2	16.6
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	C	B
Approach Vol, veh/h		960			634			618			1095	
Approach Delay, s/veh		27.3			27.0			21.6			24.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	32.4	11.3	23.6	12.5	31.8	9.5	25.3
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5.2	5.0	5.0	5.0	5.2
Max Green Setting (Gmax), s	18.8	45.0	18.0	* 30	25.0	45.0	18.0	30.0
Max Q Clear Time (g_c+I1), s	7.2	10.3	6.1	11.9	7.8	21.4	4.6	16.0
Green Ext Time (p_c), s	0.1	1.3	0.3	1.3	0.2	5.0	0.2	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	165	80	80	175	100	45	515	30	60	920	70
Future Volume (veh/h)	70	165	80	80	175	100	45	515	30	60	920	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1786	1758	1730	1744	1744	1603	1716	1800	1674	1772	1730
Adj Flow Rate, veh/h	78	183	71	89	194	28	50	572	19	67	1022	54
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	1	3	5	4	4	14	6	0	9	2	5
Cap, veh/h	275	286	111	174	680	97	87	1883	857	101	1966	833
Arrive On Green	0.23	0.23	0.24	0.23	0.23	0.24	0.11	1.00	1.00	0.06	0.58	0.57
Sat Flow, veh/h	1174	1224	475	1097	2910	414	1527	3260	1525	1594	3367	1465
Grp Volume(v), veh/h	78	0	254	89	109	113	50	572	19	67	1022	54
Grp Sat Flow(s),veh/h/ln	1174	0	1698	1097	1657	1668	1527	1630	1525	1594	1683	1465
Q Serve(g_s), s	6.4	0.0	14.8	8.8	5.9	6.1	3.4	0.0	0.0	4.5	20.0	1.8
Cycle Q Clear(g_c), s	12.5	0.0	14.8	23.6	5.9	6.1	3.4	0.0	0.0	4.5	20.0	1.8
Prop In Lane	1.00		0.28	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	0	397	174	387	390	87	1883	857	101	1966	833
V/C Ratio(X)	0.28	0.00	0.64	0.51	0.28	0.29	0.57	0.30	0.02	0.66	0.52	0.06
Avail Cap(c_a), veh/h	365	0	528	259	515	518	139	1883	857	145	1966	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	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	39.8	0.0	37.9	48.6	34.6	34.5	47.5	0.0	0.0	50.4	13.7	10.6
Incr Delay (d2), s/veh	0.2	0.0	0.6	0.9	0.1	0.2	2.2	0.4	0.0	2.8	1.0	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	1.9	0.0	6.2	2.4	2.4	2.5	1.3	0.1	0.0	1.8	7.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.0	0.0	38.5	49.4	34.7	34.7	49.7	0.4	0.0	53.1	14.7	10.8
LnGrp LOS	D		D	D	C	C	D	A	A	D	B	B
Approach Vol, veh/h		332			311			641			1143	
Approach Delay, s/veh		38.8			38.9			4.2			16.7	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	67.5		31.5	10.3	68.2		31.5				
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.9				
Max Green Setting (Gmax), s	10.0	50.3		35.1	10.0	50.3		35.1				
Max Q Clear Time (g_c+I1), s	16.5	2.0		25.6	5.4	22.0		16.8				
Green Ext Time (p_c), s	0.0	5.0		0.5	0.0	9.3		0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	19.3
HCM 7th LOS	B

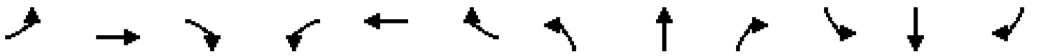
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	100	0	0	20	20	670	300	155	940	15
Future Vol, veh/h	0	0	100	0	0	20	20	670	300	155	940	15
Conflicting Peds, #/hr	1	0	1	1	0	1	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	50	-	0	50	-	0	100	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	104	0	0	21	21	698	313	161	979	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1702	-	498	1709	-	506	995	0	0	1010	0	0
Stage 1	1310	-	-	896	-	-	-	-	-	-	-	-
Stage 2	392	-	-	814	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	-	6.94	7.54	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	-	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	3.52	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	59	0	517	59	0	511	691	-	-	682	-	-
Stage 1	168	0	-	302	0	-	-	-	-	-	-	-
Stage 2	604	0	-	338	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	42	-	517	35	-	511	691	-	-	682	-	-
Mov Cap-2 Maneuver	42	-	-	35	-	-	-	-	-	-	-	-
Stage 1	128	-	-	292	-	-	-	-	-	-	-	-
Stage 2	562	-	-	206	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.71	12.34	0.21	1.66
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	691	-	-	-	517	-	511	682	-	-
HCM Lane V/C Ratio	0.03	-	-	-	0.201	-	0.041	0.237	-	-
HCM Control Delay (s/veh)	10.4	-	-	0	13.7	0	12.3	11.9	-	-
HCM Lane LOS	B	-	-	A	B	A	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	-	0.1	0.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	245	85	50	180	70	60	410	75	140	950	90
Future Volume (veh/h)	65	245	85	50	180	70	60	410	75	140	950	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1758	1772	1702	1716	1688	1702	1744	1786	1730	1786	1786
Adj Flow Rate, veh/h	71	269	86	55	198	0	66	451	75	154	1044	96
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	3	2	7	6	8	7	4	1	5	1	1
Cap, veh/h	360	332	106	229	437		84	932	154	194	1237	114
Arrive On Green	0.05	0.26	0.26	0.05	0.25	0.00	0.05	0.33	0.33	0.12	0.39	0.39
Sat Flow, veh/h	1647	1275	408	1621	1716	1430	1621	2845	470	1647	3142	289
Grp Volume(v), veh/h	71	0	355	55	198	0	66	261	265	154	564	576
Grp Sat Flow(s),veh/h/ln	1647	0	1683	1621	1716	1430	1621	1657	1659	1647	1697	1734
Q Serve(g_s), s	2.4	0.0	15.1	1.9	7.4	0.0	3.1	9.6	9.7	6.9	23.0	23.0
Cycle Q Clear(g_c), s	2.4	0.0	15.1	1.9	7.4	0.0	3.1	9.6	9.7	6.9	23.0	23.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.28	1.00		0.17
Lane Grp Cap(c), veh/h	360	0	438	229	437		84	542	543	194	668	683
V/C Ratio(X)	0.20	0.00	0.81	0.24	0.45		0.79	0.48	0.49	0.79	0.84	0.84
Avail Cap(c_a), veh/h	730	0	927	603	946		851	1304	1306	865	1336	1365
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	26.4	20.8	23.9	0.0	35.7	20.5	20.5	32.7	21.0	21.0
Incr Delay (d2), s/veh	0.3	0.0	3.6	0.5	0.7	0.0	15.1	0.3	0.3	7.1	1.4	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	0.9	0.0	6.3	0.7	3.0	0.0	1.5	3.4	3.4	3.0	8.1	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.9	0.0	30.1	21.4	24.7	0.0	50.8	20.8	20.8	39.9	22.4	22.4
LnGrp LOS	B		C	C	C		D	C	C	D	C	C
Approach Vol, veh/h		426			253			592			1294	
Approach Delay, s/veh		28.4			24.0			24.1			24.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	30.5	7.4	23.8	9.4	35.5	7.9	23.4
Change Period (Y+Rc), s	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0
Max Green Setting (Gmax), s	40.0	60.0	21.0	42.0	40.0	60.0	21.0	42.0
Max Q Clear Time (g_c+I1), s	8.9	11.7	3.9	17.1	5.1	25.0	4.4	9.4
Green Ext Time (p_c), s	0.4	1.9	0.1	2.4	0.2	5.0	0.1	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	25.0
HCM 7th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	55	685	35	30	990
Future Volume (veh/h)	0	55	685	35	30	990
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	0	53	714	16	31	1031
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	68	102	3476	78	660	2741
Arrive On Green	0.00	0.04	0.71	0.71	0.03	0.81
Sat Flow, veh/h	1688	1502	5028	109	1688	3455
Grp Volume(v), veh/h	0	53	473	257	31	1031
Grp Sat Flow(s),veh/h/ln	1688	1502	1612	1752	1688	1683
Q Serve(g_s), s	0.0	1.9	2.7	2.7	0.2	4.5
Cycle Q Clear(g_c), s	0.0	1.9	2.7	2.7	0.2	4.5
Prop In Lane	1.00	1.00		0.06	1.00	
Lane Grp Cap(c), veh/h	68	102	2303	1251	660	2741
V/C Ratio(X)	0.00	0.52	0.21	0.21	0.05	0.38
Avail Cap(c_a), veh/h	491	478	2303	1251	736	2741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.59	0.59
Uniform Delay (d), s/veh	0.0	24.8	2.6	2.6	1.6	1.4
Incr Delay (d2), s/veh	0.0	4.1	0.2	0.4	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	0.0	1.7	0.2	0.3	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	28.8	2.8	3.0	1.6	1.6
LnGrp LOS		C	A	A	A	A
Approach Vol, veh/h	53		730			1062
Approach Delay, s/veh	28.8		2.9			1.6
Approach LOS	C		A			A

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	5.5	43.3		6.2		48.8
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s	4.6	23.0		16.0		31.0
Max Q Clear Time (g_c+I1), s	2.2	4.7		3.9		6.5
Green Ext Time (p_c), s	0.0	3.9		0.1		7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	2.9
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	390	145	210	325	130	145	310	140	170	710	145
Future Volume (veh/h)	75	390	145	210	325	130	145	310	140	170	710	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1688	1744	1674	1786	1730	1744	1744	1730	1744	1744	1772	1786
Adj Flow Rate, veh/h	87	453	138	244	378	116	169	360	103	198	826	59
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	8	4	9	1	5	4	4	5	4	4	2	1
Cap, veh/h	274	551	167	303	737	223	193	963	264	375	1250	560
Arrive On Green	0.05	0.22	0.22	0.12	0.30	0.30	0.12	0.26	0.26	0.23	0.37	0.37
Sat Flow, veh/h	1607	2501	755	1701	2480	751	1661	3684	1009	1661	3367	1510
Grp Volume(v), veh/h	87	299	292	244	249	245	169	305	158	198	826	59
Grp Sat Flow(s),veh/h/ln	1607	1657	1599	1701	1643	1588	1661	1574	1544	1661	1683	1510
Q Serve(g_s), s	5.5	22.3	22.7	14.0	16.3	16.7	13.0	10.3	10.9	13.6	26.6	3.3
Cycle Q Clear(g_c), s	5.5	22.3	22.7	14.0	16.3	16.7	13.0	10.3	10.9	13.6	26.6	3.3
Prop In Lane	1.00		0.47	1.00		0.47	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	274	365	353	303	488	472	193	823	404	375	1250	560
V/C Ratio(X)	0.32	0.82	0.83	0.81	0.51	0.52	0.87	0.37	0.39	0.53	0.66	0.11
Avail Cap(c_a), veh/h	274	433	418	303	556	538	230	823	404	375	1250	560
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	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	48.2	48.3	34.4	37.8	38.0	56.5	39.3	39.5	44.2	34.1	26.7
Incr Delay (d2), s/veh	0.7	10.1	11.4	14.7	0.8	0.9	25.8	1.3	2.8	1.4	2.8	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	2.2	10.2	10.1	6.9	6.6	6.6	6.7	4.0	4.3	5.6	10.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.8	58.3	59.7	49.1	38.7	38.9	82.3	40.5	42.3	45.6	36.8	27.1
LnGrp LOS	D	E	E	D	D	D	F	D	D	D	D	C
Approach Vol, veh/h		678			738			632			1083	
Approach Delay, s/veh		56.3			42.2			52.1			37.9	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.1	54.2	11.0	43.6	35.4	40.0	21.0	33.7
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	40.0	6.0	44.0	24.0	34.0	16.0	34.0
Max Q Clear Time (g_c+I1), s	15.0	28.6	7.5	18.7	15.6	12.9	16.0	24.7
Green Ext Time (p_c), s	0.1	3.0	0.0	3.0	0.3	1.5	0.0	2.4

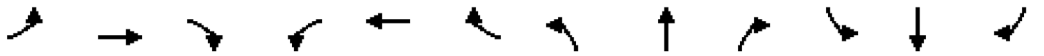
Intersection Summary	
HCM 7th Control Delay, s/veh	45.8
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	745	15	5	600	35	15	10	10	50	5	100
Future Volume (veh/h)	50	745	15	5	600	35	15	10	10	50	5	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1730	1730	1730	1730	1730	1730	1730	1730	1730	1730	1730
Adj Flow Rate, veh/h	60	887	16	6	714	29	18	12	8	60	6	64
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	360	1429	26	305	1392	57	622	366	244	674	48	514
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	699	3303	60	602	3218	131	1299	968	645	1359	127	1358
Grp Volume(v), veh/h	60	441	462	6	364	379	18	0	20	60	0	70
Grp Sat Flow(s),veh/h/ln	699	1643	1719	602	1643	1706	1299	0	1614	1359	0	1485
Q Serve(g_s), s	2.9	8.8	8.8	0.3	6.8	6.8	0.4	0.0	0.3	1.2	0.0	1.3
Cycle Q Clear(g_c), s	9.7	8.8	8.8	9.1	6.8	6.8	1.7	0.0	0.3	1.6	0.0	1.3
Prop In Lane	1.00		0.03	1.00		0.08	1.00		0.40	1.00		0.91
Lane Grp Cap(c), veh/h	360	711	744	305	711	738	622	0	610	674	0	562
V/C Ratio(X)	0.17	0.62	0.62	0.02	0.51	0.51	0.03	0.00	0.03	0.09	0.00	0.12
Avail Cap(c_a), veh/h	652	1399	1463	557	1399	1452	622	0	610	674	0	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	9.3	9.3	12.9	8.7	8.8	9.1	0.0	8.3	8.8	0.0	8.6
Incr Delay (d2), s/veh	0.2	0.9	0.9	0.0	0.6	0.6	0.1	0.0	0.1	0.3	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	0.4	2.3	2.4	0.0	1.8	1.8	0.1	0.0	0.1	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.5	10.2	10.2	12.9	9.3	9.3	9.2	0.0	8.4	9.0	0.0	9.0
LnGrp LOS	B	B	B	B	A	A	A		A	A		A
Approach Vol, veh/h		963			749			38			130	
Approach Delay, s/veh		10.3			9.3			8.8			9.0	
Approach LOS		B			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.0	22.3	20.0	22.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	36.0	16.0	36.0
Max Q Clear Time (g_c+I1), s	3.7	11.1	3.6	11.7
Green Ext Time (p_c), s	0.1	4.8	0.4	6.6

Intersection Summary	
HCM 7th Control Delay, s/veh	9.8
HCM 7th LOS	A



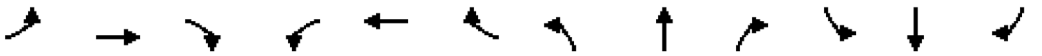
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	15	1020	20	50	55	0	0	130	90
Future Volume (veh/h)	0	0	0	15	1020	20	50	55	0	0	130	90
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1228	1607	1620	1595	1329	0	0	1456	1519
Adj Flow Rate, veh/h				15	1052	19	52	57	0	0	134	62
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				31	1	0	2	23	0	0	13	8
Cap, veh/h				37	2613	47	166	146	0	0	266	123
Arrive On Green				0.20	0.20	0.20	0.32	0.32	0.00	0.00	0.32	0.32
Sat Flow, veh/h				62	4356	79	307	449	0	0	837	387
Grp Volume(v), veh/h				387	353	345	109	0	0	0	0	196
Grp Sat Flow(s),veh/h/ln				1604	1463	1429	756	0	0	0	0	1225
Q Serve(g_s), s				16.8	16.8	16.8	4.3	0.0	0.0	0.0	0.0	10.4
Cycle Q Clear(g_c), s				16.8	16.8	16.8	14.7	0.0	0.0	0.0	0.0	10.4
Prop In Lane				0.04		0.06	0.48		0.00	0.00		0.32
Lane Grp Cap(c), veh/h				963	878	858	312	0	0	0	0	389
V/C Ratio(X)				0.40	0.40	0.40	0.35	0.00	0.00	0.00	0.00	0.50
Avail Cap(c_a), veh/h				963	878	858	312	0	0	0	0	398
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				19.6	19.6	19.6	23.8	0.0	0.0	0.0	0.0	22.2
Incr Delay (d2), s/veh				1.3	1.4	1.4	3.1	0.0	0.0	0.0	0.0	1.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.4	6.8	6.7	2.0	0.0	0.0	0.0	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				20.8	21.0	21.0	26.9	0.0	0.0	0.0	0.0	23.2
LnGrp LOS				C	C	C	C					C
Approach Vol, veh/h					1086			109			196	
Approach Delay, s/veh					20.9			26.9			23.2	
Approach LOS					C			C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	29.0	51.0	29.0
Change Period (Y+Rc), s	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	24.4	46.4	* 25
Max Q Clear Time (g_c+I1), s	16.7	18.8	12.4
Green Ext Time (p_c), s	0.0	0.2	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	21.7
HCM 7th LOS	C

Notes

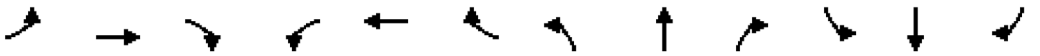
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	360	30	25	60	0	0	70	45
Future Volume (vph)	0	0	0	30	360	30	25	60	0	0	70	45
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	13	13	13	12	12	12	12	12	12
Total Lost time (s)					3.0			3.0			3.0	
Lane Util. Factor					0.91			1.00			1.00	
Frpb, ped/bikes					0.98			1.00			0.98	
Flpb, ped/bikes					0.99			0.99			1.00	
Frt					0.99			1.00			0.95	
Flt Protected					1.00			0.99			1.00	
Satd. Flow (prot)					3775			1330			1310	
Flt Permitted					1.00			0.92			1.00	
Satd. Flow (perm)					3775			1240			1310	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	31	371	31	26	62	0	0	72	46
RTOR Reduction (vph)	0	0	0	0	11	0	0	0	0	0	27	0
Lane Group Flow (vph)	0	0	0	0	422	0	0	88	0	0	91	0
Confl. Peds. (#/hr)	105		41	41		105	33		33	33		33
Confl. Bikes (#/hr)	1		1	1		1	1					1
Heavy Vehicles (%)	0%	0%	0%	0%	13%	4%	0%	10%	0%	0%	0%	9%
Bus Blockages (#/hr)	0	0	0	0	10	0	0	0	0	0	0	0
Parking (#/hr)					0	0	0	0	0		0	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					39.4			31.4			31.4	
Effective Green, g (s)					41.0			33.0			33.0	
Actuated g/C Ratio					0.51			0.41			0.41	
Clearance Time (s)					4.6			4.6			4.6	
Vehicle Extension (s)					0.2			0.2			0.2	
Lane Grp Cap (vph)					1934			511			540	
v/s Ratio Prot											0.07	
v/s Ratio Perm					0.11			c0.07				
v/c Ratio					0.22			0.17			0.17	
Uniform Delay, d1					10.7			14.9			14.8	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					0.3			0.7			0.7	
Delay (s)					11.0			15.6			15.5	
Level of Service					B			B			B	
Approach Delay (s/veh)		0.0			11.0			15.6			15.5	
Approach LOS		A			B			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

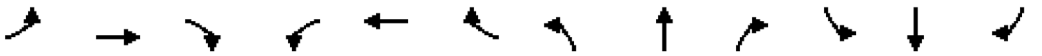
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	95	65	65	215	0	0	0	0	200	1700	50
Future Volume (vph)	0	95	65	65	215	0	0	0	0	200	1700	50
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		3.0			3.0						3.0	
Lane Util. Factor		0.95			0.95						0.91	
Frpb, ped/bikes		0.98			1.00						1.00	
Flpb, ped/bikes		1.00			0.99						1.00	
Frt		0.94			1.00						1.00	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		2683			2782						4251	
Flt Permitted		1.00			0.85						0.99	
Satd. Flow (perm)		2683			2382						4251	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	99	68	68	224	0	0	0	0	208	1771	52
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	152	0	0	292	0	0	0	0	0	2028	0
Confl. Peds. (#/hr)	21		36	36		21	27		6	6		27
Heavy Vehicles (%)	0%	5%	4%	0%	3%	0%	0%	0%	0%	2%	3%	3%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Parking (#/hr)					0							
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		25.0			25.0						55.0	
Effective Green, g (s)		27.0			27.0						57.0	
Actuated g/C Ratio		0.30			0.30						0.63	
Clearance Time (s)		5.0			5.0						5.0	
Vehicle Extension (s)		0.2			0.2						0.2	
Lane Grp Cap (vph)		804			714						2692	
v/s Ratio Prot		0.06										
v/s Ratio Perm					c0.12						0.48	
v/c Ratio		0.19			0.41						0.75	
Uniform Delay, d1		23.4			25.1						11.6	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.5			1.7						2.0	
Delay (s)		23.9			26.9						13.6	
Level of Service		C			C						B	
Approach Delay (s/veh)		23.9			26.9			0.0			13.6	
Approach LOS		C			C			A			B	

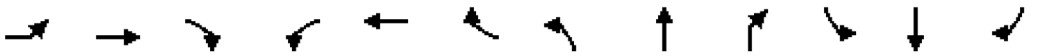
Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	96.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	120	305	0	0	0	0	0	1490	205
Future Volume (vph)	0	0	0	120	305	0	0	0	0	0	1490	205
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					5.3						5.9	5.9
Lane Util. Factor					0.95						0.86	0.86
Frpb, ped/bikes					1.00						1.00	0.97
Flpb, ped/bikes					0.99						1.00	1.00
Frt					1.00						1.00	0.85
Flt Protected					0.99						1.00	1.00
Satd. Flow (prot)					3285						4486	1235
Flt Permitted					0.99						1.00	1.00
Satd. Flow (perm)					3285						4486	1235
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	125	318	0	0	0	0	0	1552	214
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	443	0	0	0	0	0	1573	193
Confl. Peds. (#/hr)	2		19	19		2	16		2	2		16
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%	0%	0%	0%	0%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	2	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Actuated Green, G (s)					27.3						52.7	52.7
Effective Green, g (s)					26.7						52.1	52.1
Actuated g/C Ratio					0.30						0.58	0.58
Clearance Time (s)					4.7						5.3	5.3
Vehicle Extension (s)					0.2						0.2	0.2
Lane Grp Cap (vph)					974						2596	714
v/s Ratio Prot											c0.35	
v/s Ratio Perm					0.13							0.16
v/c Ratio					0.45						0.61	0.27
Uniform Delay, d1					25.7						12.3	9.5
Progression Factor					1.00						1.00	1.00
Incremental Delay, d2					1.5						1.1	0.9
Delay (s)					27.3						13.4	10.4
Level of Service					C						B	B
Approach Delay (s/veh)		0.0			27.3			0.0			13.0	
Approach LOS		A			C			A			B	

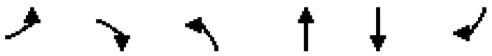
Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	10	110	20	10	20	150	1890	40	40	1400	180
Future Volume (vph)	115	10	110	20	10	20	150	1890	40	40	1400	180
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	12	11	12	12	12	12	14
Total Lost time (s)	2.7	2.7	2.7	2.7	2.7	3.6	4.0	3.6		4.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.94	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	0.98	1.00	1.00	0.99	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1673	1800	1458	1588	1684	1445	1653	4800		1710	4657	1549
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1322	1800	1458	1254	1684	1445	1653	4800		1710	4657	1549
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	121	11	116	21	11	21	158	1989	42	42	1474	189
RTOR Reduction (vph)	0	0	97	0	0	0	0	0	0	0	0	77
Lane Group Flow (vph)	121	11	19	21	11	21	158	2031	0	42	1474	112
Confl. Peds. (#/hr)	13		4	4		13	11		7	7		11
Heavy Vehicles (%)	0%	0%	3%	7%	14%	0%	0%	2%	3%	0%	2%	1%
Parking (#/hr)											0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4		4						6
Actuated Green, G (s)	13.8	13.8	13.8	13.8	13.8	13.8	13.1	63.4		4.6	54.9	54.9
Effective Green, g (s)	15.7	15.7	15.7	15.7	15.7	14.8	13.1	64.4		4.6	56.5	56.5
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17	0.16	0.14	0.68		0.05	0.59	0.59
Clearance Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.6		4.0	4.6	4.6
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	218	297	240	207	278	225	227	3253		82	2769	921
v/s Ratio Prot		0.01			0.01		c0.10	c0.42		0.02	0.32	
v/s Ratio Perm	c0.09		0.01	0.02		0.01						0.07
v/c Ratio	0.56	0.04	0.08	0.10	0.04	0.09	0.70	0.62		0.51	0.53	0.12
Uniform Delay, d1	36.4	33.3	33.5	33.7	33.3	34.4	39.1	8.5		44.1	11.4	8.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.4	0.0	0.1	0.2	0.0	0.1	8.3	0.9		4.0	0.7	0.3
Delay (s)	38.9	33.3	33.6	33.8	33.4	34.5	47.3	9.5		48.1	12.2	8.7
Level of Service	D	C	C	C	C	C	D	A		D	B	A
Approach Delay (s/veh)		36.2			34.0			12.2			12.7	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.3
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	10	0	0	1615	25
Future Volume (Veh/h)	0	10	0	0	1615	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	11	0	0	1737	27
Pedestrians	11				3	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1751	590	1775			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1751	590	1775			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	100			
cM capacity (veh/h)	76	447	343			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	11	579	579	579	27
Volume Left	0	0	0	0	0
Volume Right	11	0	0	0	27
cSH	447	1700	1700	1700	1700
Volume to Capacity	0.02	0.34	0.34	0.34	0.02
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s/veh)	13.3	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s/veh)	13.3	0.0			
Approach LOS	B				

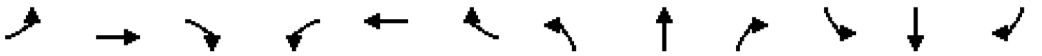
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	5	0	0	15	20	30	2085	15	0	0	0
Future Volume (veh/h)	25	5	0	0	15	20	30	2085	15	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.98	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1786	1786	0	0	1786	1786	1786	1786	1786			
Adj Flow Rate, veh/h	26	5	0	0	15	20	31	2128	15			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	1	1	0	0	1	1	1	1	1			
Cap, veh/h	124	17	0	0	43	58	42	2908	1272			
Arrive On Green	0.06	0.06	0.00	0.00	0.06	0.06	0.85	0.85	0.85			
Sat Flow, veh/h	798	273	0	0	687	916	50	3430	1500			
Grp Volume(v), veh/h	31	0	0	0	0	35	1107	1052	15			
Grp Sat Flow(s),veh/h/ln	1071	0	0	0	0	1604	1783	1697	1500			
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	1.9	22.4	22.3	0.1			
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.0	0.0	1.9	22.4	22.3	0.1			
Prop In Lane	0.84		0.00	0.00		0.57	0.03		1.00			
Lane Grp Cap(c), veh/h	141	0	0	0	0	101	1512	1438	1272			
V/C Ratio(X)	0.22	0.00	0.00	0.00	0.00	0.34	0.73	0.73	0.01			
Avail Cap(c_a), veh/h	541	0	0	0	0	552	1512	1438	1272			
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	41.4	0.0	0.0	0.0	0.0	40.4	2.7	2.7	1.1			
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	2.0	3.2	3.3	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			
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.0	0.8	3.6	3.5	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.1	0.0	0.0	0.0	0.0	42.4	5.9	6.1	1.1			
LnGrp LOS	D					D	A	A	A			
Approach Vol, veh/h		31			35			2174				
Approach Delay, s/veh		42.1			42.4			6.0				
Approach LOS		D			D			A				

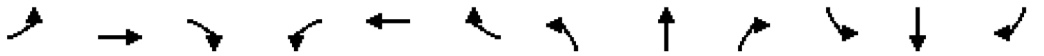
Timer - Assigned Phs	2	4			8	
Phs Duration (G+Y+Rc), s	80.3	9.7			9.7	
Change Period (Y+Rc), s	4.0	4.0			4.0	
Max Green Setting (Gmax), s	51.0	31.0			31.0	
Max Q Clear Time (g_c+I1), s	24.4	3.9			5.3	
Green Ext Time (p_c), s	20.5	0.1			0.1	

Intersection Summary						
HCM 7th Control Delay, s/veh	7.0					
HCM 7th LOS	A					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	260	15	155	165	0	0	0	0	85	1410	75
Future Volume (vph)	0	260	15	155	165	0	0	0	0	85	1410	75
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	3.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.99		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3357		1652	3353						5120	1574
Flt Permitted		1.00		0.51	1.00						1.00	1.00
Satd. Flow (perm)		3357		894	3353						5120	1574
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	271	16	161	172	0	0	0	0	89	1469	78
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	34
Lane Group Flow (vph)	0	283	0	161	172	0	0	0	0	0	1558	44
Confl. Peds. (#/hr)	2		2	2		2	4		4	4		4
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	3%	2%	2%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		25.4		38.0	37.4						48.4	48.4
Effective Green, g (s)		27.0		39.6	39.0						50.0	49.4
Actuated g/C Ratio		0.28		0.42	0.41						0.53	0.52
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		954		449	1376						2694	818
v/s Ratio Prot		0.08		c0.04	0.05							
v/s Ratio Perm				c0.11							0.30	0.03
v/c Ratio		0.30		0.36	0.13						0.58	0.05
Uniform Delay, d1		26.6		21.6	17.4						15.3	11.3
Progression Factor		1.00		1.23	1.15						0.38	0.03
Incremental Delay, d2		0.8		0.1	0.1						0.8	0.1
Delay (s)		27.4		26.6	20.1						6.6	0.4
Level of Service		C		C	C						A	A
Approach Delay (s/veh)		27.4			23.2			0.0			6.3	
Approach LOS		C			C			A			A	

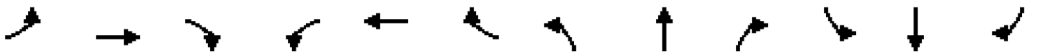
Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	235	0	0	280	180	90	1780	80	0	0	0
Future Volume (vph)	175	235	0	0	280	180	90	1780	80	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0	3.0			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1652	3353			3166			3492	1581			
Flt Permitted	0.33	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	568	3353			3166			3492	1581			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	180	242	0	0	289	186	93	1835	82	0	0	0
RTOR Reduction (vph)	0	0	0	0	57	0	0	0	71	0	0	0
Lane Group Flow (vph)	180	242	0	0	418	0	0	1928	11	0	0	0
Confl. Peds. (#/hr)	4		8	8		4	6		5	5		6
Confl. Bikes (#/hr)							1					1
Heavy Vehicles (%)	0%	2%	0%	0%	1%	1%	0%	1%	0%	0%	0%	0%
Turn Type	pm+pt	NA			NA		Perm	NA	custom			
Protected Phases	4	8			3			2	9			
Permitted Phases	8						2					
Actuated Green, G (s)	37.0	36.4			22.0			49.4	12.0			
Effective Green, g (s)	38.6	38.0			23.6			51.0	13.0			
Actuated g/C Ratio	0.41	0.40			0.25			0.54	0.14			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.0			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	3.0			
Lane Grp Cap (vph)	367	1341			786			1874	216			
v/s Ratio Prot	c0.06	0.07			c0.13				0.01			
v/s Ratio Perm	0.14							0.55				
v/c Ratio	0.49	0.18			0.53			1.03	0.05			
Uniform Delay, d1	28.3	18.4			30.9			22.0	35.6			
Progression Factor	1.79	1.95			1.00			1.00	1.00			
Incremental Delay, d2	0.4	0.3			2.6			28.5	0.1			
Delay (s)	51.0	36.3			33.5			50.5	35.7			
Level of Service	D	D			C			D	D			
Approach Delay (s/veh)		42.6			33.5			49.9			0.0	
Approach LOS		D			C			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	11.4
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		

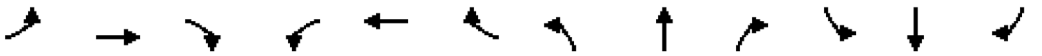
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	430	65	160	480	0	0	0	0	225	1120	105
Future Volume (vph)	0	430	65	160	480	0	0	0	0	225	1120	105
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	3.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.98		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3207		1619	3307						5026	1576
Flt Permitted		1.00		0.35	1.00						0.99	1.00
Satd. Flow (perm)		3207		593	3307						5026	1576
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	448	68	167	500	0	0	0	0	234	1167	109
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	0	39
Lane Group Flow (vph)	0	503	0	167	500	0	0	0	0	0	1401	70
Confl. Peds. (#/hr)			5	5			13		2	2		13
Heavy Vehicles (%)	0%	4%	3%	2%	3%	0%	0%	0%	0%	2%	3%	1%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		29.4		44.0	43.4						42.4	42.4
Effective Green, g (s)		31.0		45.6	45.0						44.0	43.4
Actuated g/C Ratio		0.33		0.48	0.47						0.46	0.46
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		1046		409	1566						2327	719
v/s Ratio Prot		c0.16		c0.05	0.15							
v/s Ratio Perm				0.15							0.28	0.04
v/c Ratio		0.48		0.41	0.32						0.60	0.10
Uniform Delay, d1		25.6		22.3	15.5						19.0	14.7
Progression Factor		1.00		0.44	0.41						0.29	0.04
Incremental Delay, d2		1.6		0.1	0.3						0.8	0.2
Delay (s)		27.2		9.8	6.6						6.3	0.8
Level of Service		C		A	A						A	A
Approach Delay (s/veh)		27.2			7.4			0.0			5.9	
Approach LOS		C			A			A			A	

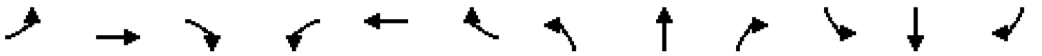
Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	94.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



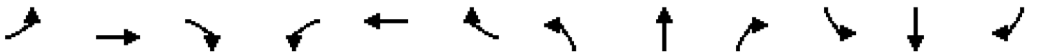
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	640	0	0	480	225	130	1630	110	0	0	0
Future Volume (vph)	185	640	0	0	480	225	130	1630	110	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0	3.0			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.95			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1621	3340			3158			3486	1581			
Flt Permitted	0.15	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	257	3340			3158			3486	1581			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	191	660	0	0	495	232	134	1680	113	0	0	0
RTOR Reduction (vph)	0	0	0	0	31	0	0	0	104	0	0	0
Lane Group Flow (vph)	191	660	0	0	696	0	0	1814	9	0	0	0
Confl. Peds. (#/hr)	1		7	7		1	2		6	6		2
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	2%	2%	0%	0%	1%	5%	1%	1%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	custom			
Protected Phases	4	8			3			2	9			
Permitted Phases	8						2					
Actuated Green, G (s)	35.0	34.4			22.4			51.4	6.7			
Effective Green, g (s)	36.6	36.0			24.0			53.0	7.7			
Actuated g/C Ratio	0.39	0.38			0.25			0.56	0.08			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.0			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	3.0			
Lane Grp Cap (vph)	236	1265			797			1944	128			
v/s Ratio Prot	c0.08	0.20			c0.22				0.01			
v/s Ratio Perm	0.23							0.52				
v/c Ratio	0.81	0.52			0.87			0.93	0.07			
Uniform Delay, d1	35.3	22.8			34.0			19.4	40.3			
Progression Factor	0.70	0.55			1.00			0.36	2.33			
Incremental Delay, d2	16.1	1.4			12.7			3.8	0.1			
Delay (s)	41.0	14.1			46.7			10.7	93.9			
Level of Service	D	B			D			B	F			
Approach Delay (s/veh)		20.1			46.7			15.6			0.0	
Approach LOS		C			D			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	11.4
Intersection Capacity Utilization	94.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	635	190	95	485	0	0	0	0	80	1335	140
Future Volume (vph)	0	635	190	95	485	0	0	0	0	80	1335	140
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		5.2		4.6	5.2						5.2	4.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.97		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3149		1620	3307						5091	1586
Flt Permitted		1.00		0.23	1.00						1.00	1.00
Satd. Flow (perm)		3149		400	3307						5091	1586
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	661	198	99	505	0	0	0	0	83	1391	146
RTOR Reduction (vph)	0	28	0	0	0	0	0	0	0	0	0	45
Lane Group Flow (vph)	0	831	0	99	505	0	0	0	0	0	1474	101
Confl. Peds. (#/hr)	6		4	4		6	6					6
Confl. Bikes (#/hr)			1	1			1					1
Heavy Vehicles (%)	0%	4%	4%	2%	3%	0%	0%	0%	0%	4%	2%	1%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		41.0		51.2	50.6						35.2	35.2
Effective Green, g (s)		40.4		50.6	50.0						34.6	35.2
Actuated g/C Ratio		0.43		0.53	0.53						0.36	0.37
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		1339		277	1740						1854	587
v/s Ratio Prot		c0.26		c0.02	0.15							
v/s Ratio Perm				0.17							0.29	0.06
v/c Ratio		0.62		0.36	0.29						0.80	0.17
Uniform Delay, d1		21.3		21.1	12.6						27.0	20.1
Progression Factor		1.00		1.14	1.22						1.63	2.47
Incremental Delay, d2		2.2		0.1	0.2						3.3	0.6
Delay (s)		23.5		24.3	15.5						47.4	50.2
Level of Service		C		C	B						D	D
Approach Delay (s/veh)		23.5			17.0			0.0			47.6	
Approach LOS		C			B			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	480	0	0	455	120	195	1730	50	0	0	0
Future Volume (vph)	215	480	0	0	455	120	195	1730	50	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	4.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.97			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1604	3340			3248			3425	1524			
Flt Permitted	0.28	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	466	3340			3248			3425	1524			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	222	495	0	0	469	124	201	1784	52	0	0	0
RTOR Reduction (vph)	0	0	0	0	21	0	0	0	24	0	0	0
Lane Group Flow (vph)	222	495	0	0	572	0	0	1985	28	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	3%	2%	0%	0%	1%	2%	0%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	35.0	34.4			23.4			51.4	51.4			
Effective Green, g (s)	34.4	33.8			22.8			50.8	51.4			
Actuated g/C Ratio	0.36	0.36			0.24			0.53	0.54			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	1.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	245	1188			779			1831	824			
v/s Ratio Prot	c0.06	0.15			0.18							
v/s Ratio Perm	c0.27							0.58	0.02			
v/c Ratio	0.91	0.42			0.73			1.08	0.03			
Uniform Delay, d1	33.7	23.1			33.3			22.1	10.2			
Progression Factor	0.99	0.89			1.00			0.76	1.41			
Incremental Delay, d2	27.0	0.8			6.1			42.2	0.0			
Delay (s)	60.3	21.4			39.4			59.1	14.4			
Level of Service	E	C			D			E	B			
Approach Delay (s/veh)		33.5			39.4			57.9			0.0	
Approach LOS		C			D			E			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	49.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

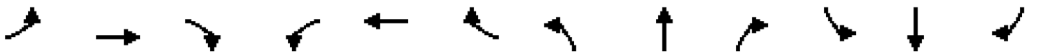
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	80	0	0	0	70	1690
Future Volume (vph)	80	0	0	0	70	1690
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	14
Total Lost time (s)	5.2					5.2
Lane Util. Factor	0.97					0.91
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3190					5096
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3190					5096
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	82	0	0	0	72	1742
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	82	0	0	0	0	1814
Confl. Peds. (#/hr)	2	8		10	10	
Heavy Vehicles (%)	4%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	4
Turn Type	Prot				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	13.6					72.2
Effective Green, g (s)	13.0					71.6
Actuated g/C Ratio	0.14					0.75
Clearance Time (s)	4.6					4.6
Vehicle Extension (s)	2.5					0.2
Lane Grp Cap (vph)	436					3840
v/s Ratio Prot	c0.03					
v/s Ratio Perm						0.36
v/c Ratio	0.19					0.47
Uniform Delay, d1	36.3					4.5
Progression Factor	1.64					0.39
Incremental Delay, d2	0.1					0.4
Delay (s)	59.8					2.1
Level of Service	E					A
Approach Delay (s/veh)	59.8		0.0			2.1
Approach LOS	E		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	116.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	60	0	0	90	70	20	1960	50	0	0	0
Future Volume (vph)	30	60	0	0	90	70	20	1960	50	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	14	14	12	11	12	13	13	13	12	12	12
Total Lost time (s)	5.2	5.2			5.2	5.2		5.2	4.6			
Lane Util. Factor	1.00	1.00			0.95	0.95		0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			0.99	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1645	1920			1630	1373		3436	1489			
Flt Permitted	0.68	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	1184	1920			1630	1373		3436	1489			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	63	0	0	95	74	21	2063	53	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	16	0	0	5	0	0	0
Lane Group Flow (vph)	32	63	0	0	99	51	0	2084	48	0	0	0
Confl. Peds. (#/hr)	4		2	2		4	2		5	5		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	4%	0%	2%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		8			4			2				
Permitted Phases	8					4	2		2			
Actuated Green, G (s)	12.5	12.5			12.5	12.5		73.3	73.3			
Effective Green, g (s)	11.9	11.9			11.9	11.9		72.7	73.3			
Actuated g/C Ratio	0.13	0.13			0.13	0.13		0.77	0.77			
Clearance Time (s)	4.6	4.6			4.6	4.6		4.6	4.6			
Vehicle Extension (s)	2.5	2.5			2.5	2.5		0.2	0.2			
Lane Grp Cap (vph)	148	240			204	171		2629	1148			
v/s Ratio Prot		0.03			c0.06							
v/s Ratio Perm	0.03					0.04		0.61	0.03			
v/c Ratio	0.22	0.26			0.48	0.30		0.79	0.04			
Uniform Delay, d1	37.4	37.6			38.7	37.8		6.7	2.6			
Progression Factor	1.41	1.38			1.00	1.00		0.24	0.20			
Incremental Delay, d2	0.5	0.4			1.3	0.7		0.2	0.0			
Delay (s)	53.1	52.3			40.0	38.5		1.8	0.5			
Level of Service	D	D			D	D		A	A			
Approach Delay (s/veh)		52.5			39.4			1.8			0.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	100.4%	ICU Level of Service	G
Analysis Period (min)	15		

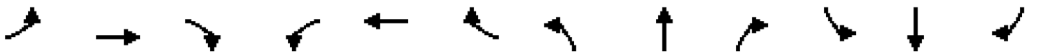
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	500	75	215	370	0	0	0	0	115	1300	150
Future Volume (veh/h)	0	500	75	215	370	0	0	0	0	115	1300	150
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1772	1786	1786	1772	0				1857	1843	1843
Adj Flow Rate, veh/h	0	505	76	217	374	0				116	1313	106
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	1	1	2	0				1	2	2
Cap, veh/h	0	739	111	339	1375	0				203	2293	752
Arrive On Green	0.00	0.25	0.26	0.22	0.82	0.00				0.48	0.48	0.49
Sat Flow, veh/h	0	3019	439	1701	3455	0				420	4756	1539
Grp Volume(v), veh/h	0	289	292	217	374	0				503	926	106
Grp Sat Flow(s),veh/h/ln	0	1683	1686	1701	1683	0				1822	1677	1539
Q Serve(g_s), s	0.0	14.7	14.9	8.9	2.5	0.0				18.8	18.8	3.6
Cycle Q Clear(g_c), s	0.0	14.7	14.9	8.9	2.5	0.0				18.8	18.8	3.6
Prop In Lane	0.00		0.26	1.00		0.00				0.23		1.00
Lane Grp Cap(c), veh/h	0	425	425	339	1375	0				878	1617	752
V/C Ratio(X)	0.00	0.68	0.69	0.64	0.27	0.00				0.57	0.57	0.14
Avail Cap(c_a), veh/h	0	425	425	342	1375	0				878	1617	752
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.21	0.21	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	32.1	32.0	20.1	5.4	0.0				17.6	17.6	13.4
Incr Delay (d2), s/veh	0.0	8.5	8.7	0.8	0.1	0.0				2.7	1.5	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	6.9	7.0	3.0	0.8	0.0				8.1	7.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	40.6	40.8	20.9	5.5	0.0				20.3	19.1	13.7
LnGrp LOS		D	D	C	A					C	B	B
Approach Vol, veh/h		581			591						1535	
Approach Delay, s/veh		40.7			11.1						19.1	
Approach LOS		D			B						B	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	51.0	14.8	29.2			44.0
Change Period (Y+Rc), s	4.6	4.0	4.6			4.6
Max Green Setting (Gmax), s	46.4	11.0	24.4			39.4
Max Q Clear Time (g_c+I1), s	20.8	10.9	16.9			4.5
Green Ext Time (p_c), s	0.4	0.0	0.1			0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	22.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	490	0	0	460	195	105	1745	430	0	0	0
Future Volume (vph)	215	490	0	0	460	195	105	1745	430	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	4.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1620	3257			3219			3351	1555			
Flt Permitted	0.19	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	324	3257			3219			3351	1555			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	219	500	0	0	469	199	107	1781	439	0	0	0
RTOR Reduction (vph)	0	0	0	0	33	0	0	0	71	0	0	0
Lane Group Flow (vph)	219	500	0	0	635	0	0	1888	368	0	0	0
Confl. Peds. (#/hr)	3		6	6		3	1		1	1		1
Heavy Vehicles (%)	2%	5%	0%	0%	1%	1%	0%	1%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	custom			
Protected Phases	4	8			3			2	9			
Permitted Phases	8						2		2			
Actuated Green, G (s)	36.0	35.4			20.4			50.4	50.4			
Effective Green, g (s)	35.4	34.8			19.8			49.8	49.8			
Actuated g/C Ratio	0.37	0.37			0.21			0.52	0.52			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.0			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	3.0			
Lane Grp Cap (vph)	262	1193			670			1756	815			
v/s Ratio Prot	c0.09	0.15			0.20				0.07			
v/s Ratio Perm	c0.22							0.56	0.17			
v/c Ratio	0.84	0.42			0.95			1.08	0.45			
Uniform Delay, d1	34.3	22.5			37.1			22.6	14.1			
Progression Factor	0.57	0.68			1.00			0.46	0.20			
Incremental Delay, d2	16.3	0.9			24.0			42.2	0.3			
Delay (s)	35.7	16.1			61.1			52.7	3.2			
Level of Service	D	B			E			D	A			
Approach Delay (s/veh)		22.1			61.1			43.3			0.0	
Approach LOS		C			E			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	42.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	17.4
Intersection Capacity Utilization	99.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	215	110	140	240	65	135	1520	80	50	1160	55
Future Volume (veh/h)	70	215	110	140	240	65	135	1520	80	50	1160	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1772	1786	1772	1786	1772	1772	1786	1786	1730	1758	1800
Adj Flow Rate, veh/h	72	222	45	144	247	41	139	1567	45	52	1196	26
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	1	2	1	2	2	1	1	5	3	0
Cap, veh/h	316	795	158	321	829	136	160	1802	800	58	1574	716
Arrive On Green	0.28	0.28	0.27	0.28	0.28	0.27	0.19	1.00	1.00	0.04	0.47	0.48
Sat Flow, veh/h	1106	2796	556	1110	2917	477	1688	3393	1489	1647	3340	1500
Grp Volume(v), veh/h	72	132	135	144	142	146	139	1567	45	52	1196	26
Grp Sat Flow(s),veh/h/ln	1106	1683	1670	1110	1697	1698	1688	1697	1489	1647	1670	1500
Q Serve(g_s), s	5.2	5.8	6.0	11.0	6.2	6.4	7.6	0.0	0.0	3.0	28.0	0.9
Cycle Q Clear(g_c), s	11.6	5.8	6.0	17.0	6.2	6.4	7.6	0.0	0.0	3.0	28.0	0.9
Prop In Lane	1.00		0.33	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	316	478	475	321	482	483	160	1802	800	58	1574	716
V/C Ratio(X)	0.23	0.28	0.28	0.45	0.29	0.30	0.87	0.87	0.06	0.90	0.76	0.04
Avail Cap(c_a), veh/h	316	478	475	321	482	483	231	1802	800	156	1574	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	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	26.4	26.6	33.1	26.6	26.7	37.9	0.0	0.0	45.7	20.7	13.2
Incr Delay (d2), s/veh	1.7	1.4	1.5	0.4	0.1	0.1	15.5	6.0	0.1	16.2	3.5	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	1.5	2.5	2.6	3.0	2.5	2.6	3.5	1.5	0.0	1.5	11.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.8	27.8	28.1	33.5	26.7	26.9	53.4	6.0	0.1	61.9	24.2	13.3
LnGrp LOS	C	C	C	C	C	C	D	A	A	E	C	B
Approach Vol, veh/h		339			432			1751			1274	
Approach Delay, s/veh		29.0			29.0			9.6			25.5	
Approach LOS		C			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.3	55.7		31.0	14.0	50.0		31.0
Change Period (Y+Rc), s	4.6	4.6		5.0	4.6	4.6		5.0
Max Green Setting (Gmax), s	3.4	45.4		26.0	13.4	41.4		26.0
Max Q Clear Time (g_c+I1), s	5.0	2.0		19.0	9.6	30.0		13.6
Green Ext Time (p_c), s	0.0	11.5		0.7	0.1	4.8		0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	18.9
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	525	145	210	585	115	320	1105	190	115	960	135
Future Volume (veh/h)	280	525	145	210	585	115	320	1105	190	115	960	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1744	1758	1800	1772	1843	1800	1786	1772	1772	1772	1786
Adj Flow Rate, veh/h	301	565	141	226	629	26	344	1188	144	124	1032	57
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	4	3	0	2	2	0	1	2	2	2	1
Cap, veh/h	297	645	160	237	714	318	343	1452	633	143	1053	454
Arrive On Green	0.17	0.25	0.24	0.14	0.21	0.21	0.20	0.43	0.43	0.08	0.31	0.31
Sat Flow, veh/h	1714	2607	648	1714	3367	1498	1714	3393	1478	1688	3367	1481
Grp Volume(v), veh/h	301	358	348	226	629	26	344	1188	144	124	1032	57
Grp Sat Flow(s),veh/h/ln	1714	1657	1598	1714	1683	1498	1714	1697	1478	1688	1683	1481
Q Serve(g_s), s	28.6	34.3	34.6	21.6	29.9	2.3	33.0	50.9	10.2	12.0	50.1	4.6
Cycle Q Clear(g_c), s	28.6	34.3	34.6	21.6	29.9	2.3	33.0	50.9	10.2	12.0	50.1	4.6
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	410	395	237	714	318	343	1452	633	143	1053	454
V/C Ratio(X)	1.01	0.87	0.88	0.95	0.88	0.08	1.00	0.82	0.23	0.87	0.98	0.13
Avail Cap(c_a), veh/h	297	414	399	237	722	321	343	1452	633	164	1053	454
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	68.2	59.6	60.0	70.6	63.0	52.1	66.0	41.6	29.9	74.6	56.2	41.3
Incr Delay (d2), s/veh	55.6	18.0	19.3	45.7	11.9	0.1	49.4	5.2	0.8	32.7	23.4	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	17.2	16.5	16.2	12.5	14.0	0.9	19.2	22.4	3.9	6.5	24.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	123.8	77.6	79.3	116.3	74.9	52.2	115.4	46.8	30.8	107.3	79.6	41.8
LnGrp LOS	F	E	E	F	E	D	F	D	C	F	E	D
Approach Vol, veh/h		1007			881			1676			1213	
Approach Delay, s/veh		92.0			84.8			59.5			80.7	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	74.6	33.4	39.0	37.0	55.6	27.6	44.8
Change Period (Y+Rc), s	4.0	5.0	4.4	5.4	4.0	5.0	4.4	5.4
Max Green Setting (Gmax), s	16.0	67.2	29.0	34.0	33.0	50.2	23.2	39.8
Max Q Clear Time (g_c+I1), s	14.0	52.9	30.6	31.9	35.0	52.1	23.6	36.6
Green Ext Time (p_c), s	0.1	6.1	0.0	0.6	0.0	0.0	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	76.4
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	620	190	110	670	155	305	930	110	150	740	235
Future Volume (veh/h)	290	620	190	110	670	155	305	930	110	150	740	235
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1758	1758	1758	1786	1857	1800	1772	1772	1786	1744	1800
Adj Flow Rate, veh/h	305	653	120	116	705	38	321	979	53	158	779	116
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	3	3	3	1	1	0	2	2	1	4	0
Cap, veh/h	380	975	430	193	795	363	360	1549	687	197	1212	554
Arrive On Green	0.12	0.29	0.29	0.06	0.23	0.23	0.21	0.46	0.46	0.12	0.37	0.37
Sat Flow, veh/h	3274	3340	1471	3248	3393	1550	1714	3367	1493	1701	3313	1514
Grp Volume(v), veh/h	305	653	120	116	705	38	321	979	53	158	779	116
Grp Sat Flow(s),veh/h/ln	1637	1670	1471	1624	1697	1550	1714	1683	1493	1701	1657	1514
Q Serve(g_s), s	15.0	28.4	10.4	5.7	33.1	3.2	30.0	36.5	3.3	14.9	32.2	8.7
Cycle Q Clear(g_c), s	15.0	28.4	10.4	5.7	33.1	3.2	30.0	36.5	3.3	14.9	32.2	8.7
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	380	975	430	193	795	363	360	1549	687	197	1212	554
V/C Ratio(X)	0.80	0.67	0.28	0.60	0.89	0.10	0.89	0.63	0.08	0.80	0.64	0.21
Avail Cap(c_a), veh/h	417	975	430	315	884	404	488	1549	687	268	1212	554
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	71.1	51.4	45.0	75.7	61.1	49.6	63.4	33.9	24.9	71.1	43.4	35.9
Incr Delay (d2), s/veh	8.8	1.8	0.4	1.1	9.4	0.0	12.2	2.0	0.2	8.3	2.6	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	6.8	12.1	3.9	2.4	15.3	1.2	14.3	15.4	1.2	7.0	13.7	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.9	53.2	45.4	76.8	70.5	49.6	75.6	35.9	25.2	79.4	46.0	36.8
LnGrp LOS	E	D	D	E	E	D	E	D	C	E	D	D
Approach Vol, veh/h		1078			859			1353			1053	
Approach Delay, s/veh		59.9			70.4			44.9			50.0	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	78.9	22.2	41.8	37.6	63.4	12.8	51.2
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5.2	5.0	5.0	5.0	5.2
Max Green Setting (Gmax), s	24.0	61.0	19.0	* 41	45.0	40.0	14.0	45.8
Max Q Clear Time (g_c+I1), s	16.9	38.5	17.0	35.1	32.0	34.2	7.7	30.4
Green Ext Time (p_c), s	0.2	3.0	0.2	1.2	0.6	2.2	0.1	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	54.9
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	200	50	110	245	185	80	1280	70	150	970	135
Future Volume (veh/h)	125	200	50	110	245	185	80	1280	70	150	970	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1786	1800	1800	1786	1772	1758	1786	1772	1786	1758	1800
Adj Flow Rate, veh/h	137	220	46	121	269	67	88	1407	48	165	1066	118
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	0	0	1	2	3	1	2	1	3	0
Cap, veh/h	248	368	77	204	695	170	113	1709	731	193	1835	811
Arrive On Green	0.26	0.26	0.27	0.26	0.26	0.27	0.02	0.17	0.16	0.08	0.37	0.36
Sat Flow, veh/h	1051	1432	299	1129	2701	660	1674	3393	1497	1701	3340	1518
Grp Volume(v), veh/h	137	0	266	121	167	169	88	1407	48	165	1066	118
Grp Sat Flow(s),veh/h/ln	1051	0	1731	1129	1697	1664	1674	1697	1497	1701	1670	1518
Q Serve(g_s), s	13.6	0.0	14.8	11.6	8.9	9.2	5.8	44.1	3.0	10.5	28.2	5.8
Cycle Q Clear(g_c), s	22.8	0.0	14.8	26.4	8.9	9.2	5.8	44.1	3.0	10.5	28.2	5.8
Prop In Lane	1.00		0.17	1.00		0.40	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	0	446	204	437	428	113	1709	731	193	1835	811
V/C Ratio(X)	0.55	0.00	0.60	0.59	0.38	0.39	0.78	0.82	0.07	0.86	0.58	0.15
Avail Cap(c_a), veh/h	284	0	505	243	495	486	198	1709	731	201	1835	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	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	43.2	0.0	35.8	47.4	33.6	33.6	52.9	41.1	24.9	49.9	24.6	18.3
Incr Delay (d2), s/veh	0.7	0.0	0.8	1.0	0.2	0.2	4.2	4.6	0.2	26.3	1.4	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	3.6	0.0	6.3	3.3	3.7	3.7	2.6	20.9	1.0	5.9	11.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.9	0.0	36.5	48.4	33.8	33.8	57.2	45.8	25.0	76.2	25.9	18.7
LnGrp LOS	D		D	D	C	C	E	D	C	E	C	B
Approach Vol, veh/h		403			457			1543			1349	
Approach Delay, s/veh		39.0			37.7			45.8			31.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.5	59.4		34.1	11.5	64.4		34.1				
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.9				
Max Green Setting (Gmax), s	13.0	49.4		33.0	13.0	49.4		33.0				
Max Q Clear Time (g_c+I1), s	12.5	46.1		28.4	7.8	30.2		24.8				
Green Ext Time (p_c), s	0.0	2.7		0.5	0.1	8.0		0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	38.9
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	195	0	0	50	50	1280	385	115	830	30
Future Vol, veh/h	0	0	195	0	0	50	50	1280	385	115	830	30
Conflicting Peds, #/hr	2	0	0	0	0	2	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	0	50	-	0	100	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	201	0	0	52	52	1320	397	119	856	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1875	-	445	2286	-	860	889	0	0	1716	0	0
Stage 1	1110	-	-	1621	-	-	-	-	-	-	-	-
Stage 2	765	-	-	665	-	-	-	-	-	-	-	-
Critical Hdwy	7.52	-	6.92	7.52	-	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	-	-	6.52	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	-	-	6.52	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	-	3.31	3.51	-	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	44	0	563	22	0	301	764	-	-	370	-	-
Stage 1	225	0	-	108	0	-	-	-	-	-	-	-
Stage 2	364	0	-	418	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	23	-	562	9	-	301	763	-	-	370	-	-
Mov Cap-2 Maneuver	23	-	-	9	-	-	-	-	-	-	-	-
Stage 1	152	-	-	101	-	-	-	-	-	-	-	-
Stage 2	281	-	-	182	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.92	19.43	0.29	2.27
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	763	-	-	-	562	-	301	370	-	-
HCM Lane V/C Ratio	0.068	-	-	-	0.358	-	0.171	0.321	-	-
HCM Control Delay (s/veh)	10.1	-	-	0	14.9	0	19.4	19.3	-	-
HCM Lane LOS	B	-	-	A	B	A	C	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	1.6	-	0.6	1.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	325	105	90	305	315	125	990	120	100	790	90
Future Volume (veh/h)	95	325	105	90	305	315	125	990	120	100	790	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1758	1800	1772	1772	1758	1800	1786	1744	1758	1772	1758
Adj Flow Rate, veh/h	98	335	103	93	314	0	129	1021	119	103	814	89
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	0	2	2	3	0	1	4	3	2	3
Cap, veh/h	318	381	117	211	519		161	1165	136	131	1116	122
Arrive On Green	0.06	0.30	0.30	0.06	0.29	0.00	0.09	0.38	0.38	0.08	0.36	0.36
Sat Flow, veh/h	1674	1287	396	1688	1772	1490	1714	3061	357	1674	3059	334
Grp Volume(v), veh/h	98	0	438	93	314	0	129	566	574	103	448	455
Grp Sat Flow(s),veh/h/ln	1674	0	1682	1688	1772	1490	1714	1697	1721	1674	1683	1711
Q Serve(g_s), s	4.0	0.0	24.8	3.8	15.2	0.0	7.4	31.0	31.0	6.0	23.0	23.0
Cycle Q Clear(g_c), s	4.0	0.0	24.8	3.8	15.2	0.0	7.4	31.0	31.0	6.0	23.0	23.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.21	1.00		0.20
Lane Grp Cap(c), veh/h	318	0	498	211	519		161	646	655	131	614	624
V/C Ratio(X)	0.31	0.00	0.88	0.44	0.60		0.80	0.88	0.88	0.79	0.73	0.73
Avail Cap(c_a), veh/h	572	0	707	472	744		600	1188	1205	586	1179	1198
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	33.5	25.8	30.4	0.0	44.4	28.8	28.8	45.3	27.5	27.5
Incr Delay (d2), s/veh	0.5	0.0	9.1	1.4	1.1	0.0	8.8	1.9	1.9	10.0	0.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	11.3	1.6	6.6	0.0	3.4	11.9	12.1	2.8	8.7	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.2	0.0	42.6	27.2	31.5	0.0	53.1	30.6	30.7	55.3	28.3	28.3
LnGrp LOS	C		D	C	C		D	C	C	E	C	C
Approach Vol, veh/h		536			407			1269			1006	
Approach Delay, s/veh		39.3			30.5			32.9			31.0	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	43.6	9.5	33.6	14.9	42.0	9.8	33.3
Change Period (Y+Rc), s	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0
Max Green Setting (Gmax), s	35.0	70.0	21.0	42.0	35.0	70.0	21.0	42.0
Max Q Clear Time (g_c+I1), s	8.0	33.0	5.8	26.8	9.4	25.0	6.0	17.2
Green Ext Time (p_c), s	0.2	5.0	0.2	2.6	0.3	3.7	0.2	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	33.1
HCM 7th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	295	1465	145	25	995
Future Volume (veh/h)	0	295	1465	145	25	995
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1786	1786	1786	1786	1786	1786
Adj Flow Rate, veh/h	0	304	1510	149	26	1026
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	389	382	2387	235	260	2123
Arrive On Green	0.00	0.23	0.53	0.53	0.02	0.63
Sat Flow, veh/h	1701	1514	4672	445	1701	3483
Grp Volume(v), veh/h	0	304	1088	571	26	1026
Grp Sat Flow(s),veh/h/ln	1701	1514	1625	1705	1701	1697
Q Serve(g_s), s	0.0	10.3	13.0	13.0	0.4	8.9
Cycle Q Clear(g_c), s	0.0	10.3	13.0	13.0	0.4	8.9
Prop In Lane	1.00	1.00		0.26	1.00	
Lane Grp Cap(c), veh/h	389	382	1720	902	260	2123
V/C Ratio(X)	0.00	0.79	0.63	0.63	0.10	0.48
Avail Cap(c_a), veh/h	495	476	1720	902	343	2123
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.62	0.62
Uniform Delay (d), s/veh	0.0	19.2	9.2	9.2	7.0	5.5
Incr Delay (d2), s/veh	0.0	7.3	1.8	3.4	0.1	0.5
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	8.9	3.2	3.7	0.1	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	26.5	10.9	12.5	7.1	6.0
LnGrp LOS		C	B	B	A	A
Approach Vol, veh/h	304		1659			1052
Approach Delay, s/veh	26.5		11.5			6.0
Approach LOS	C		B			A

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	5.3	33.1		16.6		38.4
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s	4.6	23.0		16.0		31.0
Max Q Clear Time (g_c+I1), s	2.4	15.0		12.3		10.9
Green Ext Time (p_c), s	0.0	5.5		0.4		6.5

Intersection Summary	
HCM 7th Control Delay, s/veh	11.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	510	115	225	495	220	225	1085	355	220	660	90
Future Volume (veh/h)	135	510	115	225	495	220	225	1085	355	220	660	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1786	1716	1786	1772	1800	1758	1786	1800	1800	1772	1800
Adj Flow Rate, veh/h	144	543	109	239	527	201	239	1154	341	234	702	36
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	1	6	1	2	0	3	1	0	0	2	0
Cap, veh/h	213	613	123	269	600	228	263	1348	398	256	1190	537
Arrive On Green	0.08	0.22	0.22	0.11	0.25	0.25	0.16	0.36	0.36	0.15	0.35	0.35
Sat Flow, veh/h	1674	2816	563	1701	2384	906	1674	3730	1102	1714	3367	1519
Grp Volume(v), veh/h	144	326	326	239	371	357	239	1006	489	234	702	36
Grp Sat Flow(s),veh/h/ln	1674	1697	1683	1701	1683	1606	1674	1625	1582	1714	1683	1519
Q Serve(g_s), s	9.2	26.1	26.3	15.0	29.7	29.9	19.6	40.0	40.0	18.8	23.8	2.2
Cycle Q Clear(g_c), s	9.2	26.1	26.3	15.0	29.7	29.9	19.6	40.0	40.0	18.8	23.8	2.2
Prop In Lane	1.00		0.33	1.00		0.56	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	213	370	366	269	424	405	263	1175	572	256	1190	537
V/C Ratio(X)	0.67	0.88	0.89	0.89	0.88	0.88	0.91	0.86	0.86	0.91	0.59	0.07
Avail Cap(c_a), veh/h	223	412	409	269	457	436	347	1175	572	269	1190	537
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	0.62	0.62	0.62	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	53.0	53.1	38.5	50.3	50.4	58.0	41.3	41.3	58.7	37.0	30.0
Incr Delay (d2), s/veh	7.4	18.4	19.3	27.9	16.4	17.7	15.5	5.2	10.0	32.4	2.2	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	4.2	12.9	13.0	8.3	14.3	13.9	9.2	16.2	16.5	10.2	9.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	71.4	72.4	66.3	66.7	68.1	73.5	46.5	51.4	91.0	39.1	30.2
LnGrp LOS	D	E	E	E	E	E	E	D	D	F	D	C
Approach Vol, veh/h		796			967			1734			972	
Approach Delay, s/veh		67.6			67.1			51.6			51.3	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	55.5	16.2	40.3	26.9	56.6	21.0	35.5
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	22.0	39.0	12.0	38.0	22.0	46.0	16.0	34.0
Max Q Clear Time (g_c+I1), s	21.6	25.8	11.2	31.9	20.8	42.0	17.0	28.3
Green Ext Time (p_c), s	0.4	2.6	0.0	2.3	0.1	2.3	0.0	1.9

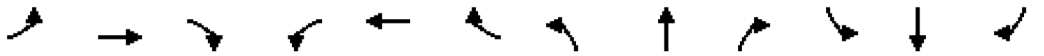
Intersection Summary	
HCM 7th Control Delay, s/veh	57.7
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	930	10	5	950	75	10	5	5	40	5	70
Future Volume (veh/h)	80	930	10	5	950	75	10	5	5	40	5	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	85	989	11	5	1011	80	11	5	5	43	5	74
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	303	1817	20	334	1683	133	518	262	262	589	31	458
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	525	3464	39	572	3210	254	1341	826	826	1427	97	1443
Grp Volume(v), veh/h	85	488	512	5	539	552	11	0	10	43	0	79
Grp Sat Flow(s),veh/h/ln	525	1710	1793	572	1710	1753	1341	0	1651	1427	0	1540
Q Serve(g_s), s	6.8	9.6	9.6	0.3	11.0	11.0	0.3	0.0	0.2	1.1	0.0	1.9
Cycle Q Clear(g_c), s	17.8	9.6	9.6	9.9	11.0	11.0	2.2	0.0	0.2	1.3	0.0	1.9
Prop In Lane	1.00		0.02	1.00		0.14	1.00		0.50	1.00		0.94
Lane Grp Cap(c), veh/h	303	897	940	334	897	919	518	0	524	589	0	488
V/C Ratio(X)	0.28	0.54	0.54	0.01	0.60	0.60	0.02	0.00	0.02	0.07	0.00	0.16
Avail Cap(c_a), veh/h	402	1220	1279	442	1220	1251	518	0	524	589	0	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.5	8.0	8.0	11.3	8.3	8.3	13.2	0.0	11.8	12.3	0.0	12.4
Incr Delay (d2), s/veh	0.5	0.5	0.5	0.0	0.7	0.6	0.1	0.0	0.1	0.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.6	2.7	0.0	2.9	3.0	0.1	0.0	0.1	0.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.0	8.5	8.5	11.3	9.0	9.0	13.3	0.0	11.9	12.5	0.0	13.1
LnGrp LOS	B	A	A	B	A	A	B		B	B		B
Approach Vol, veh/h		1085			1096			21			122	
Approach Delay, s/veh		9.0			9.0			12.6			12.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.0	30.5	20.0	30.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	36.0	16.0	36.0
Max Q Clear Time (g_c+I1), s	4.2	13.0	3.9	19.8
Green Ext Time (p_c), s	0.0	7.6	0.4	6.6

Intersection Summary	
HCM 7th Control Delay, s/veh	9.2
HCM 7th LOS	A



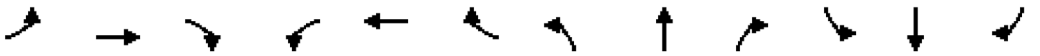
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	40	770	50	60	100	0	0	110	70
Future Volume (veh/h)	0	0	0	40	770	50	60	100	0	0	110	70
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1519	1569	1456	1582	1405	0	0	1304	1367
Adj Flow Rate, veh/h				44	846	47	66	110	0	0	121	48
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				8	4	13	3	17	0	0	25	20
Cap, veh/h				123	2360	131	153	210	0	0	252	100
Arrive On Green				0.20	0.20	0.20	0.32	0.32	0.00	0.00	0.32	0.32
Sat Flow, veh/h				205	3933	218	279	645	0	0	792	314
Grp Volume(v), veh/h				335	307	295	176	0	0	0	0	169
Grp Sat Flow(s),veh/h/ln				1559	1428	1368	925	0	0	0	0	1107
Q Serve(g_s), s				14.9	14.8	14.9	6.4	0.0	0.0	0.0	0.0	9.8
Cycle Q Clear(g_c), s				14.9	14.8	14.9	16.3	0.0	0.0	0.0	0.0	9.8
Prop In Lane				0.13		0.16	0.37		0.00	0.00		0.28
Lane Grp Cap(c), veh/h				936	857	821	362	0	0	0	0	351
V/C Ratio(X)				0.36	0.36	0.36	0.49	0.00	0.00	0.00	0.00	0.48
Avail Cap(c_a), veh/h				936	857	821	362	0	0	0	0	360
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				18.8	18.8	18.8	24.3	0.0	0.0	0.0	0.0	22.0
Incr Delay (d2), s/veh				1.1	1.2	1.2	4.6	0.0	0.0	0.0	0.0	1.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.4	5.8	5.6	3.3	0.0	0.0	0.0	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				19.9	19.9	20.0	28.9	0.0	0.0	0.0	0.0	23.0
LnGrp LOS				B	B	C	C					C
Approach Vol, veh/h					937			176			169	
Approach Delay, s/veh					19.9			28.9			23.0	
Approach LOS					B			C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	29.0	51.0	29.0
Change Period (Y+Rc), s	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	24.4	46.4	* 25
Max Q Clear Time (g_c+I1), s	18.3	16.9	11.8
Green Ext Time (p_c), s	0.0	0.2	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

Notes

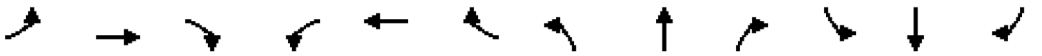
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	150	220	30	20	60	0	0	90	30
Future Volume (vph)	0	0	0	150	220	30	20	60	0	0	90	30
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	13	13	13	12	12	12	12	12	12
Total Lost time (s)					3.0			3.0			3.0	
Lane Util. Factor					0.91			1.00			1.00	
Frpb, ped/bikes					1.00			1.00			0.99	
Flpb, ped/bikes					0.98			0.99			1.00	
Frt					0.99			1.00			0.97	
Flt Protected					0.98			0.99			1.00	
Satd. Flow (prot)					3639			1360			1286	
Flt Permitted					0.98			0.93			1.00	
Satd. Flow (perm)					3639			1280			1286	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	167	244	33	22	67	0	0	100	33
RTOR Reduction (vph)	0	0	0	0	13	0	0	0	0	0	17	0
Lane Group Flow (vph)	0	0	0	0	431	0	0	89	0	0	116	0
Confl. Peds. (#/hr)	22		36	36		22	33		9	9		33
Confl. Bikes (#/hr)	1		2	2		1						
Heavy Vehicles (%)	0%	0%	0%	0%	23%	7%	6%	5%	0%	0%	2%	28%
Bus Blockages (#/hr)	0	0	0	0	10	0	0	0	0	0	0	0
Parking (#/hr)					0	0	0	0	0		0	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					37.4			23.4			23.4	
Effective Green, g (s)					39.0			25.0			25.0	
Actuated g/C Ratio					0.56			0.36			0.36	
Clearance Time (s)					4.6			4.6			4.6	
Vehicle Extension (s)					0.2			0.2			0.2	
Lane Grp Cap (vph)					2027			457			459	
v/s Ratio Prot											c0.09	
v/s Ratio Perm					0.12			0.07				
v/c Ratio					0.21			0.19			0.25	
Uniform Delay, d1					7.8			15.5			15.9	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					0.2			1.0			1.3	
Delay (s)					8.0			16.5			17.2	
Level of Service					A			B			B	
Approach Delay (s/veh)		0.0			8.0			16.5			17.2	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

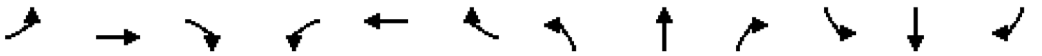


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	110	20	40	220	0	0	0	0	1320	1090	50
Future Volume (vph)	0	110	20	40	220	0	0	0	0	1320	1090	50
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		3.0			3.0						3.0	
Lane Util. Factor		0.95			0.95						0.91	
Frpb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						0.99	
Frt		0.98			1.00						1.00	
Flt Protected		1.00			0.99						0.97	
Satd. Flow (prot)		2759			2783						4138	
Flt Permitted		1.00			0.89						0.97	
Satd. Flow (perm)		2759			2497						4138	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	125	23	45	250	0	0	0	0	1500	1239	57
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	132	0	0	295	0	0	0	0	0	2794	0
Confl. Peds. (#/hr)	11		9	9		11	6		11	11		6
Heavy Vehicles (%)	0%	6%	17%	5%	3%	0%	0%	0%	0%	3%	3%	0%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Parking (#/hr)					0							
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		24.0			24.0						56.0	
Effective Green, g (s)		26.0			26.0						58.0	
Actuated g/C Ratio		0.29			0.29						0.64	
Clearance Time (s)		5.0			5.0						5.0	
Vehicle Extension (s)		0.2			0.2						0.2	
Lane Grp Cap (vph)		797			721						2666	
v/s Ratio Prot		0.05										
v/s Ratio Perm					c0.12						0.68	
v/c Ratio		0.17			0.41						1.57dl	
Uniform Delay, d1		23.9			25.8						16.0	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.4			1.7						31.6	
Delay (s)		24.3			27.5						47.6	
Level of Service		C			C						D	
Approach Delay (s/veh)		24.3			27.5			0.0			47.6	
Approach LOS		C			C			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	44.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	141.1%	ICU Level of Service	H
Analysis Period (min)	15		

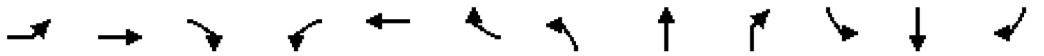
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group



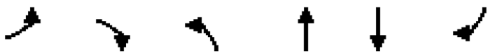
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	130	460	0	0	0	0	0	1420	270
Future Volume (vph)	0	0	0	130	460	0	0	0	0	0	1420	270
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					5.3						5.9	5.9
Lane Util. Factor					0.95						0.86	0.86
Frpb, ped/bikes					1.00						1.00	0.98
Flpb, ped/bikes					1.00						1.00	1.00
Frt					1.00						1.00	0.85
Flt Protected					0.99						1.00	1.00
Satd. Flow (prot)					3121						4482	1254
Flt Permitted					0.99						1.00	1.00
Satd. Flow (perm)					3121						4482	1254
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	143	505	0	0	0	0	0	1560	297
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	648	0	0	0	0	0	1590	267
Confl. Peds. (#/hr)	2		3	3		2	5					5
Heavy Vehicles (%)	0%	0%	0%	2%	9%	0%	0%	0%	0%	0%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	2	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Actuated Green, G (s)					27.3						52.7	52.7
Effective Green, g (s)					26.7						52.1	52.1
Actuated g/C Ratio					0.30						0.58	0.58
Clearance Time (s)					4.7						5.3	5.3
Vehicle Extension (s)					0.2						0.2	0.2
Lane Grp Cap (vph)					925						2594	725
v/s Ratio Prot											c0.35	
v/s Ratio Perm					0.21							0.21
v/c Ratio					0.70						0.61	0.37
Uniform Delay, d1					28.1						12.4	10.1
Progression Factor					1.00						1.00	1.00
Incremental Delay, d2					4.4						1.1	1.4
Delay (s)					32.5						13.5	11.6
Level of Service					C						B	B
Approach Delay (s/veh)		0.0			32.5			0.0			13.2	
Approach LOS		A			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	10	80	10	10	10	250	1450	20	20	1600	190
Future Volume (vph)	70	10	80	10	10	10	250	1450	20	20	1600	190
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	12	11	12	12	12	12	14
Total Lost time (s)	2.7	2.7	2.7	2.7	2.7	3.6	4.0	3.6		4.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1674	1800	1491	1706	1920	1496	1653	4710		1710	4612	1575
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1323	1800	1491	1347	1920	1496	1653	4710		1710	4612	1575
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	80	11	91	11	11	11	284	1648	23	23	1818	216
RTOR Reduction (vph)	0	0	76	0	0	0	0	0	0	0	0	103
Lane Group Flow (vph)	80	11	15	11	11	11	284	1671	0	23	1818	113
Confl. Peds. (#/hr)	1		2	2		1	3		3	3		3
Confl. Bikes (#/hr)			1	1								
Heavy Vehicles (%)	2%	0%	1%	0%	0%	0%	0%	4%	11%	0%	3%	1%
Parking (#/hr)											0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4		4						6
Actuated Green, G (s)	12.5	12.5	12.5	12.5	12.5	12.5	19.0	61.3		3.0	45.3	45.3
Effective Green, g (s)	14.4	14.4	14.4	14.4	14.4	13.5	19.0	62.3		3.0	46.9	46.9
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16	0.15	0.21	0.69		0.03	0.52	0.52
Clearance Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.6		4.0	4.6	4.6
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	211	288	238	215	307	224	348	3260		57	2403	820
v/s Ratio Prot		0.01			0.01		c0.17	0.35		0.01	c0.39	
v/s Ratio Perm	c0.06		0.01	0.01		0.01						0.07
v/c Ratio	0.38	0.04	0.06	0.05	0.04	0.05	0.82	0.51		0.40	0.76	0.14
Uniform Delay, d1	33.8	31.9	32.1	32.0	31.9	32.8	33.8	6.6		42.6	17.0	11.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.8	0.0	0.1	0.1	0.0	0.1	13.4	0.6		3.4	2.3	0.3
Delay (s)	34.6	32.0	32.1	32.1	32.0	32.8	47.2	7.2		46.0	19.3	11.5
Level of Service	C	C	C	C	C	C	D	A		D	B	B
Approach Delay (s/veh)		33.2			32.3			13.0			18.8	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.3
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	70	0	0	1980	70
Future Volume (Veh/h)	0	70	0	0	1980	70
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	79	0	0	2225	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2265	596	2304			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2265	596	2304			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	82	100			
cM capacity (veh/h)	34	447	215			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	79	636	636	636	397
Volume Left	0	0	0	0	0
Volume Right	79	0	0	0	79
cSH	447	1700	1700	1700	1700
Volume to Capacity	0.18	0.37	0.37	0.37	0.23
Queue Length 95th (ft)	16	0	0	0	0
Control Delay (s/veh)	14.8	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s/veh)	14.8	0.0			
Approach LOS	B				

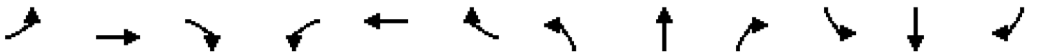
Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	10	0	0	20	10	40	1610	10	0	0	0
Future Volume (veh/h)	40	10	0	0	20	10	40	1610	10	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1758	1758	0	0	1758	1758	1758	1758	1758			
Adj Flow Rate, veh/h	48	12	0	0	24	12	48	1917	12			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	132	25	0	0	80	40	133	5303	33			
Arrive On Green	0.07	0.07	0.00	0.00	0.07	0.07	0.84	0.84	0.84			
Sat Flow, veh/h	818	338	0	0	1106	553	158	6326	40			
Grp Volume(v), veh/h	60	0	0	0	0	36	530	916	530			
Grp Sat Flow(s),veh/h/ln	1156	0	0	0	0	1658	1750	1512	1751			
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	1.9	6.3	6.3	6.3			
Cycle Q Clear(g_c), s	5.0	0.0	0.0	0.0	0.0	1.9	6.3	6.3	6.3			
Prop In Lane	0.80		0.00	0.00		0.33	0.09		0.02			
Lane Grp Cap(c), veh/h	156	0	0	0	0	121	1467	2535	1468			
V/C Ratio(X)	0.38	0.00	0.00	0.00	0.00	0.30	0.36	0.36	0.36			
Avail Cap(c_a), veh/h	543	0	0	0	0	571	1467	2535	1468			
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	41.4	0.0	0.0	0.0	0.0	39.5	1.7	1.7	1.7			
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.0	0.0	1.4	0.7	0.4	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	1.4	0.0	0.0	0.0	0.0	0.8	1.1	0.8	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.9	0.0	0.0	0.0	0.0	40.9	2.4	2.1	2.4			
LnGrp LOS	D					D	A	A	A			
Approach Vol, veh/h		60			36			1977				
Approach Delay, s/veh		42.9			40.9			2.2				
Approach LOS		D			D			A				

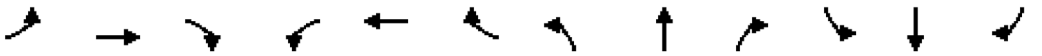
Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	79.5	10.5	10.5
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	51.0	31.0	31.0
Max Q Clear Time (g_c+I1), s	8.3	3.9	7.0
Green Ext Time (p_c), s	20.7	0.1	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	4.1
HCM 7th LOS	A



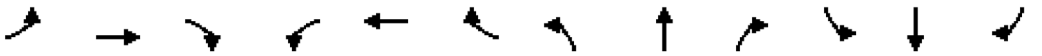
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	240	10	90	310	0	0	0	0	160	1780	220
Future Volume (vph)	0	240	10	90	310	0	0	0	0	160	1780	220
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.99		1.00	1.00						0.98	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3334		1604	3353						6306	
Flt Permitted		1.00		0.54	1.00						1.00	
Satd. Flow (perm)		3334		912	3353						6306	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	267	11	100	344	0	0	0	0	178	1978	244
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	22	0
Lane Group Flow (vph)	0	275	0	100	344	0	0	0	0	0	2378	0
Confl. Peds. (#/hr)			1	1					2	2		
Heavy Vehicles (%)	0%	2%	0%	3%	2%	0%	0%	0%	0%	1%	3%	2%
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		28.4		41.8	41.2						39.6	
Effective Green, g (s)		30.0		43.4	42.8						41.2	
Actuated g/C Ratio		0.33		0.48	0.48						0.46	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		1111		519	1594						2886	
v/s Ratio Prot		c0.08		0.02	c0.10							
v/s Ratio Perm				0.07							0.38	
v/c Ratio		0.25		0.19	0.22						0.82	
Uniform Delay, d1		21.8		14.8	13.8						21.2	
Progression Factor		1.00		1.22	1.18						0.24	
Incremental Delay, d2		0.5		0.1	0.3						1.3	
Delay (s)		22.3		18.2	16.6						6.3	
Level of Service		C		B	B						A	
Approach Delay (s/veh)		22.3			17.0			0.0			6.3	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	250	0	0	260	50	120	1430	110	0	0	0
Future Volume (vph)	120	250	0	0	260	50	120	1430	110	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.98			0.99				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1589	3420			3291			6081				
Flt Permitted	0.45	1.00			1.00			1.00				
Satd. Flow (perm)	757	3420			3291			6081				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	140	291	0	0	302	58	140	1663	128	0	0	0
RTOR Reduction (vph)	0	0	0	0	18	0	0	12	0	0	0	0
Lane Group Flow (vph)	140	291	0	0	342	0	0	1919	0	0	0	0
Confl. Peds. (#/hr)	2		5	5		2	4		5	5		4
Heavy Vehicles (%)	4%	0%	0%	0%	1%	2%	3%	4%	0%	0%	0%	0%
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	40.0	39.4			24.4			41.4				
Effective Green, g (s)	41.6	41.0			26.0			43.0				
Actuated g/C Ratio	0.46	0.46			0.29			0.48				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	2.0	0.2			0.2			0.2				
Lane Grp Cap (vph)	466	1558			950			2905				
v/s Ratio Prot	c0.04	0.09			c0.10							
v/s Ratio Perm	0.10							0.32				
v/c Ratio	0.30	0.19			0.36			0.66				
Uniform Delay, d1	18.4	14.6			25.4			17.9				
Progression Factor	0.83	0.97			1.00			0.81				
Incremental Delay, d2	0.1	0.2			1.1			1.1				
Delay (s)	15.5	14.4			26.5			15.6				
Level of Service	B	B			C			B				
Approach Delay (s/veh)		14.8			26.5			15.6			0.0	
Approach LOS		B			C			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



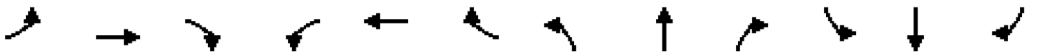
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	400	70	190	650	0	0	0	0	270	1880	110
Future Volume (vph)	0	400	70	190	650	0	0	0	0	270	1880	110
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.98		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		3143		1637	3275						6310	
Flt Permitted		1.00		0.95	1.00						0.99	
Satd. Flow (perm)		3143		1637	3275						6310	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	455	80	216	739	0	0	0	0	307	2136	125
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	520	0	216	739	0	0	0	0	0	2560	0
Confl. Peds. (#/hr)	4					4	2					2
Heavy Vehicles (%)	0%	7%	0%	1%	4%	0%	0%	0%	0%	1%	3%	4%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases										2		
Actuated Green, G (s)		25.0		13.0	42.0						38.8	
Effective Green, g (s)		26.6		14.6	43.6						40.4	
Actuated g/C Ratio		0.30		0.16	0.48						0.45	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		928		265	1586						2832	
v/s Ratio Prot		c0.17		c0.13	0.23							
v/s Ratio Perm											0.41	
v/c Ratio		0.56		0.82	0.47						0.90	
Uniform Delay, d1		26.8		36.4	15.4						23.0	
Progression Factor		1.00		0.40	0.24						0.51	
Incremental Delay, d2		2.4		10.6	0.6						2.2	
Delay (s)		29.2		25.1	4.2						13.9	
Level of Service		C		C	A						B	
Approach Delay (s/veh)		29.2			9.0			0.0			13.9	
Approach LOS		C			A			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

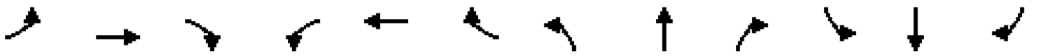
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	610	0	0	780	160	70	1280	100	0	0	0
Future Volume (vph)	80	610	0	0	780	160	70	1280	100	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.97			0.99				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1545	3275			3207			6034				
Flt Permitted	0.12	1.00			1.00			1.00				
Satd. Flow (perm)	201	3275			3207			6034				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	656	0	0	839	172	75	1376	108	0	0	0
RTOR Reduction (vph)	0	0	0	0	18	0	0	13	0	0	0	0
Lane Group Flow (vph)	86	656	0	0	993	0	0	1546	0	0	0	0
Confl. Peds. (#/hr)	5					5			6	6		
Confl. Bikes (#/hr)	1					1						
Heavy Vehicles (%)	7%	4%	0%	0%	3%	4%	3%	5%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	43.8	43.2			32.0			37.6				
Effective Green, g (s)	45.4	44.8			33.6			39.2				
Actuated g/C Ratio	0.50	0.50			0.37			0.44				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	2.0	0.2			0.2			0.2				
Lane Grp Cap (vph)	232	1630			1197			2628				
v/s Ratio Prot	0.04	c0.20			c0.31							
v/s Ratio Perm	0.15							0.26				
v/c Ratio	0.37	0.40			0.83			0.59				
Uniform Delay, d1	29.1	14.2			25.6			19.3				
Progression Factor	1.04	0.83			1.00			0.42				
Incremental Delay, d2	0.3	0.5			6.7			0.8				
Delay (s)	30.5	12.2			32.3			8.8				
Level of Service	C	B			C			A				
Approach Delay (s/veh)		14.4			32.3			8.8			0.0	
Approach LOS		B			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	610	250	140	740	0	0	0	0	130	2140	130
Future Volume (vph)	0	610	250	140	740	0	0	0	0	130	2140	130
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		5.2		4.6	5.2						5.2	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.96		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3166		1637	3275						6364	
Flt Permitted		1.00		0.12	1.00						1.00	
Satd. Flow (perm)		3166		214	3275						6364	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	685	281	157	831	0	0	0	0	146	2404	146
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	953	0	157	831	0	0	0	0	0	2687	0
Confl. Peds. (#/hr)			3	3			3					3
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	0%	4%	2%	3%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		28.5		39.1	38.5						42.3	
Effective Green, g (s)		27.9		38.5	37.9						41.7	
Actuated g/C Ratio		0.31		0.43	0.42						0.46	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		981		176	1379						2948	
v/s Ratio Prot		0.30		c0.05	0.25							
v/s Ratio Perm				c0.33							0.42	
v/c Ratio		0.97		0.89	0.60						0.91	
Uniform Delay, d1		30.7		34.2	20.2						22.4	
Progression Factor		1.00		1.30	1.41						0.71	
Incremental Delay, d2		22.6		24.5	1.1						4.8	
Delay (s)		53.3		69.0	29.6						20.7	
Level of Service		D		E	C						C	
Approach Delay (s/veh)		53.3			35.8			0.0			20.7	
Approach LOS		D			D			A			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	590	0	0	720	70	210	1210	120	0	0	0
Future Volume (vph)	150	590	0	0	720	70	210	1210	120	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.99			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1574	3275			3250			5949				
Flt Permitted	0.16	1.00			1.00			0.99				
Satd. Flow (perm)	271	3275			3250			5949				
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	176	694	0	0	847	82	247	1424	141	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	15	0	0	0	0
Lane Group Flow (vph)	176	694	0	0	921	0	0	1797	0	0	0	0
Confl. Peds. (#/hr)	3					3	2		4	4		2
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	5%	4%	0%	0%	3%	6%	5%	5%	5%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	46.0	45.4			31.4			35.4				
Effective Green, g (s)	45.4	44.8			30.8			34.8				
Actuated g/C Ratio	0.50	0.50			0.34			0.39				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	1.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	272	1630			1112			2300				
v/s Ratio Prot	c0.07	0.21			c0.28							
v/s Ratio Perm	0.26							0.30				
v/c Ratio	0.65	0.43			0.83			0.78				
Uniform Delay, d1	28.1	14.4			27.2			24.3				
Progression Factor	1.47	1.66			1.00			0.56				
Incremental Delay, d2	1.5	0.3			7.1			2.3				
Delay (s)	42.8	24.2			34.3			15.8				
Level of Service	D	C			C			B				
Approach Delay (s/veh)		27.9			34.3			15.8			0.0	
Approach LOS		C			C			B			A	

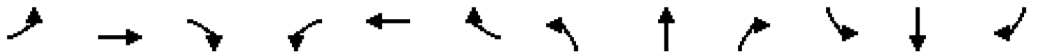
Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	150	0	0	0	70	2310
Future Volume (vph)	150	0	0	0	70	2310
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	14
Total Lost time (s)	5.2					5.2
Lane Util. Factor	0.97					0.86
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3159					6443
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3159					6443
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	165	0	0	0	77	2538
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	165	0	0	0	0	2615
Confl. Peds. (#/hr)		4		1	1	
Heavy Vehicles (%)	5%	0%	0%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	4
Turn Type	Prot				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	15.6					65.2
Effective Green, g (s)	15.0					64.6
Actuated g/C Ratio	0.17					0.72
Clearance Time (s)	4.6					4.6
Vehicle Extension (s)	2.5					0.2
Lane Grp Cap (vph)	526					4624
v/s Ratio Prot	c0.05					
v/s Ratio Perm						0.41
v/c Ratio	0.31					0.57
Uniform Delay, d1	33.0					6.0
Progression Factor	1.71					0.68
Incremental Delay, d2	0.2					0.3
Delay (s)	56.5					4.4
Level of Service	E					A
Approach Delay (s/veh)	56.5		0.0			4.4
Approach LOS	E		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	80	0	0	140	30	10	1190	50	0	0	0
Future Volume (vph)	20	80	0	0	140	30	10	1190	50	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	14	14	12	11	12	13	13	13	12	12	12
Total Lost time (s)	5.2	5.2			5.2	5.2		5.2				
Lane Util. Factor	1.00	1.00			0.95	0.95		0.86				
Frpb, ped/bikes	1.00	1.00			1.00	0.99		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1486	1920			1554	1377		5979				
Flt Permitted	0.52	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	817	1920			1554	1377		5979				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	23	93	0	0	163	35	12	1384	58	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	26	0	5	0	0	0	0
Lane Group Flow (vph)	23	93	0	0	166	5	0	1449	0	0	0	0
Confl. Peds. (#/hr)	2		8	8		2	4		4	4		4
Heavy Vehicles (%)	11%	0%	0%	0%	6%	4%	0%	6%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		8			4			2				
Permitted Phases	8					4	2					
Actuated Green, G (s)	15.7	15.7			15.7	15.7		65.1				
Effective Green, g (s)	15.1	15.1			15.1	15.1		64.5				
Actuated g/C Ratio	0.17	0.17			0.17	0.17		0.72				
Clearance Time (s)	4.6	4.6			4.6	4.6		4.6				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		0.2				
Lane Grp Cap (vph)	137	322			260	231		4284				
v/s Ratio Prot		0.05			c0.11							
v/s Ratio Perm	0.03					0.00		0.24				
v/c Ratio	0.17	0.29			0.64	0.02		0.34				
Uniform Delay, d1	32.1	32.8			34.9	31.3		4.8				
Progression Factor	1.37	1.36			1.00	1.00		0.24				
Incremental Delay, d2	0.4	0.3			4.5	0.0		0.1				
Delay (s)	44.4	44.8			39.4	31.3		1.3				
Level of Service	D	D			D	C		A				
Approach Delay (s/veh)		44.7			38.1			1.3			0.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		

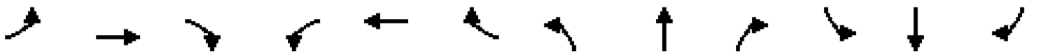
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	360	110	250	320	0	0	0	0	170	1870	110
Future Volume (veh/h)	0	360	110	250	320	0	0	0	0	170	1870	110
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1786	1800	1758	1772	0				1843	1843	1872
Adj Flow Rate, veh/h	0	400	122	278	356	0				189	2078	113
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	1	0	3	2	0				2	2	0
Cap, veh/h	0	679	205	385	1451	0				244	2680	146
Arrive On Green	0.00	0.26	0.27	0.23	0.86	0.00				0.45	0.45	0.46
Sat Flow, veh/h	0	2658	775	1674	3455	0				538	5912	321
Grp Volume(v), veh/h	0	263	259	278	356	0				638	1114	628
Grp Sat Flow(s),veh/h/ln	0	1697	1647	1674	1683	0				1816	1585	1785
Q Serve(g_s), s	0.0	12.1	12.3	10.4	1.7	0.0				26.7	26.6	26.7
Cycle Q Clear(g_c), s	0.0	12.1	12.3	10.4	1.7	0.0				26.7	26.6	26.7
Prop In Lane	0.00		0.47	1.00		0.00				0.30		0.18
Lane Grp Cap(c), veh/h	0	449	435	385	1451	0				823	1437	809
V/C Ratio(X)	0.00	0.59	0.60	0.72	0.25	0.00				0.78	0.77	0.78
Avail Cap(c_a), veh/h	0	449	435	385	1451	0				823	1437	809
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.19	0.19	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.8	28.8	19.5	3.6	0.0				20.7	20.7	20.7
Incr Delay (d2), s/veh	0.0	5.5	5.9	1.2	0.1	0.0				7.1	4.1	7.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.5	5.5	3.6	0.5	0.0				12.1	10.0	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	34.3	34.7	20.7	3.7	0.0				27.8	24.9	27.9
LnGrp LOS		C	C	C	A					C	C	C
Approach Vol, veh/h		522			634						2380	
Approach Delay, s/veh		34.5			11.2						26.5	
Approach LOS		C			B						C	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	46.0	15.0	29.0			44.0
Change Period (Y+Rc), s	4.6	4.0	4.6			4.6
Max Green Setting (Gmax), s	41.4	11.0	24.4			39.4
Max Q Clear Time (g_c+I1), s	28.7	12.4	14.3			3.7
Green Ext Time (p_c), s	0.8	0.0	0.1			0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	24.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	360	0	0	510	90	80	1110	220	0	0	0
Future Volume (vph)	100	360	0	0	510	90	80	1110	220	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	5.2			
Lane Util. Factor	1.00	0.95			0.95			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.98			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1621	3320			3241			4587	1518			
Flt Permitted	0.18	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	303	3320			3241			4587	1518			
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	122	439	0	0	622	110	98	1354	268	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	131	0	0	0
Lane Group Flow (vph)	122	439	0	0	716	0	0	1452	137	0	0	0
Confl. Peds. (#/hr)			2	2			1		2	2		1
Heavy Vehicles (%)	2%	3%	0%	0%	3%	4%	9%	6%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	37.0	36.4			21.4			44.4	44.4			
Effective Green, g (s)	36.4	35.8			20.8			43.8	43.8			
Actuated g/C Ratio	0.40	0.40			0.23			0.49	0.49			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	274	1320			749			2232	738			
v/s Ratio Prot	c0.05	0.13			c0.22							
v/s Ratio Perm	0.13							0.32	0.09			
v/c Ratio	0.45	0.33			0.96			0.65	0.19			
Uniform Delay, d1	29.9	18.8			34.1			17.4	13.0			
Progression Factor	0.51	0.61			1.00			0.48	0.21			
Incremental Delay, d2	0.3	0.5			23.7			1.5	0.5			
Delay (s)	15.6	12.0			57.8			9.8	3.3			
Level of Service	B	B			E			A	A			
Approach Delay (s/veh)		12.8			57.8			8.7			0.0	
Approach LOS		B			E			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	230	170	190	260	40	60	1010	40	40	1350	40
Future Volume (veh/h)	50	230	170	190	260	40	60	1010	40	40	1350	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1758	1786	1772	1730	1716	1800	1730	1716	1744	1758	1758
Adj Flow Rate, veh/h	54	250	43	207	283	30	65	1098	39	43	1467	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	3	1	2	5	6	0	5	6	4	3	3
Cap, veh/h	239	666	113	252	700	74	75	2700	96	53	2713	74
Arrive On Green	0.23	0.23	0.22	0.23	0.23	0.22	0.01	0.19	0.19	0.03	0.56	0.57
Sat Flow, veh/h	1041	2856	484	1086	3001	315	1714	4682	166	1661	4803	131
Grp Volume(v), veh/h	54	145	148	207	154	159	65	738	399	43	977	530
Grp Sat Flow(s),veh/h/ln	1041	1670	1671	1086	1643	1673	1714	1574	1700	1661	1600	1734
Q Serve(g_s), s	4.2	6.5	6.7	14.3	7.1	7.3	3.4	18.5	18.5	2.3	17.2	17.2
Cycle Q Clear(g_c), s	11.4	6.5	6.7	21.0	7.1	7.3	3.4	18.5	18.5	2.3	17.2	17.2
Prop In Lane	1.00		0.29	1.00		0.19	1.00		0.10	1.00		0.08
Lane Grp Cap(c), veh/h	239	390	390	252	383	390	75	1816	980	53	1807	980
V/C Ratio(X)	0.23	0.37	0.38	0.82	0.40	0.41	0.86	0.41	0.41	0.81	0.54	0.54
Avail Cap(c_a), veh/h	239	390	390	252	383	390	171	1816	980	166	1807	980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	29.0	29.2	39.1	29.2	29.3	44.1	22.9	22.9	43.3	12.3	12.3
Incr Delay (d2), s/veh	2.2	2.7	2.8	18.0	0.3	0.3	10.2	0.7	1.3	10.0	1.2	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	1.2	2.9	3.0	5.8	2.8	2.9	1.7	7.9	8.7	1.1	5.9	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.3	31.7	32.0	57.1	29.4	29.6	54.3	23.6	24.2	53.3	13.4	14.4
LnGrp LOS	D	C	C	E	C	C	D	C	C	D	B	B
Approach Vol, veh/h		347			520			1202			1550	
Approach Delay, s/veh		32.5			40.5			25.4			14.9	
Approach LOS		C			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	57.1		25.0	9.0	56.0		25.0
Change Period (Y+Rc), s	4.6	4.6		5.0	4.6	4.6		5.0
Max Green Setting (Gmax), s	9.4	46.4		20.0	9.4	46.4		20.0
Max Q Clear Time (g_c+I1), s	4.3	20.5		23.0	5.4	19.2		13.4
Green Ext Time (p_c), s	0.0	5.8		0.0	0.0	8.6		0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	23.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	490	280	100	540	50	120	800	100	90	1130	80
Future Volume (veh/h)	140	490	280	100	540	50	120	800	100	90	1130	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1786	1758	1772	1872	1744	1730	1800	1744	1758	1730
Adj Flow Rate, veh/h	156	544	233	111	600	16	133	889	42	100	1256	82
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	1	3	2	0	4	5	0	4	3	5
Cap, veh/h	177	668	285	130	890	414	151	1906	610	123	1780	116
Arrive On Green	0.11	0.29	0.28	0.08	0.26	0.26	0.09	0.40	0.40	0.07	0.39	0.38
Sat Flow, veh/h	1688	2289	977	1674	3367	1567	1661	4722	1512	1661	4600	300
Grp Volume(v), veh/h	156	400	377	111	600	16	133	889	42	100	874	464
Grp Sat Flow(s),veh/h/ln	1688	1683	1582	1674	1683	1567	1661	1574	1512	1661	1600	1700
Q Serve(g_s), s	10.0	24.2	24.5	7.2	17.5	0.8	8.7	15.2	1.9	6.5	25.3	25.4
Cycle Q Clear(g_c), s	10.0	24.2	24.5	7.2	17.5	0.8	8.7	15.2	1.9	6.5	25.3	25.4
Prop In Lane	1.00		0.62	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	177	492	462	130	890	414	151	1906	610	123	1238	658
V/C Ratio(X)	0.88	0.81	0.82	0.86	0.67	0.04	0.88	0.47	0.07	0.81	0.71	0.71
Avail Cap(c_a), veh/h	187	588	552	140	1083	504	151	1906	610	151	1238	658
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	48.5	36.1	36.6	50.1	36.2	30.1	49.4	24.1	20.1	50.2	28.4	28.5
Incr Delay (d2), s/veh	34.0	6.8	7.4	36.3	1.0	0.0	40.7	0.8	0.2	23.3	3.4	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	5.9	10.8	10.3	4.3	7.3	0.3	5.3	5.7	0.7	3.5	10.1	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.6	43.0	44.1	86.5	37.3	30.1	90.2	24.9	20.3	73.4	31.8	34.8
LnGrp LOS	F	D	D	F	D	C	F	C	C	E	C	C
Approach Vol, veh/h		933			727			1064			1438	
Approach Delay, s/veh		50.0			44.6			32.9			35.7	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	48.4	16.4	33.1	14.0	46.6	13.3	36.1
Change Period (Y+Rc), s	4.0	5.0	4.4	5.4	4.0	5.0	4.4	5.4
Max Green Setting (Gmax), s	10.0	34.6	12.6	34.0	10.0	34.6	9.6	37.0
Max Q Clear Time (g_c+I1), s	8.5	17.2	12.0	19.5	10.7	27.4	9.2	26.5
Green Ext Time (p_c), s	0.0	4.4	0.0	2.0	0.0	3.8	0.0	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	39.7
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	770	220	110	510	220	130	560	80	200	1000	130
Future Volume (veh/h)	180	770	220	110	510	220	130	560	80	200	1000	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1744	1758	1786	1688	1716	1784	1772	1702	1730	1800	1758	1730
Adj Flow Rate, veh/h	186	794	136	113	526	67	134	577	24	206	1031	43
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	1	8	6	6	2	7	5	0	3	5
Cap, veh/h	350	1066	481	262	952	440	209	1289	405	285	1535	468
Arrive On Green	0.11	0.32	0.32	0.08	0.29	0.29	0.12	0.28	0.28	0.17	0.32	0.32
Sat Flow, veh/h	3222	3340	1508	3118	3260	1506	1688	4646	1461	1714	4799	1462
Grp Volume(v), veh/h	186	794	136	113	526	67	134	577	24	206	1031	43
Grp Sat Flow(s),veh/h/ln	1611	1670	1508	1559	1630	1506	1688	1549	1461	1714	1600	1462
Q Serve(g_s), s	4.3	16.6	5.3	2.7	10.7	2.6	5.9	8.0	0.9	8.9	14.6	1.6
Cycle Q Clear(g_c), s	4.3	16.6	5.3	2.7	10.7	2.6	5.9	8.0	0.9	8.9	14.6	1.6
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	350	1066	481	262	952	440	209	1289	405	285	1535	468
V/C Ratio(X)	0.53	0.74	0.28	0.43	0.55	0.15	0.64	0.45	0.06	0.72	0.67	0.09
Avail Cap(c_a), veh/h	823	1373	620	796	1332	615	582	2787	877	438	2879	877
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	33.0	23.8	20.0	34.1	23.4	20.6	32.7	23.4	20.8	30.9	23.1	18.7
Incr Delay (d2), s/veh	0.5	1.6	0.3	0.4	0.2	0.1	1.2	0.1	0.0	1.3	0.5	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	1.6	6.3	1.8	1.0	3.9	0.9	2.4	2.8	0.3	3.6	5.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.5	25.5	20.3	34.5	23.6	20.6	33.9	23.4	20.8	32.2	23.6	18.7
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	B
Approach Vol, veh/h		1116			706			735			1280	
Approach Delay, s/veh		26.2			25.1			25.3			24.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	24.7	11.5	26.1	12.7	28.1	9.6	28.0
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5.2	5.0	5.0	5.0	5.2
Max Green Setting (Gmax), s	18.0	45.0	18.0	* 30	25.0	45.0	18.0	30.0
Max Q Clear Time (g_c+I1), s	10.9	10.0	6.3	12.7	7.9	16.6	4.7	18.6
Green Ext Time (p_c), s	0.2	1.7	0.3	1.5	0.2	5.8	0.2	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	25.3
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	210	100	120	240	100	50	630	30	60	1020	80
Future Volume (veh/h)	70	210	100	120	240	100	50	630	30	60	1020	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1786	1758	1730	1744	1744	1603	1716	1800	1674	1772	1730
Adj Flow Rate, veh/h	78	233	94	133	267	65	56	700	29	67	1133	82
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	1	3	5	4	4	14	6	0	9	2	5
Cap, veh/h	305	369	149	208	808	193	91	2336	96	101	2348	170
Arrive On Green	0.30	0.30	0.31	0.30	0.30	0.31	0.12	1.00	0.98	0.06	0.51	0.49
Sat Flow, veh/h	1063	1209	488	1027	2651	634	1527	4614	190	1594	4604	333
Grp Volume(v), veh/h	78	0	327	133	165	167	56	473	256	67	793	422
Grp Sat Flow(s),veh/h/ln	1063	0	1697	1027	1657	1628	1527	1561	1681	1594	1612	1712
Q Serve(g_s), s	6.7	0.0	18.2	14.1	8.5	8.7	3.8	0.0	0.1	4.5	17.6	17.7
Cycle Q Clear(g_c), s	15.5	0.0	18.2	32.3	8.5	8.7	3.8	0.0	0.1	4.5	17.6	17.7
Prop In Lane	1.00		0.29	1.00		0.39	1.00		0.11	1.00		0.19
Lane Grp Cap(c), veh/h	305	0	517	208	505	496	91	1581	851	101	1645	873
V/C Ratio(X)	0.26	0.00	0.63	0.64	0.33	0.34	0.62	0.30	0.30	0.66	0.48	0.48
Avail Cap(c_a), veh/h	312	0	527	215	515	506	139	1581	851	145	1645	873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	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	35.6	0.0	32.8	46.8	29.5	29.5	47.2	0.0	0.1	50.4	17.5	17.6
Incr Delay (d2), s/veh	0.2	0.0	1.8	4.5	0.1	0.1	2.5	0.5	0.9	2.8	1.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	7.7	3.8	3.3	3.4	1.4	0.1	0.2	1.8	6.2	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.7	0.0	34.6	51.3	29.6	29.6	49.8	0.5	1.0	53.1	18.5	19.6
LnGrp LOS	D		C	D	C	C	D	A	A	D	B	B
Approach Vol, veh/h		405			465			785			1282	
Approach Delay, s/veh		34.8			35.8			4.2			20.7	
Approach LOS		C			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	59.7		39.3	10.6	60.1		39.3				
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.9				
Max Green Setting (Gmax), s	10.0	50.3		35.1	10.0	50.3		35.1				
Max Q Clear Time (g_c+I1), s	6.5	2.1		34.3	5.8	19.7		20.2				
Green Ext Time (p_c), s	0.0	6.5		0.1	0.0	11.5		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	20.6
HCM 7th LOS	C

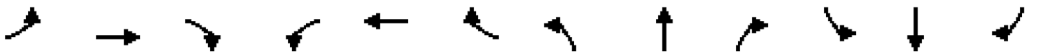
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	140	0	0	20	30	800	390	190	940	20
Future Vol, veh/h	0	0	140	0	0	20	30	800	390	190	940	20
Conflicting Peds, #/hr	1	0	1	1	0	1	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	-	-	0	-	-	0	150	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	146	0	0	21	31	833	406	198	979	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	501	-	-	621	1000	0	0	1240	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	515	0	0	430	688	-	-	558	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	515	-	-	430	688	-	-	558	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.73	13.8	0.26	2.47
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	688	-	-	515	430	558	-	-
HCM Lane V/C Ratio	0.045	-	-	0.283	0.048	0.355	-	-
HCM Control Delay (s/veh)	10.5	-	-	14.7	13.8	15	-	-
HCM Lane LOS	B	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.2	1.6	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	310	160	50	220	70	100	500	80	140	950	90
Future Volume (veh/h)	70	310	160	50	220	70	100	500	80	140	950	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1758	1772	1702	1716	1688	1702	1744	1786	1730	1786	1786
Adj Flow Rate, veh/h	77	341	166	55	242	0	110	549	81	154	1044	95
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	3	2	7	6	8	7	4	1	5	1	1
Cap, veh/h	385	382	186	166	574		134	999	147	183	1173	107
Arrive On Green	0.04	0.34	0.34	0.04	0.33	0.00	0.08	0.34	0.34	0.11	0.37	0.37
Sat Flow, veh/h	1647	1115	543	1621	1716	1430	1621	2898	426	1647	3145	286
Grp Volume(v), veh/h	77	0	507	55	242	0	110	313	317	154	563	576
Grp Sat Flow(s),veh/h/ln	1647	0	1658	1621	1716	1430	1621	1657	1667	1647	1697	1734
Q Serve(g_s), s	3.5	0.0	33.2	2.5	12.5	0.0	7.6	17.5	17.6	10.5	35.6	35.7
Cycle Q Clear(g_c), s	3.5	0.0	33.2	2.5	12.5	0.0	7.6	17.5	17.6	10.5	35.6	35.7
Prop In Lane	1.00		0.33	1.00		1.00	1.00		0.26	1.00		0.16
Lane Grp Cap(c), veh/h	385	0	567	166	574		134	571	575	183	633	647
V/C Ratio(X)	0.20	0.00	0.89	0.33	0.42		0.82	0.55	0.55	0.84	0.89	0.89
Avail Cap(c_a), veh/h	399	0	956	179	974		262	913	919	416	1089	1114
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	35.7	28.3	29.5	0.0	51.6	30.3	30.4	49.9	33.7	33.7
Incr Delay (d2), s/veh	0.3	0.0	6.2	1.2	0.5	0.0	11.4	0.4	0.4	9.8	2.8	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	1.4	0.0	14.3	1.0	5.3	0.0	3.4	6.7	6.8	4.7	14.3	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.2	0.0	41.9	29.5	30.0	0.0	63.1	30.7	30.7	59.7	36.5	36.5
LnGrp LOS	C		D	C	C		E	C	C	E	D	D
Approach Vol, veh/h		584			297			740			1293	
Approach Delay, s/veh		39.6			29.9			35.5			39.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	45.0	8.1	43.2	15.0	48.2	9.0	42.3
Change Period (Y+Rc), s	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0
Max Green Setting (Gmax), s	28.9	63.1	5.0	66.0	18.5	73.5	6.0	65.0
Max Q Clear Time (g_c+I1), s	12.5	19.6	4.5	35.2	9.6	37.7	5.5	14.5
Green Ext Time (p_c), s	0.3	2.4	0.0	4.0	0.1	5.0	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	37.4
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

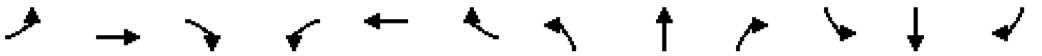
Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	70	730	40	40	990
Future Vol, veh/h	0	70	730	40	40	990
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	73	760	42	42	1031

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	401	0	0	802	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	0	512	-	-	487	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	512	-	-	487	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.2	0	0.51
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	512	487	-
HCM Lane V/C Ratio	-	-	0.143	0.086	-
HCM Control Delay (s/veh)	-	-	13.2	13.1	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	560	220	280	390	180	150	330	160	200	710	160
Future Volume (veh/h)	100	560	220	280	390	180	150	330	160	200	710	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1688	1744	1674	1786	1730	1744	1744	1730	1744	1744	1772	1786
Adj Flow Rate, veh/h	116	651	219	326	453	161	174	384	107	233	826	33
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	8	4	9	1	5	4	4	5	4	4	2	1
Cap, veh/h	325	673	226	325	868	306	179	940	252	243	984	441
Arrive On Green	0.07	0.28	0.28	0.15	0.37	0.37	0.11	0.25	0.25	0.15	0.29	0.29
Sat Flow, veh/h	1607	2429	817	1701	2378	838	1661	3704	991	1661	3367	1509
Grp Volume(v), veh/h	116	444	426	326	312	302	174	324	167	233	826	33
Grp Sat Flow(s),veh/h/ln	1607	1657	1589	1701	1643	1573	1661	1574	1547	1661	1683	1509
Q Serve(g_s), s	6.6	34.4	34.4	20.0	19.3	19.6	13.6	11.1	11.7	18.1	29.9	2.1
Cycle Q Clear(g_c), s	6.6	34.4	34.4	20.0	19.3	19.6	13.6	11.1	11.7	18.1	29.9	2.1
Prop In Lane	1.00		0.51	1.00		0.53	1.00		0.64	1.00		1.00
Lane Grp Cap(c), veh/h	325	459	440	325	600	574	179	799	393	243	984	441
V/C Ratio(X)	0.36	0.97	0.97	1.00	0.52	0.53	0.97	0.41	0.43	0.96	0.84	0.07
Avail Cap(c_a), veh/h	343	459	440	325	600	574	179	799	393	243	984	441
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	30.6	46.4	46.4	39.1	32.3	32.4	57.8	40.3	40.6	55.1	43.1	33.3
Incr Delay (d2), s/veh	0.7	33.6	34.6	50.9	0.8	0.9	59.1	1.5	3.3	46.5	8.5	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	2.6	18.2	17.6	11.3	7.8	7.6	8.5	4.3	4.7	10.5	13.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.2	80.0	81.1	90.0	33.1	33.3	116.9	41.9	43.9	101.6	51.7	33.6
LnGrp LOS	C	E	F	F	C	C	F	D	D	F	D	C
Approach Vol, veh/h		986			940			665			1092	
Approach Delay, s/veh		74.7			52.9			62.0			61.8	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	44.0	13.5	52.5	25.0	39.0	25.0	41.0
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	38.0	10.0	46.0	19.0	33.0	20.0	36.0
Max Q Clear Time (g_c+I1), s	15.6	31.9	8.6	21.6	20.1	13.7	22.0	36.4
Green Ext Time (p_c), s	0.0	2.0	0.0	3.9	0.0	1.6	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	63.0
HCM 7th LOS	E

Intersection	
Int Delay, s/veh	356.5

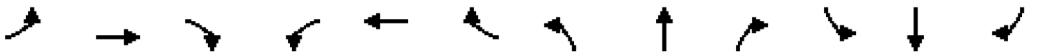
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕			↕	
Traffic Vol, veh/h	50	1050	20	10	740	40	20	20	10	70	10	110
Future Vol, veh/h	50	1050	20	10	740	40	20	20	10	70	10	110
Conflicting Peds, #/hr	1	0	3	3	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	60	1250	24	12	881	48	24	24	12	83	12	131

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	930	0	0	1277	0	0	1854	2337	640	1686	2325	465
Stage 1	-	-	-	-	-	-	1384	1384	-	930	930	-
Stage 2	-	-	-	-	-	-	470	953	-	756	1396	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	713	-	-	524	-	-	44	35	411	~ 59	35	536
Stage 1	-	-	-	-	-	-	147	204	-	282	338	-
Stage 2	-	-	-	-	-	-	535	329	-	360	201	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	713	-	-	522	-	-	~ 18	29	410	~ 10	30	535
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 18	29	-	~ 10	30	-
Stage 1	-	-	-	-	-	-	128	177	-	273	327	-
Stage 2	-	-	-	-	-	-	378	318	-	263	174	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.47	0.15	$ 846.55	$ 3807.95
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	27	713	-	-	522	-	-	26
HCM Lane V/C Ratio	2.175	0.084	-	-	0.023	-	-	8.803
HCM Control Delay (s/veh)	$ 846.5	10.5	-	-	12.1	-	-	$ 3807.9
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	7.1	0.3	-	-	0.1	-	-	28.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



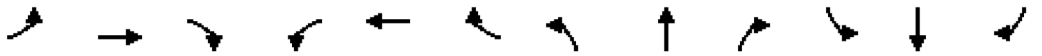
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	20	1220	30	50	100	0	0	290	90
Future Volume (veh/h)	0	0	0	20	1220	30	50	100	0	0	290	90
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1228	1607	1620	1595	1329	0	0	1456	1519
Adj Flow Rate, veh/h				21	1258	28	52	103	0	0	299	79
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				31	1	0	2	23	0	0	13	8
Cap, veh/h				43	2594	58	90	126	0	0	353	93
Arrive On Green				0.20	0.20	0.20	0.36	0.36	0.00	0.00	0.36	0.36
Sat Flow, veh/h				72	4324	96	83	346	0	0	991	262
Grp Volume(v), veh/h				467	426	415	155	0	0	0	0	378
Grp Sat Flow(s),veh/h/ln				1604	1463	1426	429	0	0	0	0	1253
Q Serve(g_s), s				20.7	20.6	20.7	6.7	0.0	0.0	0.0	0.0	22.3
Cycle Q Clear(g_c), s				20.7	20.6	20.7	29.0	0.0	0.0	0.0	0.0	22.3
Prop In Lane				0.05		0.07	0.34		0.00	0.00		0.21
Lane Grp Cap(c), veh/h				962	878	855	216	0	0	0	0	446
V/C Ratio(X)				0.48	0.48	0.48	0.72	0.00	0.00	0.00	0.00	0.85
Avail Cap(c_a), veh/h				962	878	855	216	0	0	0	0	446
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				21.1	21.1	21.1	26.5	0.0	0.0	0.0	0.0	23.7
Incr Delay (d2), s/veh				1.7	1.9	2.0	18.4	0.0	0.0	0.0	0.0	14.1
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				9.2	8.4	8.2	4.1	0.0	0.0	0.0	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				22.9	23.0	23.1	45.0	0.0	0.0	0.0	0.0	37.9
LnGrp LOS				C	C	C	D					D
Approach Vol, veh/h					1307			155			378	
Approach Delay, s/veh					23.0			45.0			37.9	
Approach LOS					C			D			D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	32.1	51.0	32.1
Change Period (Y+Rc), s	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	24.4	46.4	* 25
Max Q Clear Time (g_c+I1), s	31.0	22.7	24.3
Green Ext Time (p_c), s	0.0	0.3	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	27.9
HCM 7th LOS	C

Notes

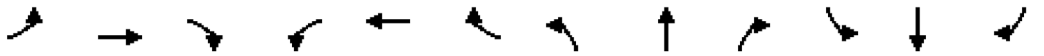
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	470	30	30	80	0	0	110	50
Future Volume (vph)	0	0	0	30	470	30	30	80	0	0	110	50
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	13	13	13	12	12	12	12	12	12
Total Lost time (s)					3.0			3.0			3.0	
Lane Util. Factor					0.91			1.00			1.00	
Frpb, ped/bikes					0.99			1.00			0.98	
Flpb, ped/bikes					1.00			0.99			1.00	
Frt					0.99			1.00			0.96	
Flt Protected					1.00			0.99			1.00	
Satd. Flow (prot)					3792			1331			1337	
Flt Permitted					1.00			0.91			1.00	
Satd. Flow (perm)					3792			1228			1337	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	31	485	31	31	82	0	0	113	52
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	21	0
Lane Group Flow (vph)	0	0	0	0	539	0	0	113	0	0	144	0
Confl. Peds. (#/hr)	105		41	41		105	33		33	33		33
Confl. Bikes (#/hr)	1		1	1		1	1					1
Heavy Vehicles (%)	0%	0%	0%	0%	13%	4%	0%	10%	0%	0%	0%	9%
Bus Blockages (#/hr)	0	0	0	0	10	0	0	0	0	0	0	0
Parking (#/hr)					0	0	0	0	0		0	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					37.4			33.4			33.4	
Effective Green, g (s)					39.0			35.0			35.0	
Actuated g/C Ratio					0.49			0.44			0.44	
Clearance Time (s)					4.6			4.6			4.6	
Vehicle Extension (s)					0.2			0.2			0.2	
Lane Grp Cap (vph)					1848			537			584	
v/s Ratio Prot											c0.11	
v/s Ratio Perm					0.14			0.09				
v/c Ratio					0.29			0.21			0.25	
Uniform Delay, d1					12.2			13.9			14.2	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					0.4			0.9			1.0	
Delay (s)					12.6			14.8			15.2	
Level of Service					B			B			B	
Approach Delay (s/veh)		0.0			12.6			14.8			15.2	
Approach LOS		A			B			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

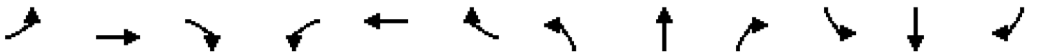
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	150	90	70	250	0	0	0	0	240	1710	70
Future Volume (vph)	0	150	90	70	250	0	0	0	0	240	1710	70
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		3.0			3.0						3.0	
Lane Util. Factor		0.95			0.95						0.91	
Frpb, ped/bikes		0.98			1.00						1.00	
Flpb, ped/bikes		1.00			0.99						1.00	
Frt		0.94			1.00						0.99	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		2700			2787						4240	
Flt Permitted		1.00			0.83						0.99	
Satd. Flow (perm)		2700			2333						4240	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	156	94	73	260	0	0	0	0	250	1781	73
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	235	0	0	333	0	0	0	0	0	2100	0
Confl. Peds. (#/hr)	21		36	36		21	27		6	6		27
Heavy Vehicles (%)	0%	5%	4%	0%	3%	0%	0%	0%	0%	2%	3%	3%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Parking (#/hr)					0							
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		25.0			25.0						55.0	
Effective Green, g (s)		27.0			27.0						57.0	
Actuated g/C Ratio		0.30			0.30						0.63	
Clearance Time (s)		5.0			5.0						5.0	
Vehicle Extension (s)		0.2			0.2						0.2	
Lane Grp Cap (vph)		810			699						2685	
v/s Ratio Prot		0.09										
v/s Ratio Perm					c0.14						0.50	
v/c Ratio		0.29			0.48						0.78	
Uniform Delay, d1		24.2			25.7						12.0	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.9			2.3						2.4	
Delay (s)		25.1			28.0						14.3	
Level of Service		C			C						B	
Approach Delay (s/veh)		25.1			28.0			0.0			14.3	
Approach LOS		C			C			A			B	

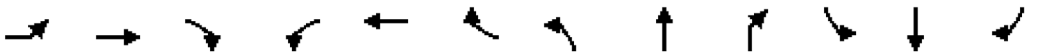
Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	98.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	130	350	0	0	0	0	0	1590	210
Future Volume (vph)	0	0	0	130	350	0	0	0	0	0	1590	210
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					5.3						5.9	5.9
Lane Util. Factor					0.95						0.86	0.86
Frpb, ped/bikes					1.00						1.00	0.97
Flpb, ped/bikes					0.99						1.00	1.00
Frt					1.00						1.00	0.85
Flt Protected					0.99						1.00	1.00
Satd. Flow (prot)					3289						4486	1235
Flt Permitted					0.99						1.00	1.00
Satd. Flow (perm)					3289						4486	1235
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	135	365	0	0	0	0	0	1656	219
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	500	0	0	0	0	0	1678	197
Confl. Peds. (#/hr)	2		19	19		2	16		2	2		16
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%	0%	0%	0%	0%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	2	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Actuated Green, G (s)					27.3						52.7	52.7
Effective Green, g (s)					26.7						52.1	52.1
Actuated g/C Ratio					0.30						0.58	0.58
Clearance Time (s)					4.7						5.3	5.3
Vehicle Extension (s)					0.2						0.2	0.2
Lane Grp Cap (vph)					975						2596	714
v/s Ratio Prot											c0.37	
v/s Ratio Perm					0.15							0.16
v/c Ratio					0.51						0.65	0.28
Uniform Delay, d1					26.3						12.8	9.5
Progression Factor					1.00						1.00	1.00
Incremental Delay, d2					1.9						1.3	1.0
Delay (s)					28.2						14.0	10.5
Level of Service					C						B	B
Approach Delay (s/veh)		0.0			28.2			0.0			13.6	
Approach LOS		A			C			A			B	

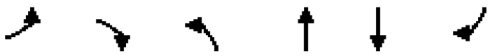
Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	10	130	20	10	20	150	2180	40	70	1650	190
Future Volume (vph)	130	10	130	20	10	20	150	2180	40	70	1650	190
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	12	11	12	12	12	12	14
Total Lost time (s)	2.7	2.7	2.7	2.7	2.7	3.6	4.0	3.6		4.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.95	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	0.98	1.00	1.00	0.99	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1680	1800	1460	1590	1684	1455	1653	4802		1710	4657	1549
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1327	1800	1460	1256	1684	1455	1653	4802		1710	4657	1549
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	137	11	137	21	11	21	158	2295	42	74	1737	200
RTOR Reduction (vph)	0	0	112	0	0	0	0	0	0	0	0	84
Lane Group Flow (vph)	137	11	25	21	11	21	158	2337	0	74	1737	116
Confl. Peds. (#/hr)	13		4	4		13	11		7	7		11
Heavy Vehicles (%)	0%	0%	3%	7%	14%	0%	0%	2%	3%	0%	2%	1%
Parking (#/hr)											0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4		4						6
Actuated Green, G (s)	15.7	15.7	15.7	15.7	15.7	15.7	12.4	60.5		5.6	53.7	53.7
Effective Green, g (s)	17.6	17.6	17.6	17.6	17.6	16.7	12.4	61.5		5.6	55.3	55.3
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19	0.18	0.13	0.65		0.06	0.58	0.58
Clearance Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.6		4.0	4.6	4.6
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	245	333	270	232	311	255	215	3108		100	2710	901
v/s Ratio Prot		0.01			0.01		c0.10	c0.49		0.04	0.37	
v/s Ratio Perm	c0.10		0.02	0.02		0.01						0.08
v/c Ratio	0.56	0.03	0.09	0.09	0.04	0.08	0.73	0.75		0.74	0.64	0.13
Uniform Delay, d1	35.2	31.7	32.1	32.1	31.7	32.7	39.7	11.5		44.0	13.2	9.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.2	0.0	0.1	0.1	0.0	0.1	11.6	1.7		24.0	1.2	0.3
Delay (s)	37.4	31.8	32.2	32.2	31.8	32.8	51.3	13.2		68.0	14.4	9.3
Level of Service	D	C	C	C	C	C	D	B		E	B	A
Approach Delay (s/veh)		34.7			32.4			15.6			15.9	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.3
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	200	0	0	1900	50
Future Volume (Veh/h)	0	200	0	0	1900	50
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	215	0	0	2043	54
Pedestrians	11				3	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2084	549	2108			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2084	549	2108			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	55	100			
cM capacity (veh/h)	45	475	254			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	215	584	584	584	346
Volume Left	0	0	0	0	0
Volume Right	215	0	0	0	54
cSH	475	1700	1700	1700	1700
Volume to Capacity	0.45	0.34	0.34	0.34	0.20
Queue Length 95th (ft)	58	0	0	0	0
Control Delay (s/veh)	18.7	0.0	0.0	0.0	0.0
Lane LOS	C				
Approach Delay (s/veh)	18.7	0.0			
Approach LOS	C				

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		



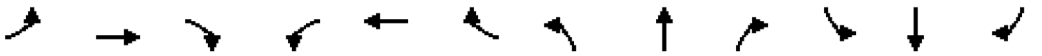
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	10	0	0	30	30	30	2570	20	0	0	0
Future Volume (veh/h)	100	10	0	0	30	30	30	2570	20	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1786	1786	0	0	1786	1786	1786	1786	1786			
Adj Flow Rate, veh/h	102	10	0	0	31	31	31	2622	20			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	1	1	0	0	1	1	1	1	1			
Cap, veh/h	217	18	0	0	119	119	59	4977	38			
Arrive On Green	0.15	0.15	0.00	0.00	0.15	0.15	0.77	0.77	0.77			
Sat Flow, veh/h	962	121	0	0	816	816	77	6504	50			
Grp Volume(v), veh/h	112	0	0	0	0	62	718	1238	716			
Grp Sat Flow(s),veh/h/ln	1083	0	0	0	0	1632	1782	1536	1776			
Q Serve(g_s), s	6.8	0.0	0.0	0.0	0.0	3.0	14.3	14.3	14.3			
Cycle Q Clear(g_c), s	9.8	0.0	0.0	0.0	0.0	3.0	14.3	14.3	14.3			
Prop In Lane	0.91		0.00	0.00		0.50	0.04		0.03			
Lane Grp Cap(c), veh/h	234	0	0	0	0	238	1364	2351	1359			
V/C Ratio(X)	0.48	0.00	0.00	0.00	0.00	0.26	0.53	0.53	0.53			
Avail Cap(c_a), veh/h	507	0	0	0	0	562	1364	2351	1359			
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	38.3	0.0	0.0	0.0	0.0	34.1	4.2	4.2	4.2			
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.0	0.0	0.6	1.5	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			
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	0.0	0.0	1.2	4.0	3.3	4.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.8	0.0	0.0	0.0	0.0	34.7	5.6	5.0	5.6			
LnGrp LOS	D					C	A	A	A			
Approach Vol, veh/h		112			62			2673				
Approach Delay, s/veh		39.8			34.7			5.3				
Approach LOS		D			C			A				

Timer - Assigned Phs	2	4			8			
Phs Duration (G+Y+Rc), s	72.9	17.1			17.1			
Change Period (Y+Rc), s	4.0	4.0			4.0			
Max Green Setting (Gmax), s	51.0	31.0			31.0			
Max Q Clear Time (g_c+I1), s	16.3	5.0			11.8			
Green Ext Time (p_c), s	26.6	0.3			0.5			

Intersection Summary												
HCM 7th Control Delay, s/veh		7.3										
HCM 7th LOS		A										

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	400	20	260	320	0	0	0	0	110	1660	130
Future Volume (vph)	0	400	20	260	320	0	0	0	0	110	1660	130
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.99		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3361		1652	3353						6378	
Flt Permitted		1.00		0.37	1.00						1.00	
Satd. Flow (perm)		3361		648	3353						6378	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	417	21	271	333	0	0	0	0	115	1729	135
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	434	0	271	333	0	0	0	0	0	1967	0
Confl. Peds. (#/hr)	2		2	2		2	4		4	4		4
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	3%	2%	2%
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		24.0		50.6	50.0						35.8	
Effective Green, g (s)		25.6		52.2	51.6						37.4	
Actuated g/C Ratio		0.27		0.55	0.54						0.39	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		905		605	1821						2510	
v/s Ratio Prot		c0.13		c0.11	0.10							
v/s Ratio Perm				0.13							0.31	
v/c Ratio		0.48		0.45	0.18						0.78	
Uniform Delay, d1		29.1		18.9	11.0						25.3	
Progression Factor		1.00		0.64	0.48						0.58	
Incremental Delay, d2		1.8		0.1	0.1						1.6	
Delay (s)		30.9		12.1	5.4						16.1	
Level of Service		C		B	A						B	
Approach Delay (s/veh)		30.9			8.4			0.0			16.1	
Approach LOS		C			A			A			B	

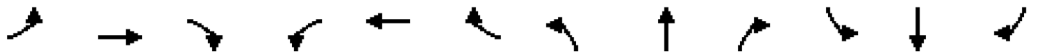
Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	360	0	0	520	180	130	2300	90	0	0	0
Future Volume (vph)	180	360	0	0	520	180	130	2300	90	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.96			0.99				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1653	3353			3241			6285				
Flt Permitted	0.17	1.00			1.00			1.00				
Satd. Flow (perm)	288	3353			3241			6285				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	186	371	0	0	536	186	134	2371	93	0	0	0
RTOR Reduction (vph)	0	0	0	0	36	0	0	6	0	0	0	0
Lane Group Flow (vph)	186	371	0	0	686	0	0	2592	0	0	0	0
Confl. Peds. (#/hr)	4		8	8		4	6		5	5		6
Confl. Bikes (#/hr)							1					1
Heavy Vehicles (%)	0%	2%	0%	0%	1%	1%	0%	1%	0%	0%	0%	0%
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	41.0	40.4			23.4			45.4				
Effective Green, g (s)	42.6	42.0			25.0			47.0				
Actuated g/C Ratio	0.45	0.44			0.26			0.49				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	2.0	0.2			0.2			0.2				
Lane Grp Cap (vph)	338	1482			852			3109				
v/s Ratio Prot	c0.08	0.11			c0.21							
v/s Ratio Perm	0.16							0.41				
v/c Ratio	0.55	0.25			0.81			0.83				
Uniform Delay, d1	29.8	16.6			32.7			20.6				
Progression Factor	0.50	0.24			1.00			1.00				
Incremental Delay, d2	1.0	0.3			8.0			2.8				
Delay (s)	15.8	4.3			40.7			23.4				
Level of Service	B	A			D			C				
Approach Delay (s/veh)		8.1			40.7			23.4			0.0	
Approach LOS		A			D			C			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		

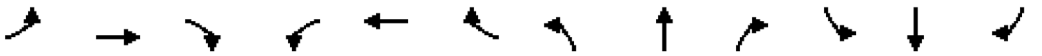
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	730	70	210	540	0	0	0	0	240	1620	180
Future Volume (vph)	0	730	70	210	540	0	0	0	0	240	1620	180
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.99		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		3230		1620	3307						6268	
Flt Permitted		1.00		0.15	1.00						0.99	
Satd. Flow (perm)		3230		248	3307						6268	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	760	73	219	562	0	0	0	0	250	1688	188
RTOR Reduction (vph)	0	8	0	0	0	0	0	0	0	0	17	0
Lane Group Flow (vph)	0	825	0	219	563	0	0	0	0	0	2109	0
Confl. Peds. (#/hr)			5	5			13		2	2		13
Heavy Vehicles (%)	0%	4%	3%	2%	3%	0%	0%	0%	0%	2%	3%	1%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		27.4		48.0	47.4						38.4	
Effective Green, g (s)		29.0		49.6	49.0						40.0	
Actuated g/C Ratio		0.31		0.52	0.52						0.42	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		986		383	1705						2639	
v/s Ratio Prot		c0.26		c0.11	0.17							
v/s Ratio Perm				0.19							0.34	
v/c Ratio		0.84		0.57	0.33						0.80	
Uniform Delay, d1		30.8		27.4	13.4						24.0	
Progression Factor		1.00		0.26	0.17						0.25	
Incremental Delay, d2		8.4		0.5	0.2						1.3	
Delay (s)		39.2		7.5	2.5						7.3	
Level of Service		D		A	A						A	
Approach Delay (s/veh)		39.2			3.9			0.0			7.3	
Approach LOS		D			A			A			A	

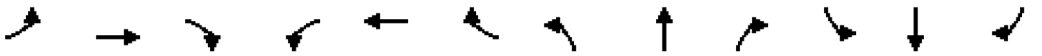
Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	91.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



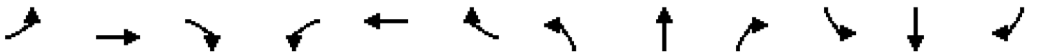
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	860	0	0	640	340	130	2030	170	0	0	0
Future Volume (vph)	250	860	0	0	640	340	130	2030	170	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.95			0.99				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1621	3340			3139			6244				
Flt Permitted	0.11	1.00			1.00			1.00				
Satd. Flow (perm)	195	3340			3139			6244				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	258	887	0	0	660	351	134	2093	175	0	0	0
RTOR Reduction (vph)	0	0	0	0	23	0	0	13	0	0	0	0
Lane Group Flow (vph)	258	887	0	0	988	0	0	2389	0	0	0	0
Confl. Peds. (#/hr)	1		7	7		1	2		6	6		2
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	2%	2%	0%	0%	1%	5%	1%	1%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	46.0	45.4			30.4			40.4				
Effective Green, g (s)	47.6	47.0			32.0			42.0				
Actuated g/C Ratio	0.50	0.49			0.34			0.44				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	2.0	0.2			0.2			0.2				
Lane Grp Cap (vph)	286	1652			1057			2760				
v/s Ratio Prot	c0.12	0.27			c0.31							
v/s Ratio Perm	0.33							0.38				
v/c Ratio	0.90	0.54			0.94			0.87				
Uniform Delay, d1	33.9	16.5			30.5			23.9				
Progression Factor	0.91	0.64			1.00			0.48				
Incremental Delay, d2	21.3	0.8			15.9			2.2				
Delay (s)	52.3	11.4			46.4			13.7				
Level of Service	D	B			D			B				
Approach Delay (s/veh)		20.6			46.4			13.7			0.0	
Approach LOS		C			D			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	91.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	920	190	110	660	0	0	0	0	90	1840	140
Future Volume (vph)	0	920	190	110	660	0	0	0	0	90	1840	140
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		5.2		4.6	5.2						5.2	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.97		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3182		1621	3307						6361	
Flt Permitted		1.00		0.11	1.00						1.00	
Satd. Flow (perm)		3182		185	3307						6361	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	958	198	115	688	0	0	0	0	94	1917	146
RTOR Reduction (vph)	0	18	0	0	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	1138	0	115	688	0	0	0	0	0	2145	0
Confl. Peds. (#/hr)	6		4	4		6	6					6
Confl. Bikes (#/hr)			1	1			1					1
Heavy Vehicles (%)	0%	4%	4%	2%	3%	0%	0%	0%	0%	4%	2%	1%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		38.4		49.0	48.4						37.4	
Effective Green, g (s)		37.8		48.4	47.8						36.8	
Actuated g/C Ratio		0.40		0.51	0.50						0.39	
Clearance Time (s)		4.6		4.0	4.6						4.6	
Vehicle Extension (s)		0.2		2.0	0.2						0.2	
Lane Grp Cap (vph)		1266		175	1663						2464	
v/s Ratio Prot		c0.36		c0.04	0.21							
v/s Ratio Perm				0.30							0.34	
v/c Ratio		0.90		0.66	0.41						0.87	
Uniform Delay, d1		26.8		33.6	14.8						26.9	
Progression Factor		1.00		0.50	0.34						1.56	
Incremental Delay, d2		10.3		2.7	0.3						4.3	
Delay (s)		37.1		19.5	5.4						46.2	
Level of Service		D		B	A						D	
Approach Delay (s/veh)		37.1			7.4			0.0			46.2	
Approach LOS		D			A			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	36.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	780	0	0	600	130	340	2130	100	0	0	0
Future Volume (vph)	250	780	0	0	600	130	340	2130	100	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2				
Lane Util. Factor	1.00	0.95			0.95			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.97			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1605	3340			3266			6179				
Flt Permitted	0.18	1.00			1.00			0.99				
Satd. Flow (perm)	300	3340			3266			6179				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	258	804	0	0	619	134	351	2196	103	0	0	0
RTOR Reduction (vph)	0	0	0	0	19	0	0	6	0	0	0	0
Lane Group Flow (vph)	258	804	0	0	734	0	0	2644	0	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	3%	2%	0%	0%	1%	2%	0%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	4	8			3			2				
Permitted Phases	8						2					
Actuated Green, G (s)	42.0	41.4			24.4			44.4				
Effective Green, g (s)	41.4	40.8			23.8			43.8				
Actuated g/C Ratio	0.44	0.43			0.25			0.46				
Clearance Time (s)	4.0	4.6			4.6			4.6				
Vehicle Extension (s)	1.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	301	1434			818			2848				
v/s Ratio Prot	c0.11	0.24			0.22							
v/s Ratio Perm	c0.26							0.43				
v/c Ratio	0.86	0.56			0.90			0.93				
Uniform Delay, d1	32.3	20.4			34.4			24.1				
Progression Factor	0.50	0.20			1.00			1.67				
Incremental Delay, d2	9.8	0.7			14.5			3.3				
Delay (s)	26.0	4.7			49.0			43.6				
Level of Service	C	A			D			D				
Approach Delay (s/veh)		9.9			49.0			43.6			0.0	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	36.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		

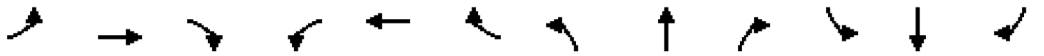
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	150	0	0	0	130	1790
Future Volume (vph)	150	0	0	0	130	1790
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	14
Total Lost time (s)	5.2					5.2
Lane Util. Factor	0.97					0.86
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3190					6417
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3190					6417
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	155	0	0	0	134	1845
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	155	0	0	0	0	1979
Confl. Peds. (#/hr)	2	8		10	10	
Heavy Vehicles (%)	4%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	4
Turn Type	Prot				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	15.6					70.2
Effective Green, g (s)	15.0					69.6
Actuated g/C Ratio	0.16					0.73
Clearance Time (s)	4.6					4.6
Vehicle Extension (s)	2.5					0.2
Lane Grp Cap (vph)	503					4701
v/s Ratio Prot	c0.05					
v/s Ratio Perm						0.31
v/c Ratio	0.31					0.42
Uniform Delay, d1	35.4					4.9
Progression Factor	1.71					0.34
Incremental Delay, d2	0.2					0.2
Delay (s)	60.6					1.9
Level of Service	E					A
Approach Delay (s/veh)	60.6		0.0			1.9
Approach LOS	E		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	92.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	110	0	0	160	70	20	2360	130	0	0	0
Future Volume (vph)	40	110	0	0	160	70	20	2360	130	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	14	14	12	11	12	13	13	13	12	12	12
Total Lost time (s)	5.2	5.2			5.2	5.2		5.2				
Lane Util. Factor	1.00	1.00			0.95	0.95		0.86				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			0.99	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1647	1920			1639	1373		6185				
Flt Permitted	0.48	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	829	1920			1639	1373		6185				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	42	116	0	0	168	74	21	2484	137	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	15	0	6	0	0	0	0
Lane Group Flow (vph)	42	116	0	0	173	52	0	2636	0	0	0	0
Confl. Peds. (#/hr)	4		2	2		4	2		5	5		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	4%	0%	2%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		8			4			2				
Permitted Phases	8					4	2					
Actuated Green, G (s)	15.9	15.9			15.9	15.9		69.9				
Effective Green, g (s)	15.3	15.3			15.3	15.3		69.3				
Actuated g/C Ratio	0.16	0.16			0.16	0.16		0.73				
Clearance Time (s)	4.6	4.6			4.6	4.6		4.6				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		0.2				
Lane Grp Cap (vph)	133	309			263	221		4511				
v/s Ratio Prot		0.06			c0.11							
v/s Ratio Perm	0.05					0.04		0.43				
v/c Ratio	0.32	0.38			0.66	0.23		0.58				
Uniform Delay, d1	35.2	35.6			37.4	34.7		6.1				
Progression Factor	1.44	1.41			1.00	1.00		0.22				
Incremental Delay, d2	0.9	0.5			5.2	0.4		0.2				
Delay (s)	51.7	50.6			42.6	35.1		1.6				
Level of Service	D	D			D	D		A				
Approach Delay (s/veh)		50.9			40.6			1.6			0.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	540	90	220	370	0	0	0	0	120	1530	120
Future Volume (veh/h)	0	540	90	220	370	0	0	0	0	120	1530	120
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1772	1786	1786	1772	0				1857	1843	1843
Adj Flow Rate, veh/h	0	545	91	222	374	0				121	1545	109
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	1	1	2	0				1	2	2
Cap, veh/h	0	1022	170	409	1694	0				178	2276	161
Arrive On Green	0.00	0.35	0.36	0.20	1.00	0.00				0.39	0.39	0.39
Sat Flow, veh/h	0	2972	480	1701	3455	0				460	5876	414
Grp Volume(v), veh/h	0	317	319	222	374	0				479	833	463
Grp Sat Flow(s),veh/h/ln	0	1683	1680	1701	1683	0				1820	1585	1761
Q Serve(g_s), s	0.0	14.2	14.3	7.8	0.0	0.0				20.8	20.8	20.7
Cycle Q Clear(g_c), s	0.0	14.2	14.3	7.8	0.0	0.0				20.8	20.8	20.7
Prop In Lane	0.00		0.29	1.00		0.00				0.25		0.24
Lane Grp Cap(c), veh/h	0	597	595	409	1694	0				705	1228	682
V/C Ratio(X)	0.00	0.53	0.54	0.54	0.22	0.00				0.68	0.68	0.68
Avail Cap(c_a), veh/h	0	597	595	514	1694	0				705	1228	682
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.14	0.14	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	24.4	24.4	15.1	0.0	0.0				24.2	24.2	24.1
Incr Delay (d2), s/veh	0.0	3.4	3.4	0.1	0.0	0.0				5.2	3.0	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
%ile BackOfQ(50%),veh/ln	0.0	6.1	6.1	2.5	0.0	0.0				9.6	7.9	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	27.8	27.8	15.2	0.0	0.0				29.4	27.2	29.5
LnGrp LOS		C	C	B	A					C	C	C
Approach Vol, veh/h		636			596						1775	
Approach Delay, s/veh		27.8			5.7						28.4	
Approach LOS		C			A						C	

Timer - Assigned Phs	2	3	4			8						
Phs Duration (G+Y+Rc), s	42.0	14.1	38.9			53.0						
Change Period (Y+Rc), s	4.6	4.0	4.6			4.6						
Max Green Setting (Gmax), s	37.4	16.0	28.4			48.4						
Max Q Clear Time (g_c+I1), s	22.8	9.8	16.3			2.0						
Green Ext Time (p_c), s	0.6	0.3	0.2			0.2						

Intersection Summary												
HCM 7th Control Delay, s/veh		23.8										
HCM 7th LOS		C										

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	390	0	0	460	200	150	2200	440	0	0	0
Future Volume (vph)	270	390	0	0	460	200	150	2200	440	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	5.2			
Lane Util. Factor	1.00	0.95			0.95			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.95			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1620	3257			3216			4827	1549			
Flt Permitted	0.19	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	318	3257			3216			4827	1549			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	276	398	0	0	469	204	153	2245	449	0	0	0
RTOR Reduction (vph)	0	0	0	0	17	0	0	0	121	0	0	0
Lane Group Flow (vph)	276	398	0	0	656	0	0	2398	328	0	0	0
Confl. Peds. (#/hr)	3		6	6		3	1		1	1		1
Heavy Vehicles (%)	2%	5%	0%	0%	1%	1%	0%	1%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	36.0	35.4			20.4			50.4	50.4			
Effective Green, g (s)	35.4	34.8			19.8			49.8	49.8			
Actuated g/C Ratio	0.37	0.37			0.21			0.52	0.52			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	261	1193			670			2530	812			
v/s Ratio Prot	c0.12	0.12			0.20							
v/s Ratio Perm	c0.28							0.50	0.21			
v/c Ratio	1.06	0.33			0.98			0.95	0.40			
Uniform Delay, d1	35.4	21.7			37.4			21.4	13.6			
Progression Factor	0.69	0.89			1.00			0.74	0.36			
Incremental Delay, d2	65.8	0.6			30.1			8.3	1.3			
Delay (s)	90.4	20.0			67.5			24.2	6.2			
Level of Service	F	C			E			C	A			
Approach Delay (s/veh)		48.9			67.5			21.4			0.0	
Approach LOS		D			E			C			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	96.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	300	120	170	290	70	140	1830	100	60	1310	60
Future Volume (veh/h)	70	300	120	170	290	70	140	1830	100	60	1310	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1772	1786	1772	1786	1772	1772	1786	1786	1730	1758	1800
Adj Flow Rate, veh/h	72	309	79	175	299	50	144	1887	97	62	1351	57
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	1	2	1	2	2	1	1	5	3	0
Cap, veh/h	311	813	204	287	889	147	165	2383	122	71	2110	89
Arrive On Green	0.31	0.31	0.29	0.31	0.31	0.29	0.20	1.00	1.00	0.04	0.45	0.45
Sat Flow, veh/h	1047	2662	670	995	2913	481	1688	4745	243	1647	4718	199
Grp Volume(v), veh/h	72	194	194	175	173	176	144	1291	693	62	916	492
Grp Sat Flow(s),veh/h/ln	1047	1683	1649	995	1697	1698	1688	1625	1737	1647	1600	1718
Q Serve(g_s), s	5.4	8.6	8.9	16.0	7.5	7.7	7.9	0.0	0.0	3.6	21.1	21.1
Cycle Q Clear(g_c), s	13.1	8.6	8.9	24.8	7.5	7.7	7.9	0.0	0.0	3.6	21.1	21.1
Prop In Lane	1.00		0.41	1.00		0.28	1.00		0.14	1.00		0.12
Lane Grp Cap(c), veh/h	311	514	503	287	518	518	165	1633	873	71	1431	768
V/C Ratio(X)	0.23	0.38	0.39	0.61	0.33	0.34	0.87	0.79	0.79	0.88	0.64	0.64
Avail Cap(c_a), veh/h	311	514	503	287	518	518	224	1633	873	104	1431	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	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	25.9	26.2	35.8	25.5	25.7	37.6	0.0	0.0	45.2	20.3	20.3
Incr Delay (d2), s/veh	1.7	2.1	2.2	2.7	0.1	0.1	19.0	4.0	7.4	30.1	2.2	4.1
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	3.7	3.7	4.0	3.0	3.1	3.8	0.9	1.8	2.0	8.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.4	28.0	28.4	38.5	25.7	25.8	56.6	4.0	7.4	75.3	22.5	24.4
LnGrp LOS	C	C	C	D	C	C	E	A	A	E	C	C
Approach Vol, veh/h		460			524			2128			1470	
Approach Delay, s/veh		28.9			30.0			8.6			25.4	
Approach LOS		C			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	52.9		33.0	14.3	47.7		33.0				
Change Period (Y+Rc), s	4.6	4.6		5.0	4.6	4.6		5.0				
Max Green Setting (Gmax), s	6.4	46.4		28.0	13.0	39.8		28.0				
Max Q Clear Time (g_c+I1), s	5.6	2.0		26.8	9.9	23.1		15.1				
Green Ext Time (p_c), s	0.0	15.2		0.2	0.1	6.6		1.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	18.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	630	150	250	660	120	320	1420	230	160	1110	160
Future Volume (veh/h)	320	630	150	250	660	120	320	1420	230	160	1110	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1744	1758	1800	1772	1843	1800	1786	1772	1772	1772	1786
Adj Flow Rate, veh/h	344	677	148	269	710	32	344	1527	142	172	1194	161
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	4	3	0	2	2	0	1	2	2	2	1
Cap, veh/h	339	685	150	270	724	322	343	1814	549	192	1227	165
Arrive On Green	0.20	0.26	0.25	0.16	0.22	0.22	0.20	0.37	0.37	0.11	0.29	0.28
Sat Flow, veh/h	1714	2684	586	1714	3367	1499	1714	4876	1475	1688	4297	579
Grp Volume(v), veh/h	344	418	407	269	710	32	344	1527	142	172	896	459
Grp Sat Flow(s),veh/h/ln	1714	1657	1613	1714	1683	1499	1714	1625	1475	1688	1612	1651
Q Serve(g_s), s	32.6	41.4	41.5	25.9	34.6	2.8	33.0	47.3	11.0	16.6	45.4	45.4
Cycle Q Clear(g_c), s	32.6	41.4	41.5	25.9	34.6	2.8	33.0	47.3	11.0	16.6	45.4	45.4
Prop In Lane	1.00		0.36	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	339	423	412	270	724	322	343	1814	549	192	921	471
V/C Ratio(X)	1.02	0.99	0.99	1.00	0.98	0.10	1.00	0.84	0.26	0.90	0.97	0.97
Avail Cap(c_a), veh/h	339	423	412	270	724	322	343	1814	549	215	921	471
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	66.2	61.2	61.5	69.4	64.4	51.9	66.0	47.4	36.0	72.2	58.3	58.5
Incr Delay (d2), s/veh	52.9	40.5	41.5	53.5	28.4	0.1	49.4	4.9	1.1	33.1	23.9	35.4
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	19.3	22.2	21.8	15.4	17.7	1.1	19.2	20.0	4.2	9.0	21.6	23.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	119.1	101.7	103.0	123.0	92.8	52.0	115.4	52.3	37.1	105.3	82.2	93.9
LnGrp LOS	F	F	F	F	F	D	F	D	D	F	F	F
Approach Vol, veh/h		1169			1011			2013			1527	
Approach Delay, s/veh		107.3			99.5			62.0			88.3	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.7	65.4	37.4	39.5	37.0	51.1	30.8	46.1
Change Period (Y+Rc), s	4.0	5.0	4.4	5.4	4.0	5.0	4.4	5.4
Max Green Setting (Gmax), s	21.0	58.1	33.0	34.1	33.0	46.1	26.4	40.7
Max Q Clear Time (g_c+I1), s	18.6	49.3	34.6	36.6	35.0	47.4	27.9	43.5
Green Ext Time (p_c), s	0.1	5.5	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	84.9
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	640	200	110	810	170	310	1260	130	200	890	240
Future Volume (veh/h)	300	640	200	110	810	170	310	1260	130	200	890	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1758	1758	1758	1786	1857	1800	1772	1772	1786	1744	1800
Adj Flow Rate, veh/h	316	674	138	116	853	66	326	1326	61	211	937	81
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	3	3	3	1	1	0	2	2	1	4	0
Cap, veh/h	421	1182	522	216	985	451	378	1583	487	263	1243	394
Arrive On Green	0.13	0.35	0.35	0.07	0.29	0.29	0.22	0.33	0.33	0.15	0.26	0.26
Sat Flow, veh/h	3274	3340	1475	3248	3393	1555	1714	4837	1489	1701	4761	1510
Grp Volume(v), veh/h	316	674	138	116	853	66	326	1326	61	211	937	81
Grp Sat Flow(s),veh/h/ln	1637	1670	1475	1624	1697	1555	1714	1612	1489	1701	1587	1510
Q Serve(g_s), s	11.4	20.1	8.2	4.2	29.3	3.9	22.5	31.2	3.5	14.7	22.2	5.1
Cycle Q Clear(g_c), s	11.4	20.1	8.2	4.2	29.3	3.9	22.5	31.2	3.5	14.7	22.2	5.1
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	421	1182	522	216	985	451	378	1583	487	263	1243	394
V/C Ratio(X)	0.75	0.57	0.26	0.54	0.87	0.15	0.86	0.84	0.13	0.80	0.75	0.21
Avail Cap(c_a), veh/h	533	1549	684	291	1325	607	572	2244	691	388	1705	541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	32.1	28.3	55.5	41.4	32.3	46.1	38.3	29.0	50.1	41.8	35.4
Incr Delay (d2), s/veh	3.1	0.4	0.3	0.8	3.8	0.1	5.7	1.4	0.0	4.3	1.3	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	4.8	8.1	2.9	1.8	12.6	1.5	10.1	12.3	1.3	6.5	8.7	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.8	32.6	28.6	56.3	45.2	32.4	51.8	39.7	29.0	54.4	43.0	35.7
LnGrp LOS	D	C	C	E	D	C	D	D	C	D	D	D
Approach Vol, veh/h		1128			1035			1713			1229	
Approach Delay, s/veh		38.3			45.6			41.6			44.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	43.2	18.8	38.9	30.1	35.1	11.2	46.5
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5.2	5.0	5.0	5.0	5.2
Max Green Setting (Gmax), s	26.0	55.0	18.0	* 46	39.0	42.0	9.0	54.8
Max Q Clear Time (g_c+I1), s	16.7	33.2	13.4	31.3	24.5	24.2	6.2	22.1
Green Ext Time (p_c), s	0.3	4.4	0.4	2.4	0.6	4.8	0.1	4.1

Intersection Summary	
HCM 7th Control Delay, s/veh	42.4
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	260	60	120	290	190	100	1630	110	170	1150	140
Future Volume (veh/h)	130	260	60	120	290	190	100	1630	110	170	1150	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1786	1800	1800	1786	1772	1758	1786	1772	1786	1758	1800
Adj Flow Rate, veh/h	143	286	58	132	319	102	110	1791	116	187	1264	142
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	0	0	1	2	3	1	2	1	3	0
Cap, veh/h	265	442	90	208	779	245	134	2231	144	155	2135	240
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.63	0.61	0.09	0.49	0.47
Sat Flow, veh/h	972	1440	292	1052	2539	798	1674	4678	302	1701	4374	491
Grp Volume(v), veh/h	143	0	344	132	211	210	110	1243	664	187	924	482
Grp Sat Flow(s),veh/h/ln	972	0	1732	1052	1697	1640	1674	1625	1730	1701	1600	1666
Q Serve(g_s), s	15.1	0.0	18.9	13.7	10.8	11.1	7.1	31.3	31.6	10.0	22.9	23.0
Cycle Q Clear(g_c), s	26.2	0.0	18.9	32.5	10.8	11.1	7.1	31.3	31.6	10.0	22.9	23.0
Prop In Lane	1.00		0.17	1.00		0.49	1.00		0.17	1.00		0.29
Lane Grp Cap(c), veh/h	265	0	531	208	521	503	134	1550	825	155	1561	813
V/C Ratio(X)	0.54	0.00	0.65	0.64	0.41	0.42	0.82	0.80	0.80	1.21	0.59	0.59
Avail Cap(c_a), veh/h	269	0	539	212	528	510	152	1550	825	155	1561	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	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	0.0	32.9	47.0	30.2	30.1	48.4	16.3	16.5	50.0	20.3	20.5
Incr Delay (d2), s/veh	1.1	0.0	2.1	4.5	0.2	0.2	23.7	4.5	8.2	139.6	1.7	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	3.7	0.0	8.1	3.8	4.4	4.3	3.7	9.1	10.7	10.1	8.2	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.8	0.0	35.0	51.5	30.4	30.3	72.1	20.7	24.7	189.6	21.9	23.7
LnGrp LOS	D		C	D	C	C	E	C	C	F	C	C
Approach Vol, veh/h		487			553			2017			1593	
Approach Delay, s/veh		37.0			35.4			24.8			42.1	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.0	56.5		39.5	12.8	57.7		39.5
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.9
Max Green Setting (Gmax), s	10.0	50.3		35.1	10.0	50.3		35.1
Max Q Clear Time (g_c+I1), s	12.0	33.6		34.5	9.1	25.0		28.2
Green Ext Time (p_c), s	0.0	12.8		0.1	0.0	12.7		0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	33.3
HCM 7th LOS	C

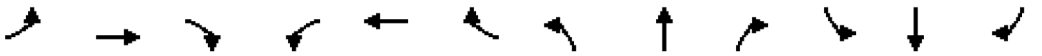
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	250	0	0	80	60	1330	450	170	860	40
Future Vol, veh/h	0	0	250	0	0	80	60	1330	450	170	860	40
Conflicting Peds, #/hr	2	0	0	0	0	2	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	258	0	0	82	62	1371	464	175	887	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	466	-	-	920	930	0	0	1835	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.92	-	-	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.31	-	-	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	0	0	546	0	0	275	738	-	-	332	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	545	-	-	275	736	-	-	332	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.39	23.63	0.34	4.33
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	736	-	-	545	275	332	-	-
HCM Lane V/C Ratio	0.084	-	-	0.473	0.3	0.527	-	-
HCM Control Delay (s/veh)	10.3	-	-	17.4	23.6	27.3	-	-
HCM Lane LOS	B	-	-	C	C	D	-	-
HCM 95th %tile Q(veh)	0.3	-	-	2.5	1.2	2.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	430	150	90	390	350	170	1030	120	100	870	100
Future Volume (veh/h)	100	430	150	90	390	350	170	1030	120	100	870	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1758	1800	1772	1772	1758	1800	1786	1744	1758	1772	1758
Adj Flow Rate, veh/h	103	443	149	93	402	0	175	1062	119	103	897	98
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	0	2	2	3	0	1	4	3	2	3
Cap, veh/h	314	477	161	152	655		198	1160	130	123	1025	112
Arrive On Green	0.05	0.38	0.38	0.04	0.37	0.00	0.12	0.38	0.38	0.07	0.34	0.34
Sat Flow, veh/h	1674	1256	422	1688	1772	1490	1714	3075	344	1674	3060	334
Grp Volume(v), veh/h	103	0	592	93	402	0	175	585	596	103	494	501
Grp Sat Flow(s),veh/h/ln	1674	0	1678	1688	1772	1490	1714	1697	1723	1674	1683	1711
Q Serve(g_s), s	5.6	0.0	49.9	5.1	27.3	0.0	14.8	48.5	48.6	9.0	40.7	40.7
Cycle Q Clear(g_c), s	5.6	0.0	49.9	5.1	27.3	0.0	14.8	48.5	48.6	9.0	40.7	40.7
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.20	1.00		0.20
Lane Grp Cap(c), veh/h	314	0	638	152	655		198	640	650	123	564	573
V/C Ratio(X)	0.33	0.00	0.93	0.61	0.61		0.88	0.92	0.92	0.84	0.87	0.87
Avail Cap(c_a), veh/h	331	0	807	152	816		273	879	892	164	769	782
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	0.0	43.8	36.1	37.9	0.0	64.3	43.8	43.8	67.5	46.2	46.2
Incr Delay (d2), s/veh	0.6	0.0	14.6	7.0	0.9	0.0	21.4	9.7	9.7	23.4	7.0	6.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	23.4	2.4	12.2	0.0	7.6	21.4	21.8	4.6	17.7	17.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.8	0.0	58.5	43.1	38.9	0.0	85.7	53.4	53.5	90.9	53.2	53.1
LnGrp LOS	C		E	D	D		F	D	D	F	D	D
Approach Vol, veh/h		695			495			1356			1098	
Approach Delay, s/veh		54.2			39.7			57.6			56.7	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	61.2	10.0	60.1	22.6	55.0	11.5	58.6
Change Period (Y+Rc), s	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0
Max Green Setting (Gmax), s	14.5	76.5	6.0	71.0	23.5	67.5	9.0	68.0
Max Q Clear Time (g_c+I1), s	11.0	50.6	7.1	51.9	16.8	42.7	7.6	29.3
Green Ext Time (p_c), s	0.1	5.1	0.0	4.2	0.2	4.0	0.0	2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	54.3
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

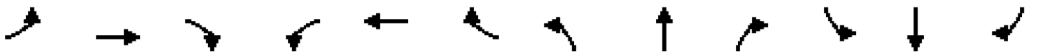
Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	200	1470	150	30	900
Future Vol, veh/h	0	200	1470	150	30	900
Conflicting Peds, #/hr	0	0	0	1	1	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	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	206	1515	155	31	928

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	836	0	0	1671	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.12	-	-	5.32	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.91	-	-	3.11	-
Pot Cap-1 Maneuver	0	268	-	-	185	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	268	-	-	185	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	52.27	0	0.91
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	268	185	-
HCM Lane V/C Ratio	-	-	0.77	0.167	-
HCM Control Delay (s/veh)	-	-	52.3	28.3	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	5.7	0.6	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	570	120	250	630	250	290	1090	420	280	660	110
Future Volume (veh/h)	140	570	120	250	630	250	290	1090	420	280	660	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1786	1716	1786	1772	1800	1758	1786	1800	1800	1772	1800
Adj Flow Rate, veh/h	149	606	116	266	670	238	309	1160	402	298	702	40
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	1	6	1	2	0	3	1	0	0	2	0
Cap, veh/h	171	680	130	270	704	250	332	1135	393	294	981	442
Arrive On Green	0.06	0.24	0.24	0.11	0.29	0.29	0.20	0.32	0.32	0.17	0.29	0.29
Sat Flow, veh/h	1674	2841	543	1701	2433	864	1674	3570	1237	1714	3367	1518
Grp Volume(v), veh/h	149	361	361	266	463	445	309	1056	506	298	702	40
Grp Sat Flow(s),veh/h/ln	1674	1697	1687	1701	1683	1614	1674	1625	1556	1714	1683	1518
Q Serve(g_s), s	9.0	28.8	29.0	16.0	37.8	37.8	25.4	44.5	44.5	24.0	26.1	2.7
Cycle Q Clear(g_c), s	9.0	28.8	29.0	16.0	37.8	37.8	25.4	44.5	44.5	24.0	26.1	2.7
Prop In Lane	1.00		0.32	1.00		0.54	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	171	406	404	270	487	467	332	1033	495	294	981	442
V/C Ratio(X)	0.87	0.89	0.89	0.99	0.95	0.95	0.93	1.02	1.02	1.01	0.72	0.09
Avail Cap(c_a), veh/h	171	412	410	270	493	473	371	1033	495	294	981	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	42.4	51.5	51.5	38.0	48.8	48.8	55.2	47.7	47.7	58.0	44.4	36.1
Incr Delay (d2), s/veh	35.7	20.5	21.1	50.9	28.5	29.4	28.5	33.7	46.3	56.1	4.5	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	5.6	14.5	14.5	10.6	19.6	18.9	13.0	22.1	22.9	14.7	11.2	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.1	72.0	72.6	88.9	77.3	78.2	83.7	81.4	94.1	114.1	48.9	36.5
LnGrp LOS	E	E	E	F	E	E	F	F	F	F	D	D
Approach Vol, veh/h		871			1174			1871			1040	
Approach Delay, s/veh		73.3			80.3			85.2			67.1	
Approach LOS		E			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.7	46.8	14.0	45.5	30.0	50.5	21.0	38.5
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	31.0	37.0	9.0	41.0	24.0	44.0	16.0	34.0
Max Q Clear Time (g_c+I1), s	27.4	28.1	11.0	39.8	26.0	46.5	18.0	31.0
Green Ext Time (p_c), s	0.3	2.2	0.0	0.7	0.0	0.0	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	78.2
HCM 7th LOS	E

Intersection	
Int Delay, s/veh	194.5

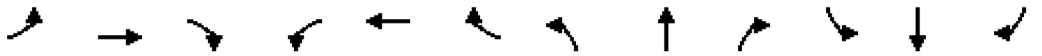
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕			↕	
Traffic Vol, veh/h	90	1090	20	10	1170	90	10	10	10	50	10	70
Future Vol, veh/h	90	1090	20	10	1170	90	10	10	10	50	10	70
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	96	1160	21	11	1245	96	11	11	11	53	11	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1343	0	0	1183	0	0	2013	2728	592	2093	2691	673
Stage 1	-	-	-	-	-	-	1364	1364	-	1317	1317	-
Stage 2	-	-	-	-	-	-	649	1365	-	777	1374	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	519	-	-	598	-	-	35	21	454	~ 31	22	402
Stage 1	-	-	-	-	-	-	158	218	-	169	229	-
Stage 2	-	-	-	-	-	-	430	217	-	361	215	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	518	-	-	597	-	-	~ 8	15	453	~ 7	15	401
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 8	15	-	~ 7	15	-
Stage 1	-	-	-	-	-	-	114	157	-	164	222	-
Stage 2	-	-	-	-	-	-	324	211	-	238	156	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.01	0.09	$ 1025.54	$ 3688.25
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	15	518	-	-	597	-	-	17
HCM Lane V/C Ratio	2.103	0.185	-	-	0.018	-	-	8.205
HCM Control Delay (s/veh)	$ 1025.5	13.5	-	-	11.1	-	-	$ 3688.2
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	4.7	0.7	-	-	0.1	-	-	18.1

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												
Traffic Volume (veh/h)	0	0	0	40	770	50	60	100	0	0	110	70
Future Volume (veh/h)	0	0	0	40	770	50	60	100	0	0	110	70
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1519	1569	1456	1582	1405	0	0	1304	1367
Adj Flow Rate, veh/h				44	846	47	66	110	0	0	121	48
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				8	4	13	3	17	0	0	25	20
Cap, veh/h				123	2360	131	153	210	0	0	252	100
Arrive On Green				0.20	0.20	0.20	0.32	0.32	0.00	0.00	0.32	0.32
Sat Flow, veh/h				205	3933	218	279	645	0	0	792	314
Grp Volume(v), veh/h				335	307	295	176	0	0	0	0	169
Grp Sat Flow(s),veh/h/ln				1559	1428	1368	925	0	0	0	0	1107
Q Serve(g_s), s				14.9	14.8	14.9	6.4	0.0	0.0	0.0	0.0	9.8
Cycle Q Clear(g_c), s				14.9	14.8	14.9	16.3	0.0	0.0	0.0	0.0	9.8
Prop In Lane				0.13		0.16	0.37		0.00	0.00		0.28
Lane Grp Cap(c), veh/h				936	857	821	362	0	0	0	0	351
V/C Ratio(X)				0.36	0.36	0.36	0.49	0.00	0.00	0.00	0.00	0.48
Avail Cap(c_a), veh/h				936	857	821	362	0	0	0	0	360
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				18.8	18.8	18.8	24.3	0.0	0.0	0.0	0.0	22.0
Incr Delay (d2), s/veh				1.1	1.2	1.2	4.6	0.0	0.0	0.0	0.0	1.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.4	5.8	5.6	3.3	0.0	0.0	0.0	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				19.9	19.9	20.0	28.9	0.0	0.0	0.0	0.0	23.0
LnGrp LOS				B	B	C	C					C
Approach Vol, veh/h					937			176			169	
Approach Delay, s/veh					19.9			28.9			23.0	
Approach LOS					B			C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	29.0	51.0	29.0
Change Period (Y+Rc), s	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	24.4	46.4	* 25
Max Q Clear Time (g_c+I1), s	18.3	16.9	11.8
Green Ext Time (p_c), s	0.0	0.2	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

Notes

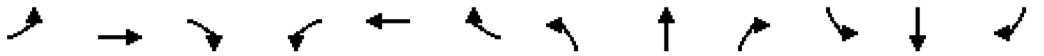
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	150	220	30	20	60	0	0	90	30
Future Volume (vph)	0	0	0	150	220	30	20	60	0	0	90	30
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	13	13	13	12	12	12	12	12	12
Total Lost time (s)					3.0			3.0			3.0	
Lane Util. Factor					0.91			1.00			1.00	
Frpb, ped/bikes					1.00			1.00			0.99	
Flpb, ped/bikes					0.98			0.99			1.00	
Frt					0.99			1.00			0.97	
Flt Protected					0.98			0.99			1.00	
Satd. Flow (prot)					3639			1360			1286	
Flt Permitted					0.98			0.93			1.00	
Satd. Flow (perm)					3639			1280			1286	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	167	244	33	22	67	0	0	100	33
RTOR Reduction (vph)	0	0	0	0	13	0	0	0	0	0	17	0
Lane Group Flow (vph)	0	0	0	0	431	0	0	89	0	0	116	0
Confl. Peds. (#/hr)	22		36	36		22	33		9	9		33
Confl. Bikes (#/hr)	1		2	2		1						
Heavy Vehicles (%)	0%	0%	0%	0%	23%	7%	6%	5%	0%	0%	2%	28%
Bus Blockages (#/hr)	0	0	0	0	10	0	0	0	0	0	0	0
Parking (#/hr)					0	0	0	0	0		0	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					37.4			23.4			23.4	
Effective Green, g (s)					39.0			25.0			25.0	
Actuated g/C Ratio					0.56			0.36			0.36	
Clearance Time (s)					4.6			4.6			4.6	
Vehicle Extension (s)					0.2			0.2			0.2	
Lane Grp Cap (vph)					2027			457			459	
v/s Ratio Prot											c0.09	
v/s Ratio Perm					0.12			0.07				
v/c Ratio					0.21			0.19			0.25	
Uniform Delay, d1					7.8			15.5			15.9	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					0.2			1.0			1.3	
Delay (s)					8.0			16.5			17.2	
Level of Service					A			B			B	
Approach Delay (s/veh)		0.0			8.0			16.5			17.2	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

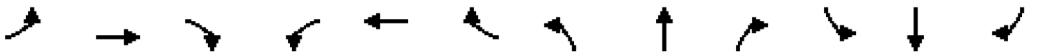


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	110	20	40	220	0	0	0	0	1320	1090	50
Future Volume (vph)	0	110	20	40	220	0	0	0	0	1320	1090	50
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		3.0			3.0						3.0	
Lane Util. Factor		0.95			0.95						0.91	
Frpb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						0.99	
Frt		0.98			1.00						1.00	
Flt Protected		1.00			0.99						0.97	
Satd. Flow (prot)		2759			2783						4138	
Flt Permitted		1.00			0.89						0.97	
Satd. Flow (perm)		2759			2497						4138	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	125	23	45	250	0	0	0	0	1500	1239	57
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	132	0	0	295	0	0	0	0	0	2794	0
Confl. Peds. (#/hr)	11		9	9		11	6		11	11		6
Heavy Vehicles (%)	0%	6%	17%	5%	3%	0%	0%	0%	0%	3%	3%	0%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Parking (#/hr)					0							
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		24.0			24.0						56.0	
Effective Green, g (s)		26.0			26.0						58.0	
Actuated g/C Ratio		0.29			0.29						0.64	
Clearance Time (s)		5.0			5.0						5.0	
Vehicle Extension (s)		0.2			0.2						0.2	
Lane Grp Cap (vph)		797			721						2666	
v/s Ratio Prot		0.05										
v/s Ratio Perm					c0.12						0.68	
v/c Ratio		0.17			0.41						1.57dl	
Uniform Delay, d1		23.9			25.8						16.0	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.4			1.7						31.6	
Delay (s)		24.3			27.5						47.6	
Level of Service		C			C						D	
Approach Delay (s/veh)		24.3			27.5			0.0			47.6	
Approach LOS		C			C			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	44.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	141.1%	ICU Level of Service	H
Analysis Period (min)	15		

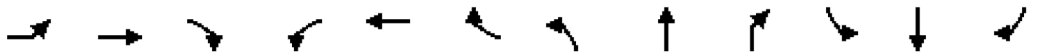
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	130	460	0	0	0	0	0	1320	270
Future Volume (vph)	0	0	0	130	460	0	0	0	0	0	1320	270
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					5.3						5.9	5.9
Lane Util. Factor					0.95						0.86	0.86
Frpb, ped/bikes					1.00						1.00	0.98
Flpb, ped/bikes					1.00						1.00	1.00
Frt					1.00						1.00	0.85
Flt Protected					0.99						1.00	1.00
Satd. Flow (prot)					3121						4481	1254
Flt Permitted					0.99						1.00	1.00
Satd. Flow (perm)					3121						4481	1254
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	143	505	0	0	0	0	0	1451	297
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	648	0	0	0	0	0	1481	267
Confl. Peds. (#/hr)	2		3	3		2	5					5
Heavy Vehicles (%)	0%	0%	0%	2%	9%	0%	0%	0%	0%	0%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	2	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Actuated Green, G (s)					27.3						52.7	52.7
Effective Green, g (s)					26.7						52.1	52.1
Actuated g/C Ratio					0.30						0.58	0.58
Clearance Time (s)					4.7						5.3	5.3
Vehicle Extension (s)					0.2						0.2	0.2
Lane Grp Cap (vph)					925						2594	725
v/s Ratio Prot											c0.33	
v/s Ratio Perm					0.21							0.21
v/c Ratio					0.70						0.57	0.37
Uniform Delay, d1					28.1						11.9	10.1
Progression Factor					1.00						1.00	1.00
Incremental Delay, d2					4.4						0.9	1.4
Delay (s)					32.5						12.8	11.6
Level of Service					C						B	B
Approach Delay (s/veh)		0.0			32.5			0.0			12.6	
Approach LOS		A			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	10	80	10	10	10	250	1350	20	20	1500	190
Future Volume (vph)	70	10	80	10	10	10	250	1350	20	20	1500	190
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	12	11	12	12	12	12	14
Total Lost time (s)	2.7	2.7	2.7	2.7	2.7	3.6	4.0	3.6		4.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1674	1800	1491	1706	1920	1496	1653	4709		1710	4612	1575
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1323	1800	1491	1347	1920	1496	1653	4709		1710	4612	1575
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	80	11	91	11	11	11	284	1534	23	23	1705	216
RTOR Reduction (vph)	0	0	76	0	0	0	0	0	0	0	0	103
Lane Group Flow (vph)	80	11	15	11	11	11	284	1557	0	23	1705	113
Confl. Peds. (#/hr)	1		2	2		1	3		3	3		3
Confl. Bikes (#/hr)			1	1								
Heavy Vehicles (%)	2%	0%	1%	0%	0%	0%	0%	4%	11%	0%	3%	1%
Parking (#/hr)											0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4		4						6
Actuated Green, G (s)	12.5	12.5	12.5	12.5	12.5	12.5	19.0	61.3		3.0	45.3	45.3
Effective Green, g (s)	14.4	14.4	14.4	14.4	14.4	13.5	19.0	62.3		3.0	46.9	46.9
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16	0.15	0.21	0.69		0.03	0.52	0.52
Clearance Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.6		4.0	4.6	4.6
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	211	288	238	215	307	224	348	3259		57	2403	820
v/s Ratio Prot		0.01			0.01		c0.17	0.33		0.01	c0.37	
v/s Ratio Perm	c0.06		0.01	0.01		0.01						0.07
v/c Ratio	0.38	0.04	0.06	0.05	0.04	0.05	0.82	0.48		0.40	0.71	0.14
Uniform Delay, d1	33.8	31.9	32.1	32.0	31.9	32.8	33.8	6.4		42.6	16.4	11.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.8	0.0	0.1	0.1	0.0	0.1	13.4	0.5		3.4	1.8	0.3
Delay (s)	34.6	32.0	32.1	32.1	32.0	32.8	47.2	6.9		46.0	18.2	11.5
Level of Service	C	C	C	C	C	C	D	A		D	B	B
Approach Delay (s/veh)		33.2			32.3			13.1			17.8	
Approach LOS		C			C			B			B	

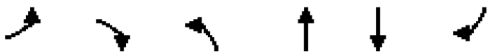
Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.3
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	10	0	0	20	10	40	1510	10	0	0	0
Future Volume (veh/h)	40	10	0	0	20	10	40	1510	10	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1758	1758	0	0	1758	1758	1758	1758	1758			
Adj Flow Rate, veh/h	48	12	0	0	24	12	48	1798	12			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	132	25	0	0	80	40	75	2795	1247			
Arrive On Green	0.07	0.07	0.00	0.00	0.07	0.07	0.84	0.84	0.84			
Sat Flow, veh/h	818	338	0	0	1106	553	89	3334	1487			
Grp Volume(v), veh/h	60	0	0	0	0	36	946	900	12			
Grp Sat Flow(s),veh/h/ln	1156	0	0	0	0	1658	1753	1670	1487			
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	1.9	17.1	17.0	0.1			
Cycle Q Clear(g_c), s	5.0	0.0	0.0	0.0	0.0	1.9	17.1	17.0	0.1			
Prop In Lane	0.80		0.00	0.00		0.33	0.05		1.00			
Lane Grp Cap(c), veh/h	156	0	0	0	0	121	1470	1400	1247			
V/C Ratio(X)	0.38	0.00	0.00	0.00	0.00	0.30	0.64	0.64	0.01			
Avail Cap(c_a), veh/h	543	0	0	0	0	571	1470	1400	1247			
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	41.4	0.0	0.0	0.0	0.0	39.5	2.6	2.5	1.2			
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.0	0.0	1.4	2.2	2.3	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			
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.0	0.0	0.8	3.0	2.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.9	0.0	0.0	0.0	0.0	40.9	4.7	4.8	1.2			
LnGrp LOS	D					D	A	A	A			
Approach Vol, veh/h		60			36			1858				
Approach Delay, s/veh		42.9			40.9			4.8				
Approach LOS		D			D			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	79.5	10.5	10.5
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	51.0	31.0	31.0
Max Q Clear Time (g_c+I1), s	19.1	3.9	7.0
Green Ext Time (p_c), s	19.0	0.1	0.2

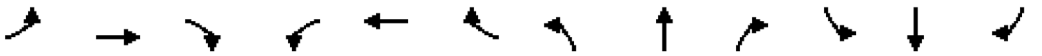
Intersection Summary	
HCM 7th Control Delay, s/veh	6.6
HCM 7th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	70	0	0	1880	70
Future Volume (Veh/h)	0	70	0	0	1880	70
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	79	0	0	2112	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2112	704	2191			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2112	704	2191			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	79	100			
cM capacity (veh/h)	44	379	238			

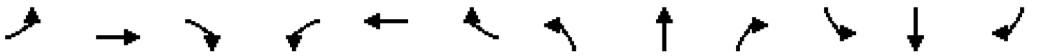
Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	79	704	704	704	79
Volume Left	0	0	0	0	0
Volume Right	79	0	0	0	79
cSH	379	1700	1700	1700	1700
Volume to Capacity	0.21	0.41	0.41	0.41	0.05
Queue Length 95th (ft)	19	0	0	0	0
Control Delay (s/veh)	17.0	0.0	0.0	0.0	0.0
Lane LOS	C				
Approach Delay (s/veh)	17.0	0.0			
Approach LOS	C				

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		



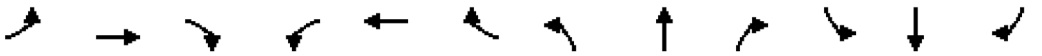
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	240	10	90	310	0	0	0	0	160	1680	220
Future Volume (vph)	0	240	10	90	310	0	0	0	0	160	1680	220
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	3.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.99		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3334		1604	3353						5075	1600
Flt Permitted		1.00		0.54	1.00						1.00	1.00
Satd. Flow (perm)		3334		912	3353						5075	1600
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	267	11	100	344	0	0	0	0	178	1867	244
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	0	55
Lane Group Flow (vph)	0	275	0	100	344	0	0	0	0	0	2045	189
Confl. Peds. (#/hr)			1	1					2	2		
Heavy Vehicles (%)	0%	2%	0%	3%	2%	0%	0%	0%	0%	1%	3%	2%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		28.4		41.8	41.2						39.6	39.6
Effective Green, g (s)		30.0		43.4	42.8						41.2	40.6
Actuated g/C Ratio		0.33		0.48	0.48						0.46	0.45
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		1111		519	1594						2323	721
v/s Ratio Prot		c0.08		0.02	c0.10							
v/s Ratio Perm				0.07							0.40	0.12
v/c Ratio		0.25		0.19	0.22						0.88	0.26
Uniform Delay, d1		21.8		14.8	13.8						22.2	15.4
Progression Factor		1.00		1.18	1.14						0.35	0.21
Incremental Delay, d2		0.5		0.1	0.3						1.8	0.3
Delay (s)		22.3		17.5	15.9						9.4	3.5
Level of Service		C		B	B						A	A
Approach Delay (s/veh)		22.3			16.3			0.0			8.8	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	250	0	0	260	50	120	1330	110	0	0	0
Future Volume (vph)	120	250	0	0	260	50	120	1330	110	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0	3.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.98			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1589	3420			3291			3386	1555			
Flt Permitted	0.44	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	735	3420			3291			3386	1555			
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	140	291	0	0	302	58	140	1547	128	0	0	0
RTOR Reduction (vph)	0	0	0	0	18	0	0	0	35	0	0	0
Lane Group Flow (vph)	140	291	0	0	342	0	0	1687	93	0	0	0
Confl. Peds. (#/hr)	2		5	5		2	4		5	5		4
Heavy Vehicles (%)	4%	0%	0%	0%	1%	2%	3%	4%	0%	0%	0%	0%
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	34.6	34.0			22.0			46.8	46.8			
Effective Green, g (s)	36.2	35.6			23.6			48.4	47.8			
Actuated g/C Ratio	0.40	0.40			0.26			0.54	0.53			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	386	1352			862			1820	825			
v/s Ratio Prot	c0.04	0.09			c0.10							
v/s Ratio Perm	0.11							0.50	0.06			
v/c Ratio	0.36	0.22			0.40			0.93	0.11			
Uniform Delay, d1	22.6	18.0			27.3			19.2	10.5			
Progression Factor	0.80	0.92			1.00			0.76	0.43			
Incremental Delay, d2	0.2	0.3			1.4			7.4	0.2			
Delay (s)	18.2	16.9			28.7			22.1	4.7			
Level of Service	B	B			C			C	A			
Approach Delay (s/veh)		17.3			28.7			20.9			0.0	
Approach LOS		B			C			C			A	

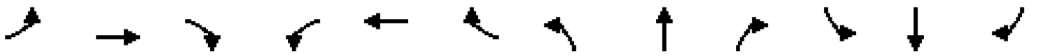
Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	400	70	190	650	0	0	0	0	270	1780	110
Future Volume (vph)	0	400	70	190	650	0	0	0	0	270	1780	110
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	3.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.98		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3143		1637	3275						5042	1548
Flt Permitted		1.00		0.33	1.00						0.99	1.00
Satd. Flow (perm)		3143		566	3275						5042	1548
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	455	80	216	739	0	0	0	0	307	2023	125
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	0	41
Lane Group Flow (vph)	0	519	0	216	739	0	0	0	0	0	2330	84
Confl. Peds. (#/hr)	4					4	2					2
Heavy Vehicles (%)	0%	7%	0%	1%	4%	0%	0%	0%	0%	1%	3%	4%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		26.4		42.0	41.4						39.4	39.4
Effective Green, g (s)		28.0		43.6	43.0						41.0	40.4
Actuated g/C Ratio		0.31		0.48	0.48						0.46	0.45
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		977		424	1564						2296	694
v/s Ratio Prot		c0.17		0.07	c0.23							
v/s Ratio Perm				0.18							0.46	0.05
v/c Ratio		0.53		0.51	0.47						1.01	0.12
Uniform Delay, d1		25.6		23.2	15.9						24.5	14.4
Progression Factor		1.00		0.17	0.21						0.63	0.81
Incremental Delay, d2		2.1		0.2	0.6						13.1	0.1
Delay (s)		27.7		4.2	3.9						28.5	11.8
Level of Service		C		A	A						C	B
Approach Delay (s/veh)		27.7			4.0			0.0			27.7	
Approach LOS		C			A			A			C	

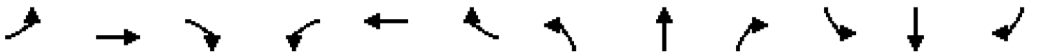
Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



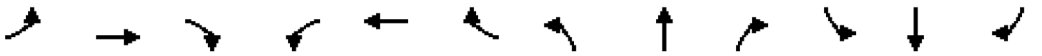
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	610	0	0	780	160	70	1180	100	0	0	0
Future Volume (vph)	80	610	0	0	780	160	70	1180	100	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0	3.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.97			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1545	3275			3207			3360	1553			
Flt Permitted	0.12	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	201	3275			3207			3360	1553			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	656	0	0	839	172	75	1269	108	0	0	0
RTOR Reduction (vph)	0	0	0	0	18	0	0	0	43	0	0	0
Lane Group Flow (vph)	86	656	0	0	993	0	0	1344	65	0	0	0
Confl. Peds. (#/hr)	5					5			6	6		
Confl. Bikes (#/hr)	1					1						
Heavy Vehicles (%)	7%	4%	0%	0%	3%	4%	3%	5%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	43.8	43.2			32.0			37.6	37.6			
Effective Green, g (s)	45.4	44.8			33.6			39.2	38.6			
Actuated g/C Ratio	0.50	0.50			0.37			0.44	0.43			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	232	1630			1197			1463	666			
v/s Ratio Prot	0.04	c0.20			c0.31							
v/s Ratio Perm	0.15							0.40	0.04			
v/c Ratio	0.37	0.40			0.83			0.92	0.10			
Uniform Delay, d1	29.1	14.2			25.6			23.9	15.3			
Progression Factor	1.01	0.79			1.00			0.41	0.09			
Incremental Delay, d2	0.2	0.5			6.7			5.7	0.1			
Delay (s)	29.7	11.7			32.3			15.5	1.5			
Level of Service	C	B			C			B	A			
Approach Delay (s/veh)		13.8			32.3			14.4			0.0	
Approach LOS		B			C			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	610	250	140	740	0	0	0	0	130	2040	130
Future Volume (vph)	0	610	250	140	740	0	0	0	0	130	2040	130
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		5.2		4.6	5.2						5.2	4.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.96		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3166		1637	3275						5090	1561
Flt Permitted		1.00		0.13	1.00						1.00	1.00
Satd. Flow (perm)		3166		218	3275						5090	1561
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	685	281	157	831	0	0	0	0	146	2292	146
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	0	39
Lane Group Flow (vph)	0	953	0	157	831	0	0	0	0	0	2438	108
Confl. Peds. (#/hr)			3	3			3					3
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	0%	4%	2%	3%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		27.0		37.6	37.0						43.8	43.8
Effective Green, g (s)		26.4		37.0	36.4						43.2	43.8
Actuated g/C Ratio		0.29		0.41	0.40						0.48	0.49
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		928		174	1324						2443	759
v/s Ratio Prot		c0.30		c0.05	0.25							
v/s Ratio Perm				0.32							0.48	0.07
v/c Ratio		1.03		0.90	0.63						1.00	0.14
Uniform Delay, d1		31.8		35.3	21.4						23.4	12.7
Progression Factor		1.00		1.29	1.37						0.69	0.21
Incremental Delay, d2		36.7		6.2	0.2						15.3	0.3
Delay (s)		68.5		51.6	29.6						31.4	3.0
Level of Service		E		D	C						C	A
Approach Delay (s/veh)		68.5			33.1			0.0			29.8	
Approach LOS		E			C			A			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	38.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	590	0	0	720	70	210	1110	120	0	0	0
Future Volume (vph)	150	590	0	0	720	70	210	1110	120	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	4.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.99			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1574	3275			3250			3311	1482			
Flt Permitted	0.14	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	237	3275			3250			3311	1482			
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	176	694	0	0	847	82	247	1306	141	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	40	0	0	0
Lane Group Flow (vph)	176	694	0	0	921	0	0	1553	101	0	0	0
Confl. Peds. (#/hr)	3					3	2		4	4		2
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	5%	4%	0%	0%	3%	6%	5%	5%	5%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	39.0	38.4			23.4			42.4	42.4			
Effective Green, g (s)	38.4	37.8			22.8			41.8	42.4			
Actuated g/C Ratio	0.43	0.42			0.25			0.46	0.47			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	1.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	255	1375			823			1537	698			
v/s Ratio Prot	c0.08	0.21			c0.28							
v/s Ratio Perm	0.21							0.47	0.07			
v/c Ratio	0.69	0.50			1.12			1.01	0.15			
Uniform Delay, d1	32.9	19.2			33.6			24.1	13.5			
Progression Factor	1.40	1.55			1.00			0.57	0.10			
Incremental Delay, d2	1.8	0.4			69.3			20.5	0.3			
Delay (s)	47.9	30.1			102.9			34.2	1.6			
Level of Service	D	C			F			C	A			
Approach Delay (s/veh)		33.7			102.9			31.5			0.0	
Approach LOS		C			F			C			A	

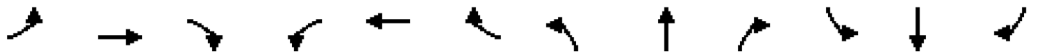
Intersection Summary			
HCM 2000 Control Delay (s/veh)	51.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	150	0	0	0	70	2210
Future Volume (vph)	150	0	0	0	70	2210
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	14
Total Lost time (s)	5.2					5.2
Lane Util. Factor	0.97					0.91
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3159					5106
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3159					5106
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	165	0	0	0	77	2429
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	165	0	0	0	0	2506
Confl. Peds. (#/hr)		4		1	1	
Heavy Vehicles (%)	5%	0%	0%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	4
Turn Type	Prot				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	15.6					65.2
Effective Green, g (s)	15.0					64.6
Actuated g/C Ratio	0.17					0.72
Clearance Time (s)	4.6					4.6
Vehicle Extension (s)	2.5					0.2
Lane Grp Cap (vph)	526					3664
v/s Ratio Prot	c0.05					
v/s Ratio Perm						0.49
v/c Ratio	0.31					0.68
Uniform Delay, d1	33.0					7.0
Progression Factor	1.70					0.71
Incremental Delay, d2	0.2					0.5
Delay (s)	56.2					5.5
Level of Service	E					A
Approach Delay (s/veh)	56.2		0.0			5.5
Approach LOS	E		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	100.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	80	0	0	140	30	10	1090	50	0	0	0
Future Volume (vph)	20	80	0	0	140	30	10	1090	50	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	14	14	12	11	12	13	13	13	12	12	12
Total Lost time (s)	5.2	5.2			5.2	5.2		5.2	4.6			
Lane Util. Factor	1.00	1.00			0.95	0.95		0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.99		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1486	1920			1554	1377		3307	1508			
Flt Permitted	0.52	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	817	1920			1554	1377		3307	1508			
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	23	93	0	0	163	35	12	1267	58	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	26	0	0	12	0	0	0
Lane Group Flow (vph)	23	93	0	0	166	5	0	1279	46	0	0	0
Confl. Peds. (#/hr)	2		8	8		2	4		4	4		4
Heavy Vehicles (%)	11%	0%	0%	0%	6%	4%	0%	6%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		8			4			2				
Permitted Phases	8					4	2		2			
Actuated Green, G (s)	15.7	15.7			15.7	15.7		65.1	65.1			
Effective Green, g (s)	15.1	15.1			15.1	15.1		64.5	65.1			
Actuated g/C Ratio	0.17	0.17			0.17	0.17		0.72	0.72			
Clearance Time (s)	4.6	4.6			4.6	4.6		4.6	4.6			
Vehicle Extension (s)	2.5	2.5			2.5	2.5		0.2	0.2			
Lane Grp Cap (vph)	137	322			260	231		2370	1090			
v/s Ratio Prot		0.05			c0.11							
v/s Ratio Perm	0.03					0.00		0.39	0.03			
v/c Ratio	0.17	0.29			0.64	0.02		0.54	0.04			
Uniform Delay, d1	32.1	32.8			34.9	31.3		5.9	3.6			
Progression Factor	1.29	1.29			1.00	1.00		0.25	0.02			
Incremental Delay, d2	0.4	0.3			4.5	0.0		0.2	0.0			
Delay (s)	41.8	42.7			39.4	31.3		1.7	0.1			
Level of Service	D	D			D	C		A	A			
Approach Delay (s/veh)		42.5			38.1			1.7			0.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)	15		

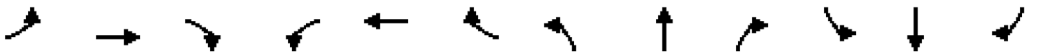
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	360	110	250	320	0	0	0	0	170	1770	110
Future Volume (veh/h)	0	360	110	250	320	0	0	0	0	170	1770	110
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1786	1800	1758	1772	0				1843	1843	1872
Adj Flow Rate, veh/h	0	400	122	278	356	0				189	1967	85
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	1	0	3	2	0				2	2	0
Cap, veh/h	0	679	205	385	1451	0				205	2140	729
Arrive On Green	0.00	0.26	0.27	0.23	0.86	0.00				0.45	0.45	0.46
Sat Flow, veh/h	0	2658	775	1674	3455	0				453	4722	1585
Grp Volume(v), veh/h	0	263	259	278	356	0				760	1396	85
Grp Sat Flow(s),veh/h/ln	0	1697	1647	1674	1683	0				1820	1677	1585
Q Serve(g_s), s	0.0	12.1	12.3	10.4	1.7	0.0				35.3	35.1	2.8
Cycle Q Clear(g_c), s	0.0	12.1	12.3	10.4	1.7	0.0				35.3	35.1	2.8
Prop In Lane	0.00		0.47	1.00		0.00				0.25		1.00
Lane Grp Cap(c), veh/h	0	449	435	385	1451	0				825	1520	729
V/C Ratio(X)	0.00	0.59	0.60	0.72	0.25	0.00				0.92	0.92	0.12
Avail Cap(c_a), veh/h	0	449	435	385	1451	0				825	1520	729
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.19	0.19	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.8	28.8	19.5	3.6	0.0				23.1	23.0	13.9
Incr Delay (d2), s/veh	0.0	5.5	5.9	1.2	0.1	0.0				17.2	10.4	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.5	5.5	3.6	0.5	0.0				17.8	14.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	34.3	34.7	20.7	3.7	0.0				40.3	33.4	14.2
LnGrp LOS		C	C	C	A					D	C	B
Approach Vol, veh/h		522			634						2241	
Approach Delay, s/veh		34.5			11.2						35.0	
Approach LOS		C			B						C	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	46.0	15.0	29.0			44.0
Change Period (Y+Rc), s	4.6	4.0	4.6			4.6
Max Green Setting (Gmax), s	41.4	11.0	24.4			39.4
Max Q Clear Time (g_c+I1), s	37.3	12.4	14.3			3.7
Green Ext Time (p_c), s	0.6	0.0	0.1			0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	30.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	360	0	0	510	90	80	1010	220	0	0	0
Future Volume (vph)	100	360	0	0	510	90	80	1010	220	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	5.2			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.98			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1621	3320			3241			3182	1518			
Flt Permitted	0.18	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	303	3320			3241			3182	1518			
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	122	439	0	0	622	110	98	1232	268	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	64	0	0	0
Lane Group Flow (vph)	122	439	0	0	716	0	0	1330	204	0	0	0
Confl. Peds. (#/hr)			2	2			1		2	2		1
Heavy Vehicles (%)	2%	3%	0%	0%	3%	4%	9%	6%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	37.0	36.4			21.4			44.4	44.4			
Effective Green, g (s)	36.4	35.8			20.8			43.8	43.8			
Actuated g/C Ratio	0.40	0.40			0.23			0.49	0.49			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	274	1320			749			1548	738			
v/s Ratio Prot	c0.05	0.13			c0.22							
v/s Ratio Perm	0.13							0.42	0.13			
v/c Ratio	0.45	0.33			0.96			0.86	0.28			
Uniform Delay, d1	29.9	18.8			34.1			20.4	13.7			
Progression Factor	0.50	0.59			1.00			0.46	0.16			
Incremental Delay, d2	0.3	0.5			23.7			6.0	0.9			
Delay (s)	15.1	11.5			57.8			15.3	3.0			
Level of Service	B	B			E			B	A			
Approach Delay (s/veh)		12.3			57.8			13.2			0.0	
Approach LOS		B			E			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	230	170	190	260	40	60	910	40	40	1250	40
Future Volume (veh/h)	50	230	170	190	260	40	60	910	40	40	1250	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1758	1786	1772	1730	1716	1800	1730	1716	1744	1758	1758
Adj Flow Rate, veh/h	54	250	43	207	283	30	65	989	25	43	1359	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	3	1	2	5	6	0	5	6	4	3	3
Cap, veh/h	239	666	113	252	700	74	75	1896	848	53	1887	851
Arrive On Green	0.23	0.23	0.22	0.23	0.23	0.22	0.01	0.19	0.19	0.03	0.56	0.57
Sat Flow, veh/h	1041	2856	484	1086	3001	315	1714	3287	1453	1661	3340	1489
Grp Volume(v), veh/h	54	145	148	207	154	159	65	989	25	43	1359	25
Grp Sat Flow(s),veh/h/ln	1041	1670	1671	1086	1643	1673	1714	1643	1453	1661	1670	1489
Q Serve(g_s), s	4.2	6.5	6.7	14.3	7.1	7.3	3.4	24.3	1.3	2.3	26.9	0.7
Cycle Q Clear(g_c), s	11.4	6.5	6.7	21.0	7.1	7.3	3.4	24.3	1.3	2.3	26.9	0.7
Prop In Lane	1.00		0.29	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	390	390	252	383	390	75	1896	848	53	1887	851
V/C Ratio(X)	0.23	0.37	0.38	0.82	0.40	0.41	0.86	0.52	0.03	0.81	0.72	0.03
Avail Cap(c_a), veh/h	239	390	390	252	383	390	171	1896	848	166	1887	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	29.0	29.2	39.1	29.2	29.3	44.1	25.3	15.6	43.3	14.4	8.4
Incr Delay (d2), s/veh	2.2	2.7	2.8	18.0	0.3	0.3	10.2	1.0	0.1	10.0	2.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.9	3.0	5.8	2.8	2.9	1.7	10.9	0.4	1.1	9.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.3	31.7	32.0	57.1	29.4	29.6	54.3	26.3	15.7	53.3	16.8	8.5
LnGrp LOS	D	C	C	E	C	C	D	C	B	D	B	A
Approach Vol, veh/h		347			520			1079			1427	
Approach Delay, s/veh		32.5			40.5			27.7			17.7	
Approach LOS		C			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	57.1		25.0	9.0	56.0		25.0
Change Period (Y+Rc), s	4.6	4.6		5.0	4.6	4.6		5.0
Max Green Setting (Gmax), s	9.4	46.4		20.0	9.4	46.4		20.0
Max Q Clear Time (g_c+I1), s	4.3	26.3		23.0	5.4	28.9		13.4
Green Ext Time (p_c), s	0.0	4.9		0.0	0.0	7.0		0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	26.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	490	280	100	540	50	120	700	100	90	1030	80
Future Volume (veh/h)	140	490	280	100	540	50	120	700	100	90	1030	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1786	1758	1772	1872	1744	1730	1800	1744	1758	1730
Adj Flow Rate, veh/h	156	544	233	111	600	16	133	778	43	100	1144	33
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	1	3	2	0	4	5	0	4	3	5
Cap, veh/h	164	668	285	128	912	424	136	1331	612	123	1327	564
Arrive On Green	0.10	0.29	0.28	0.08	0.27	0.27	0.08	0.41	0.41	0.07	0.40	0.39
Sat Flow, veh/h	1688	2289	977	1674	3367	1567	1661	3287	1512	1661	3340	1452
Grp Volume(v), veh/h	156	400	377	111	600	16	133	778	43	100	1144	33
Grp Sat Flow(s),veh/h/ln	1688	1683	1582	1674	1683	1567	1661	1643	1512	1661	1670	1452
Q Serve(g_s), s	10.1	24.3	24.5	7.2	17.4	0.8	8.8	20.3	1.9	6.5	34.5	1.6
Cycle Q Clear(g_c), s	10.1	24.3	24.5	7.2	17.4	0.8	8.8	20.3	1.9	6.5	34.5	1.6
Prop In Lane	1.00		0.62	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	491	462	128	912	424	136	1331	612	123	1327	564
V/C Ratio(X)	0.95	0.81	0.82	0.87	0.66	0.04	0.98	0.58	0.07	0.81	0.86	0.06
Avail Cap(c_a), veh/h	164	577	542	128	1083	504	136	1331	612	151	1327	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	36.2	36.7	50.3	35.6	29.5	50.4	25.5	20.0	50.2	30.4	21.1
Incr Delay (d2), s/veh	55.6	7.2	7.8	42.9	0.9	0.0	70.5	1.9	0.2	23.3	7.5	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	6.8	10.8	10.4	4.5	7.2	0.3	6.3	8.1	0.7	3.5	14.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	105.0	43.3	44.5	93.2	36.5	29.6	120.9	27.4	20.3	73.4	37.9	21.3
LnGrp LOS	F	D	D	F	D	C	F	C	C	E	D	C
Approach Vol, veh/h		933			727			954			1277	
Approach Delay, s/veh		54.1			45.0			40.1			40.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	48.6	15.5	33.8	13.0	47.7	13.2	36.1
Change Period (Y+Rc), s	4.0	5.0	4.4	5.4	4.0	5.0	4.4	5.4
Max Green Setting (Gmax), s	10.0	36.1	11.1	34.0	9.0	37.1	8.8	36.3
Max Q Clear Time (g_c+I1), s	8.5	22.3	12.1	19.4	10.8	36.5	9.2	26.5
Green Ext Time (p_c), s	0.0	3.5	0.0	2.0	0.0	0.4	0.0	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	44.4
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	770	220	110	510	220	130	460	80	200	900	130
Future Volume (veh/h)	180	770	220	110	510	220	130	460	80	200	900	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1744	1758	1786	1688	1716	1784	1772	1702	1730	1800	1758	1730
Adj Flow Rate, veh/h	186	794	127	113	526	165	134	474	45	206	928	50
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	1	8	6	6	2	7	5	0	3	5
Cap, veh/h	327	1053	475	240	940	434	201	1004	454	278	1182	518
Arrive On Green	0.10	0.32	0.32	0.08	0.29	0.29	0.12	0.31	0.31	0.16	0.35	0.35
Sat Flow, veh/h	3222	3340	1508	3118	3260	1506	1688	3233	1462	1714	3340	1462
Grp Volume(v), veh/h	186	794	127	113	526	165	134	474	45	206	928	50
Grp Sat Flow(s),veh/h/ln	1611	1670	1508	1559	1630	1506	1688	1617	1462	1714	1670	1462
Q Serve(g_s), s	4.9	19.0	5.6	3.1	12.2	7.8	6.8	10.5	1.9	10.2	22.1	2.0
Cycle Q Clear(g_c), s	4.9	19.0	5.6	3.1	12.2	7.8	6.8	10.5	1.9	10.2	22.1	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	327	1053	475	240	940	434	201	1004	454	278	1182	518
V/C Ratio(X)	0.57	0.75	0.27	0.47	0.56	0.38	0.67	0.47	0.10	0.74	0.79	0.10
Avail Cap(c_a), veh/h	507	1646	743	351	1460	674	380	1615	730	540	1969	862
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	27.3	22.8	39.3	26.8	25.3	37.5	24.8	21.8	35.4	25.7	19.2
Incr Delay (d2), s/veh	0.6	1.1	0.3	0.5	0.2	0.2	1.4	0.1	0.0	1.5	1.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	7.4	1.9	1.2	4.6	2.7	2.8	3.9	0.6	4.2	8.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.7	28.5	23.1	39.8	27.0	25.5	38.9	24.9	21.8	36.9	26.9	19.3
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	B
Approach Vol, veh/h		1107			804			653			1184	
Approach Delay, s/veh		29.6			28.5			27.5			28.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	30.6	12.0	28.8	13.6	34.5	9.8	31.0
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5.2	5.0	5.0	5.0	5.2
Max Green Setting (Gmax), s	26.6	42.4	12.0	* 38	18.0	50.4	8.0	41.6
Max Q Clear Time (g_c+I1), s	12.2	12.5	6.9	14.2	8.8	24.1	5.1	21.0
Green Ext Time (p_c), s	0.3	1.4	0.2	1.8	0.2	5.1	0.1	4.4

Intersection Summary	
HCM 7th Control Delay, s/veh	28.6
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	210	100	120	240	100	50	530	30	60	920	80
Future Volume (veh/h)	70	210	100	120	240	100	50	530	30	60	920	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1786	1758	1730	1744	1744	1603	1716	1800	1674	1772	1730
Adj Flow Rate, veh/h	78	233	94	133	267	65	56	589	17	67	1022	62
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	1	3	5	4	4	14	6	0	9	2	5
Cap, veh/h	305	369	149	208	808	193	91	1650	748	101	1717	724
Arrive On Green	0.30	0.30	0.31	0.30	0.30	0.31	0.12	1.00	0.98	0.08	0.68	0.66
Sat Flow, veh/h	1063	1209	488	1027	2651	634	1527	3260	1524	1594	3367	1464
Grp Volume(v), veh/h	78	0	327	133	165	167	56	589	17	67	1022	62
Grp Sat Flow(s),veh/h/ln	1063	0	1697	1027	1657	1628	1527	1630	1524	1594	1683	1464
Q Serve(g_s), s	6.7	0.0	18.2	14.1	8.5	8.7	3.8	0.0	0.0	4.5	18.0	1.7
Cycle Q Clear(g_c), s	15.5	0.0	18.2	32.3	8.5	8.7	3.8	0.0	0.0	4.5	18.0	1.7
Prop In Lane	1.00		0.29	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	0	517	208	505	496	91	1650	748	101	1717	724
V/C Ratio(X)	0.26	0.00	0.63	0.64	0.33	0.34	0.62	0.36	0.02	0.66	0.60	0.09
Avail Cap(c_a), veh/h	312	0	527	215	515	506	139	1650	748	145	1717	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	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	35.6	0.0	32.8	46.8	29.5	29.5	47.2	0.0	0.5	49.2	11.6	9.8
Incr Delay (d2), s/veh	0.2	0.0	1.8	4.5	0.1	0.1	2.5	0.6	0.1	2.8	1.5	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	1.8	0.0	7.7	3.8	3.3	3.4	1.4	0.1	0.0	1.8	5.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.7	0.0	34.6	51.3	29.6	29.6	49.8	0.6	0.6	52.0	13.1	10.0
LnGrp LOS	D		C	D	C	C	D	A	A	D	B	B
Approach Vol, veh/h		405			465			662			1151	
Approach Delay, s/veh		34.8			35.8			4.8			15.2	
Approach LOS		C			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	59.7		39.3	10.6	60.1		39.3				
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.9				
Max Green Setting (Gmax), s	10.0	50.3		35.1	10.0	50.3		35.1				
Max Q Clear Time (g_c+I1), s	6.5	2.0		34.3	5.8	20.0		20.2				
Green Ext Time (p_c), s	0.0	5.2		0.1	0.0	9.5		0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh	19.2	
HCM 7th LOS	B	

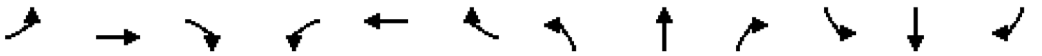
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	140	0	0	20	30	800	390	190	940	20
Future Vol, veh/h	0	0	140	0	0	20	30	800	390	190	940	20
Conflicting Peds, #/hr	1	0	1	1	0	1	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	50	-	0	50	-	0	100	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	146	0	0	21	31	833	406	198	979	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1866	-	501	1985	-	621	1000	0	0	1240	0	0
Stage 1	1385	-	-	1099	-	-	-	-	-	-	-	-
Stage 2	480	-	-	886	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	-	6.94	7.54	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	-	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	3.52	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	45	0	515	36	0	430	688	-	-	558	-	-
Stage 1	151	0	-	227	0	-	-	-	-	-	-	-
Stage 2	536	0	-	306	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	26	-	515	16	-	430	688	-	-	558	-	-
Mov Cap-2 Maneuver	26	-	-	16	-	-	-	-	-	-	-	-
Stage 1	97	-	-	216	-	-	-	-	-	-	-	-
Stage 2	486	-	-	141	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.73	13.8	0.26	2.47
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	688	-	-	-	515	-	430	558	-	-
HCM Lane V/C Ratio	0.045	-	-	-	0.283	-	0.048	0.355	-	-
HCM Control Delay (s/veh)	10.5	-	-	0	14.7	0	13.8	15	-	-
HCM Lane LOS	B	-	-	A	B	A	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	-	0.2	1.6	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	310	160	50	220	70	100	500	80	140	950	90
Future Volume (veh/h)	70	310	160	50	220	70	100	500	80	140	950	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1758	1772	1702	1716	1688	1702	1744	1786	1730	1786	1786
Adj Flow Rate, veh/h	77	341	166	55	242	0	110	549	81	154	1044	95
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	3	2	7	6	8	7	4	1	5	1	1
Cap, veh/h	385	382	186	166	574		134	999	147	183	1173	107
Arrive On Green	0.04	0.34	0.34	0.04	0.33	0.00	0.08	0.34	0.34	0.11	0.37	0.37
Sat Flow, veh/h	1647	1115	543	1621	1716	1430	1621	2898	426	1647	3145	286
Grp Volume(v), veh/h	77	0	507	55	242	0	110	313	317	154	563	576
Grp Sat Flow(s),veh/h/ln	1647	0	1658	1621	1716	1430	1621	1657	1667	1647	1697	1734
Q Serve(g_s), s	3.5	0.0	33.2	2.5	12.5	0.0	7.6	17.5	17.6	10.5	35.6	35.7
Cycle Q Clear(g_c), s	3.5	0.0	33.2	2.5	12.5	0.0	7.6	17.5	17.6	10.5	35.6	35.7
Prop In Lane	1.00		0.33	1.00		1.00	1.00		0.26	1.00		0.16
Lane Grp Cap(c), veh/h	385	0	567	166	574		134	571	575	183	633	647
V/C Ratio(X)	0.20	0.00	0.89	0.33	0.42		0.82	0.55	0.55	0.84	0.89	0.89
Avail Cap(c_a), veh/h	399	0	956	179	974		262	913	919	416	1089	1114
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	35.7	28.3	29.5	0.0	51.6	30.3	30.4	49.9	33.7	33.7
Incr Delay (d2), s/veh	0.3	0.0	6.2	1.2	0.5	0.0	11.4	0.4	0.4	9.8	2.8	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	1.4	0.0	14.3	1.0	5.3	0.0	3.4	6.7	6.8	4.7	14.3	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.2	0.0	41.9	29.5	30.0	0.0	63.1	30.7	30.7	59.7	36.5	36.5
LnGrp LOS	C		D	C	C		E	C	C	E	D	D
Approach Vol, veh/h		584			297			740			1293	
Approach Delay, s/veh		39.6			29.9			35.5			39.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	45.0	8.1	43.2	15.0	48.2	9.0	42.3
Change Period (Y+Rc), s	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0
Max Green Setting (Gmax), s	28.9	63.1	5.0	66.0	18.5	73.5	6.0	65.0
Max Q Clear Time (g_c+I1), s	12.5	19.6	4.5	35.2	9.6	37.7	5.5	14.5
Green Ext Time (p_c), s	0.3	2.4	0.0	4.0	0.1	5.0	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	37.4
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	70	730	40	40	990
Future Volume (veh/h)	0	70	730	40	40	990
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	0	16	760	30	42	1031
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	27	80	3087	122	640	2638
Arrive On Green	0.00	0.02	0.65	0.65	0.04	0.78
Sat Flow, veh/h	1688	1502	4934	188	1688	3455
Grp Volume(v), veh/h	0	16	513	277	42	1031
Grp Sat Flow(s),veh/h/ln	1688	1502	1612	1738	1688	1683
Q Serve(g_s), s	0.0	0.4	2.7	2.7	0.3	3.8
Cycle Q Clear(g_c), s	0.0	0.4	2.7	2.7	0.3	3.8
Prop In Lane	1.00	1.00		0.11	1.00	
Lane Grp Cap(c), veh/h	27	80	2085	1124	640	2638
V/C Ratio(X)	0.00	0.20	0.25	0.25	0.07	0.39
Avail Cap(c_a), veh/h	169	206	2085	1124	746	2638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.32	0.32
Uniform Delay (d), s/veh	0.0	18.1	3.0	3.0	1.7	1.3
Incr Delay (d2), s/veh	0.0	1.2	0.3	0.5	0.0	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	0.4	0.1	0.2	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	19.3	3.3	3.5	1.8	1.5
LnGrp LOS		B	A	A	A	A
Approach Vol, veh/h	16		790			1073
Approach Delay, s/veh	19.3		3.3			1.5
Approach LOS	B		A			A

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	5.5	29.9		4.7		35.3
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s	4.6	20.0		4.0		28.0
Max Q Clear Time (g_c+I1), s	2.3	4.7		2.4		5.8
Green Ext Time (p_c), s	0.0	4.0		0.0		6.8

Intersection Summary	
HCM 7th Control Delay, s/veh	2.4
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	560	220	280	390	180	150	330	160	200	710	160
Future Volume (veh/h)	100	560	220	280	390	180	150	330	160	200	710	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1688	1744	1674	1786	1730	1744	1744	1730	1744	1744	1772	1786
Adj Flow Rate, veh/h	116	651	223	326	453	168	174	384	119	233	826	53
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	8	4	9	1	5	4	4	5	4	4	2	1
Cap, veh/h	322	669	229	324	857	315	179	916	272	243	984	441
Arrive On Green	0.07	0.28	0.28	0.15	0.37	0.37	0.11	0.25	0.25	0.15	0.29	0.29
Sat Flow, veh/h	1607	2417	827	1701	2348	863	1661	3610	1071	1661	3367	1509
Grp Volume(v), veh/h	116	446	428	326	316	305	174	333	170	233	826	53
Grp Sat Flow(s),veh/h/ln	1607	1657	1587	1701	1643	1568	1661	1574	1533	1661	1683	1509
Q Serve(g_s), s	6.6	34.6	34.7	20.0	19.6	19.9	13.6	11.5	12.1	18.1	29.9	3.3
Cycle Q Clear(g_c), s	6.6	34.6	34.7	20.0	19.6	19.9	13.6	11.5	12.1	18.1	29.9	3.3
Prop In Lane	1.00		0.52	1.00		0.55	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	322	459	440	324	600	573	179	799	389	243	984	441
V/C Ratio(X)	0.36	0.97	0.97	1.01	0.53	0.53	0.97	0.42	0.44	0.96	0.84	0.12
Avail Cap(c_a), veh/h	340	459	440	324	600	573	179	799	389	243	984	441
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	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	46.5	46.5	39.3	32.4	32.5	57.8	40.5	40.7	55.1	43.1	33.7
Incr Delay (d2), s/veh	0.7	34.8	35.9	52.0	0.9	1.0	58.5	1.6	3.5	46.5	8.5	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	18.5	17.8	11.4	7.9	7.7	8.4	4.5	4.8	10.5	13.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.3	81.3	82.4	91.3	33.3	33.5	116.3	42.0	44.2	101.6	51.7	34.3
LnGrp LOS	C	F	F	F	C	C	F	D	D	F	D	C
Approach Vol, veh/h		990			947			677			1112	
Approach Delay, s/veh		75.9			53.3			61.7			61.3	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	44.0	13.5	52.5	25.0	39.0	25.0	41.0
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	38.0	10.0	46.0	19.0	33.0	20.0	36.0
Max Q Clear Time (g_c+I1), s	15.6	31.9	8.6	21.9	20.1	14.1	22.0	36.7
Green Ext Time (p_c), s	0.0	2.1	0.0	3.9	0.0	1.6	0.0	0.0

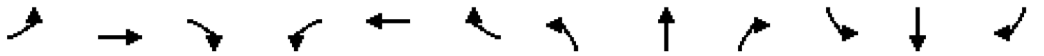
Intersection Summary	
HCM 7th Control Delay, s/veh	63.2
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1050	20	10	740	40	20	20	10	70	10	110
Future Volume (veh/h)	50	1050	20	10	740	40	20	20	10	70	10	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1730	1730	1730	1730	1730	1730	1730	1730	1730	1730	1730
Adj Flow Rate, veh/h	60	1250	20	12	881	41	24	24	4	83	12	41
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	342	1711	27	240	1653	77	537	466	78	564	111	378
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	592	3310	53	426	3197	149	1319	1446	241	1349	344	1175
Grp Volume(v), veh/h	60	620	650	12	453	469	24	0	28	83	0	53
Grp Sat Flow(s),veh/h/ln	592	1643	1720	426	1643	1703	1319	0	1686	1349	0	1518
Q Serve(g_s), s	3.7	14.6	14.6	1.1	9.1	9.1	0.6	0.0	0.6	2.2	0.0	1.2
Cycle Q Clear(g_c), s	12.9	14.6	14.6	15.7	9.1	9.1	1.9	0.0	0.6	2.8	0.0	1.2
Prop In Lane	1.00		0.03	1.00		0.09	1.00		0.14	1.00		0.77
Lane Grp Cap(c), veh/h	342	849	889	240	849	880	537	0	543	564	0	489
V/C Ratio(X)	0.18	0.73	0.73	0.05	0.53	0.53	0.04	0.00	0.05	0.15	0.00	0.11
Avail Cap(c_a), veh/h	465	1191	1246	329	1191	1234	537	0	543	564	0	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	9.3	9.3	15.4	8.0	8.0	12.5	0.0	11.6	12.6	0.0	11.8
Incr Delay (d2), s/veh	0.2	1.4	1.4	0.1	0.5	0.5	0.2	0.0	0.2	0.5	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.9	4.0	0.1	2.3	2.4	0.2	0.0	0.2	0.7	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.5	10.7	10.7	15.5	8.5	8.5	12.6	0.0	11.8	13.1	0.0	12.3
LnGrp LOS	B	B	B	B	A	A	B		B	B		B
Approach Vol, veh/h		1330			934			52			136	
Approach Delay, s/veh		10.8			8.6			12.2			12.8	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.0	29.7	20.0	29.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	36.0	16.0	36.0
Max Q Clear Time (g_c+I1), s	3.9	17.7	4.8	16.6
Green Ext Time (p_c), s	0.1	5.8	0.3	9.1

Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B



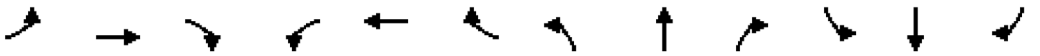
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	20	1220	30	50	100	0	0	290	90
Future Volume (veh/h)	0	0	0	20	1220	30	50	100	0	0	290	90
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1228	1607	1620	1595	1329	0	0	1456	1519
Adj Flow Rate, veh/h				21	1258	28	52	103	0	0	299	79
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				31	1	0	2	23	0	0	13	8
Cap, veh/h				43	2594	58	90	126	0	0	353	93
Arrive On Green				0.20	0.20	0.20	0.36	0.36	0.00	0.00	0.36	0.36
Sat Flow, veh/h				72	4324	96	83	346	0	0	991	262
Grp Volume(v), veh/h				467	426	415	155	0	0	0	0	378
Grp Sat Flow(s),veh/h/ln				1604	1463	1426	429	0	0	0	0	1253
Q Serve(g_s), s				20.7	20.6	20.7	6.7	0.0	0.0	0.0	0.0	22.3
Cycle Q Clear(g_c), s				20.7	20.6	20.7	29.0	0.0	0.0	0.0	0.0	22.3
Prop In Lane				0.05		0.07	0.34		0.00	0.00		0.21
Lane Grp Cap(c), veh/h				962	878	855	216	0	0	0	0	446
V/C Ratio(X)				0.48	0.48	0.48	0.72	0.00	0.00	0.00	0.00	0.85
Avail Cap(c_a), veh/h				962	878	855	216	0	0	0	0	446
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				21.1	21.1	21.1	26.5	0.0	0.0	0.0	0.0	23.7
Incr Delay (d2), s/veh				1.7	1.9	2.0	18.4	0.0	0.0	0.0	0.0	14.1
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				9.2	8.4	8.2	4.1	0.0	0.0	0.0	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				22.9	23.0	23.1	45.0	0.0	0.0	0.0	0.0	37.9
LnGrp LOS				C	C	C	D					D
Approach Vol, veh/h					1307			155			378	
Approach Delay, s/veh					23.0			45.0			37.9	
Approach LOS					C			D			D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	32.1	51.0	32.1
Change Period (Y+Rc), s	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	24.4	46.4	* 25
Max Q Clear Time (g_c+I1), s	31.0	22.7	24.3
Green Ext Time (p_c), s	0.0	0.3	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	27.9
HCM 7th LOS	C

Notes

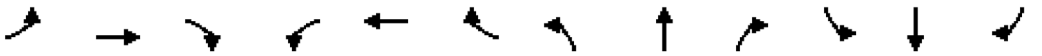
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	470	30	30	80	0	0	110	50
Future Volume (vph)	0	0	0	30	470	30	30	80	0	0	110	50
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	13	13	13	12	12	12	12	12	12
Total Lost time (s)					3.0			3.0			3.0	
Lane Util. Factor					0.91			1.00			1.00	
Frpb, ped/bikes					0.99			1.00			0.98	
Flpb, ped/bikes					1.00			0.99			1.00	
Frt					0.99			1.00			0.96	
Flt Protected					1.00			0.99			1.00	
Satd. Flow (prot)					3792			1331			1337	
Flt Permitted					1.00			0.91			1.00	
Satd. Flow (perm)					3792			1227			1337	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	31	485	31	31	82	0	0	113	52
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	21	0
Lane Group Flow (vph)	0	0	0	0	539	0	0	113	0	0	144	0
Confl. Peds. (#/hr)	105		41	41		105	33		33	33		33
Confl. Bikes (#/hr)	1		1	1		1	1					1
Heavy Vehicles (%)	0%	0%	0%	0%	13%	4%	0%	10%	0%	0%	0%	9%
Bus Blockages (#/hr)	0	0	0	0	10	0	0	0	0	0	0	0
Parking (#/hr)					0	0	0	0	0		0	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					39.4			31.4			31.4	
Effective Green, g (s)					41.0			33.0			33.0	
Actuated g/C Ratio					0.51			0.41			0.41	
Clearance Time (s)					4.6			4.6			4.6	
Vehicle Extension (s)					0.2			0.2			0.2	
Lane Grp Cap (vph)					1943			506			551	
v/s Ratio Prot											c0.11	
v/s Ratio Perm					0.14			0.09				
v/c Ratio					0.28			0.22			0.26	
Uniform Delay, d1					11.1			15.2			15.5	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					0.4			1.0			1.2	
Delay (s)					11.4			16.2			16.6	
Level of Service					B			B			B	
Approach Delay (s/veh)		0.0			11.4			16.2			16.6	
Approach LOS		A			B			B			B	

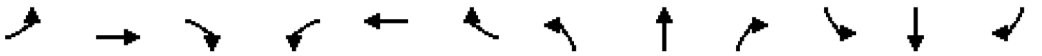
Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



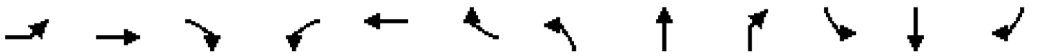
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	150	90	70	250	0	0	0	0	240	1710	70
Future Volume (vph)	0	150	90	70	250	0	0	0	0	240	1710	70
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		3.0			3.0						3.0	
Lane Util. Factor		0.95			0.95						0.91	
Frpb, ped/bikes		0.98			1.00						1.00	
Flpb, ped/bikes		1.00			0.99						1.00	
Frt		0.94			1.00						0.99	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		2700			2933						4240	
Flt Permitted		1.00			0.83						0.99	
Satd. Flow (perm)		2700			2455						4240	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	156	94	73	260	0	0	0	0	250	1781	73
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	235	0	0	333	0	0	0	0	0	2100	0
Confl. Peds. (#/hr)	21		36	36		21	27		6	6		27
Heavy Vehicles (%)	0%	5%	4%	0%	3%	0%	0%	0%	0%	2%	3%	3%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		25.0			25.0						55.0	
Effective Green, g (s)		27.0			27.0						57.0	
Actuated g/C Ratio		0.30			0.30						0.63	
Clearance Time (s)		5.0			5.0						5.0	
Vehicle Extension (s)		0.2			0.2						0.2	
Lane Grp Cap (vph)		810			736						2685	
v/s Ratio Prot		0.09										
v/s Ratio Perm					c0.14						0.50	
v/c Ratio		0.29			0.45						0.78	
Uniform Delay, d1		24.2			25.5						12.0	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.9			2.0						2.4	
Delay (s)		25.1			27.5						14.3	
Level of Service		C			C						B	
Approach Delay (s/veh)		25.1			27.5			0.0			14.3	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	98.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	130	350	0	0	0	0	0	1490	210
Future Volume (vph)	0	0	0	130	350	0	0	0	0	0	1490	210
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					5.3						5.9	5.9
Lane Util. Factor					0.95						0.86	0.86
Frpb, ped/bikes					1.00						1.00	0.97
Flpb, ped/bikes					0.99						1.00	1.00
Frt					1.00						1.00	0.85
Flt Protected					0.99						1.00	1.00
Satd. Flow (prot)					3289						4485	1235
Flt Permitted					0.99						1.00	1.00
Satd. Flow (perm)					3289						4485	1235
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	135	365	0	0	0	0	0	1552	219
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	500	0	0	0	0	0	1574	197
Confl. Peds. (#/hr)	2		19	19		2	16		2	2		16
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%	0%	0%	0%	0%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	2	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Actuated Green, G (s)					27.3						52.7	52.7
Effective Green, g (s)					26.7						52.1	52.1
Actuated g/C Ratio					0.30						0.58	0.58
Clearance Time (s)					4.7						5.3	5.3
Vehicle Extension (s)					0.2						0.2	0.2
Lane Grp Cap (vph)					975						2596	714
v/s Ratio Prot											c0.35	
v/s Ratio Perm					0.15							0.16
v/c Ratio					0.51						0.61	0.28
Uniform Delay, d1					26.3						12.3	9.5
Progression Factor					1.00						1.00	1.00
Incremental Delay, d2					1.9						1.1	1.0
Delay (s)					28.2						13.4	10.5
Level of Service					C						B	B
Approach Delay (s/veh)		0.0			28.2			0.0			13.0	
Approach LOS		A			C			A			B	

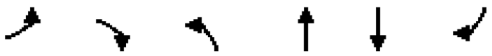
Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	10	130	20	10	20	150	1980	40	70	1400	190
Future Volume (vph)	130	10	130	20	10	20	150	1980	40	70	1400	190
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	12	11	12	12	12	12	14
Total Lost time (s)	2.7	2.7	2.7	2.7	2.7	3.6	4.0	3.6		4.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.94	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	0.98	1.00	1.00	0.99	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1673	1800	1458	1588	1684	1445	1653	4801		1710	4657	1549
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1322	1800	1458	1254	1684	1445	1653	4801		1710	4657	1549
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	137	11	137	21	11	21	158	2084	42	74	1474	200
RTOR Reduction (vph)	0	0	114	0	0	0	0	0	0	0	0	82
Lane Group Flow (vph)	137	11	23	21	11	21	158	2126	0	74	1474	118
Confl. Peds. (#/hr)	13		4	4		13	11		7	7		11
Heavy Vehicles (%)	0%	0%	3%	7%	14%	0%	0%	2%	3%	0%	2%	1%
Parking (#/hr)											0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4		4						6
Actuated Green, G (s)	14.2	14.2	14.2	14.2	14.2	14.2	13.1	61.3		6.3	54.5	54.5
Effective Green, g (s)	16.1	16.1	16.1	16.1	16.1	15.2	13.1	62.3		6.3	56.1	56.1
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17	0.16	0.14	0.66		0.07	0.59	0.59
Clearance Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.6		4.0	4.6	4.6
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	224	305	247	212	285	231	227	3148		113	2750	914
v/s Ratio Prot		0.01			0.01		c0.10	c0.44		0.04	0.32	
v/s Ratio Perm	c0.10		0.02	0.02		0.01						0.08
v/c Ratio	0.61	0.04	0.09	0.10	0.04	0.09	0.70	0.68		0.65	0.54	0.13
Uniform Delay, d1	36.6	33.0	33.3	33.3	33.0	34.0	39.1	10.1		43.3	11.7	8.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.2	0.0	0.1	0.1	0.0	0.1	8.3	1.2		11.5	0.8	0.3
Delay (s)	40.7	33.0	33.4	33.5	33.0	34.1	47.3	11.3		54.8	12.4	8.9
Level of Service	D	C	C	C	C	C	D	B		D	B	A
Approach Delay (s/veh)		36.9			33.6			13.8			13.8	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.3
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	25	0	0	1650	50
Future Volume (Veh/h)	0	25	0	0	1650	50
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	27	0	0	1774	54
Pedestrians	11				3	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1788	602	1839			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1788	602	1839			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	94	100			
cM capacity (veh/h)	72	438	324			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	27	591	591	591	54
Volume Left	0	0	0	0	0
Volume Right	27	0	0	0	54
cSH	438	1700	1700	1700	1700
Volume to Capacity	0.06	0.35	0.35	0.35	0.03
Queue Length 95th (ft)	5	0	0	0	0
Control Delay (s/veh)	13.7	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s/veh)	13.7	0.0			
Approach LOS	B				

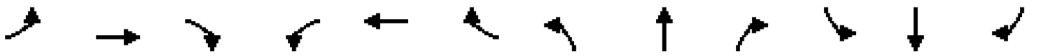
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	10	0	0	30	30	30	2170	20	0	0	0
Future Volume (veh/h)	50	10	0	0	30	30	30	2170	20	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1786	1786	0	0	1786	1786	1786	1786	1786			
Adj Flow Rate, veh/h	51	10	0	0	31	31	31	2214	20			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	1	1	0	0	1	1	1	1	1			
Cap, veh/h	155	24	0	0	86	86	39	2767	1209			
Arrive On Green	0.10	0.10	0.00	0.00	0.10	0.10	0.81	0.81	0.81			
Sat Flow, veh/h	775	226	0	0	815	815	48	3432	1499			
Grp Volume(v), veh/h	61	0	0	0	0	62	1151	1094	20			
Grp Sat Flow(s),veh/h/ln	1001	0	0	0	0	1630	1784	1697	1499			
Q Serve(g_s), s	3.3	0.0	0.0	0.0	0.0	3.2	31.8	31.7	0.2			
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.0	0.0	3.2	31.8	31.7	0.2			
Prop In Lane	0.84		0.00	0.00		0.50	0.03		1.00			
Lane Grp Cap(c), veh/h	179	0	0	0	0	171	1438	1368	1209			
V/C Ratio(X)	0.34	0.00	0.00	0.00	0.00	0.36	0.80	0.80	0.02			
Avail Cap(c_a), veh/h	513	0	0	0	0	561	1438	1368	1209			
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	39.9	0.0	0.0	0.0	0.0	37.5	4.8	4.8	1.7			
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	0.0	1.3	4.8	5.0	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			
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.0	0.0	1.3	8.0	7.6	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.0	0.0	0.0	0.0	0.0	38.8	9.5	9.7	1.7			
LnGrp LOS	D					D	A	A	A			
Approach Vol, veh/h		61			62			2265				
Approach Delay, s/veh		41.0			38.8			9.6				
Approach LOS		D			D			A				

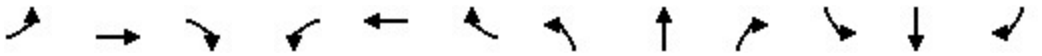
Timer - Assigned Phs	2	4			8			
Phs Duration (G+Y+Rc), s	76.6	13.4			13.4			
Change Period (Y+Rc), s	4.0	4.0			4.0			
Max Green Setting (Gmax), s	51.0	31.0			31.0			
Max Q Clear Time (g_c+I1), s	33.8	5.2			8.5			
Green Ext Time (p_c), s	14.8	0.3			0.2			

Intersection Summary												
HCM 7th Control Delay, s/veh		11.1										
HCM 7th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	400	20	260	320	0	0	0	0	85	1410	130
Future Volume (vph)	0	400	20	260	320	0	0	0	0	85	1410	130
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	3.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.99		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3361		1652	3353						5120	1574
Flt Permitted		1.00		0.38	1.00						1.00	1.00
Satd. Flow (perm)		3361		664	3353						5120	1574
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	417	21	271	333	0	0	0	0	89	1469	135
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	37
Lane Group Flow (vph)	0	434	0	271	333	0	0	0	0	0	1558	98
Confl. Peds. (#/hr)	2		2	2		2	4		4	4		4
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	3%	2%	2%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		25.4		38.0	37.4						48.4	48.4
Effective Green, g (s)		27.0		39.6	39.0						50.0	49.4
Actuated g/C Ratio		0.28		0.42	0.41						0.53	0.52
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		955		376	1376						2694	818
v/s Ratio Prot		0.13		c0.07	0.10							
v/s Ratio Perm				c0.23							0.30	0.06
v/c Ratio		0.45		0.72	0.24						0.58	0.12
Uniform Delay, d1		28.0		28.3	18.3						15.3	11.7
Progression Factor		1.00		0.65	0.39						0.33	0.05
Incremental Delay, d2		1.6		2.3	0.2						0.8	0.3
Delay (s)		29.5		20.7	7.3						5.8	0.9
Level of Service		C		C	A						A	A
Approach Delay (s/veh)		29.5			13.3			0.0			5.4	
Approach LOS		C			B			A			A	

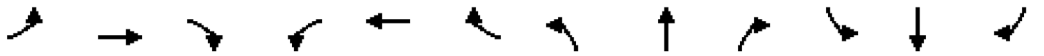
Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	101.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	360	0	0	520	180	130	1900	90	0	0	0
Future Volume (vph)	180	360	0	0	520	180	130	1900	90	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0	3.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1653	3353			3241			3489	1555			
Flt Permitted	0.15	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	267	3353			3241			3489	1555			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	186	371	0	0	536	186	134	1959	93	0	0	0
RTOR Reduction (vph)	0	0	0	0	30	0	0	0	33	0	0	0
Lane Group Flow (vph)	186	371	0	0	692	0	0	2093	60	0	0	0
Confl. Peds. (#/hr)	4		8	8		4	6		5	5		6
Confl. Bikes (#/hr)							1					1
Heavy Vehicles (%)	0%	2%	0%	0%	1%	1%	0%	1%	0%	0%	0%	0%
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	36.0	35.4			22.4			50.4	50.4			
Effective Green, g (s)	37.6	37.0			24.0			52.0	51.4			
Actuated g/C Ratio	0.40	0.39			0.25			0.55	0.54			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	260	1305			818			1909	841			
v/s Ratio Prot	c0.08	0.11			c0.21							
v/s Ratio Perm	0.20							0.60	0.04			
v/c Ratio	0.72	0.28			0.85			1.10	0.07			
Uniform Delay, d1	34.0	19.9			33.7			21.5	10.4			
Progression Factor	0.42	0.38			1.00			1.00	1.00			
Incremental Delay, d2	7.0	0.5			10.5			52.3	0.2			
Delay (s)	21.1	8.1			44.2			73.8	10.6			
Level of Service	C	A			D			E	B			
Approach Delay (s/veh)		12.5			44.2			71.1			0.0	
Approach LOS		B			D			E			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	56.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	101.3%	ICU Level of Service	G
Analysis Period (min)	15		

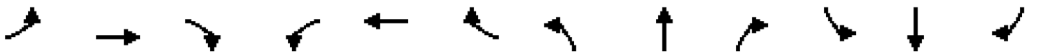
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	630	70	210	590	0	0	0	0	240	1120	130
Future Volume (vph)	0	630	70	210	590	0	0	0	0	240	1120	130
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	3.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.98		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3224		1620	3307						5024	1576
Flt Permitted		1.00		0.22	1.00						0.99	1.00
Satd. Flow (perm)		3224		369	3307						5024	1576
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	656	73	219	615	0	0	0	0	250	1167	135
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	0	41
Lane Group Flow (vph)	0	720	0	219	615	0	0	0	0	0	1417	94
Confl. Peds. (#/hr)			5	5			13		2	2		13
Heavy Vehicles (%)	0%	4%	3%	2%	3%	0%	0%	0%	0%	2%	3%	1%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		29.4		44.0	43.4						42.4	42.4
Effective Green, g (s)		31.0		45.6	45.0						44.0	43.4
Actuated g/C Ratio		0.33		0.48	0.47						0.46	0.46
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		1052		329	1566						2326	719
v/s Ratio Prot		c0.22		c0.08	0.19							
v/s Ratio Perm				0.24							0.28	0.06
v/c Ratio		0.68		0.67	0.39						0.61	0.13
Uniform Delay, d1		27.8		28.6	16.2						19.1	14.9
Progression Factor		1.00		0.23	0.19						0.27	0.01
Incremental Delay, d2		3.6		1.2	0.2						0.7	0.2
Delay (s)		31.4		7.7	3.3						5.9	0.3
Level of Service		C		A	A						A	A
Approach Delay (s/veh)		31.4			4.5			0.0			5.4	
Approach LOS		C			A			A			A	

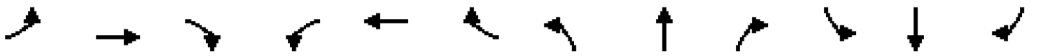
Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



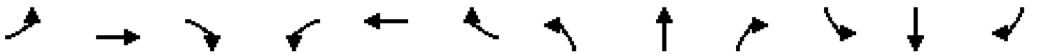
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	810	0	0	640	265	130	1630	120	0	0	0
Future Volume (vph)	250	810	0	0	640	265	130	1630	120	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0	3.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1621	3340			3175			3486	1552			
Flt Permitted	0.13	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	227	3340			3175			3486	1552			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	258	835	0	0	660	273	134	1680	124	0	0	0
RTOR Reduction (vph)	0	0	0	0	24	0	0	0	36	0	0	0
Lane Group Flow (vph)	258	835	0	0	909	0	0	1814	88	0	0	0
Confl. Peds. (#/hr)	1		7	7		1	2		6	6		2
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	2%	2%	0%	0%	1%	5%	1%	1%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	40.0	39.4			25.4			46.4	46.4			
Effective Green, g (s)	41.6	41.0			27.0			48.0	47.4			
Actuated g/C Ratio	0.44	0.43			0.28			0.51	0.50			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	269	1441			902			1761	774			
v/s Ratio Prot	c0.12	0.25			c0.29							
v/s Ratio Perm	0.30							0.52	0.06			
v/c Ratio	0.96	0.58			1.01			1.03	0.11			
Uniform Delay, d1	36.6	20.5			34.0			23.5	12.6			
Progression Factor	0.91	0.75			1.00			0.65	0.75			
Incremental Delay, d2	38.7	1.4			32.0			16.2	0.0			
Delay (s)	71.9	16.8			66.0			31.5	9.5			
Level of Service	E	B			E			C	A			
Approach Delay (s/veh)		29.8			66.0			30.0			0.0	
Approach LOS		C			E			C			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	38.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	920	190	110	610	0	0	0	0	90	1340	140
Future Volume (vph)	0	920	190	110	610	0	0	0	0	90	1340	140
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		5.2		4.6	5.2						5.2	4.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.97		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3182		1621	3307						5089	1586
Flt Permitted		1.00		0.11	1.00						1.00	1.00
Satd. Flow (perm)		3182		195	3307						5089	1586
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	958	198	115	635	0	0	0	0	94	1396	146
RTOR Reduction (vph)	0	18	0	0	0	0	0	0	0	0	0	45
Lane Group Flow (vph)	0	1138	0	115	635	0	0	0	0	0	1490	101
Confl. Peds. (#/hr)	6		4	4		6	6					6
Confl. Bikes (#/hr)			1	1			1					1
Heavy Vehicles (%)	0%	4%	4%	2%	3%	0%	0%	0%	0%	4%	2%	1%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		39.4		51.0	50.4						35.4	35.4
Effective Green, g (s)		38.8		50.4	49.8						34.8	35.4
Actuated g/C Ratio		0.41		0.53	0.52						0.37	0.37
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		1299		199	1733						1864	590
v/s Ratio Prot		c0.36		c0.04	0.19							
v/s Ratio Perm				0.27							0.29	0.06
v/c Ratio		0.88		0.58	0.37						0.80	0.17
Uniform Delay, d1		25.9		31.9	13.3						27.0	20.0
Progression Factor		1.00		0.32	0.23						1.52	2.26
Incremental Delay, d2		8.5		0.2	0.1						3.3	0.6
Delay (s)		34.4		10.3	3.1						44.2	45.7
Level of Service		C		B	A						D	D
Approach Delay (s/veh)		34.4			4.2			0.0			44.3	
Approach LOS		C			A			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	107.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	780	0	0	600	130	265	1730	50	0	0	0
Future Volume (vph)	250	780	0	0	600	130	265	1730	50	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	4.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.97			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1605	3340			3266			3421	1524			
Flt Permitted	0.16	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	264	3340			3266			3421	1524			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	258	804	0	0	619	134	273	1784	52	0	0	0
RTOR Reduction (vph)	0	0	0	0	18	0	0	0	25	0	0	0
Lane Group Flow (vph)	258	804	0	0	735	0	0	2057	27	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	3%	2%	0%	0%	1%	2%	0%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	37.0	36.4			22.4			49.4	49.4			
Effective Green, g (s)	36.4	35.8			21.8			48.8	49.4			
Actuated g/C Ratio	0.38	0.38			0.23			0.51	0.52			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	1.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	233	1258			749			1757	792			
v/s Ratio Prot	c0.11	0.24			0.22							
v/s Ratio Perm	c0.31							0.60	0.02			
v/c Ratio	1.11	0.64			0.98			1.17	0.03			
Uniform Delay, d1	36.1	24.3			36.4			23.1	11.1			
Progression Factor	0.60	0.36			1.00			1.45	3.45			
Incremental Delay, d2	73.4	1.2			28.5			77.5	0.0			
Delay (s)	95.2	10.0			64.9			111.0	38.4			
Level of Service	F	B			E			F	D			
Approach Delay (s/veh)		30.7			64.9			109.2			0.0	
Approach LOS		C			E			F			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	79.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	107.7%	ICU Level of Service	G
Analysis Period (min)	15		

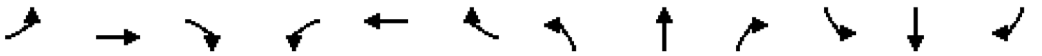
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	150	0	0	0	130	1690
Future Volume (vph)	150	0	0	0	130	1690
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	14
Total Lost time (s)	5.2					5.2
Lane Util. Factor	0.97					0.91
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3190					5085
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3190					5085
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	155	0	0	0	134	1742
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	155	0	0	0	0	1876
Confl. Peds. (#/hr)	2	8		10	10	
Heavy Vehicles (%)	4%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	4
Turn Type	Prot				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	15.6					70.2
Effective Green, g (s)	15.0					69.6
Actuated g/C Ratio	0.16					0.73
Clearance Time (s)	4.6					4.6
Vehicle Extension (s)	2.5					0.2
Lane Grp Cap (vph)	503					3725
v/s Ratio Prot	c0.05					
v/s Ratio Perm						0.37
v/c Ratio	0.31					0.50
Uniform Delay, d1	35.4					5.4
Progression Factor	1.76					0.45
Incremental Delay, d2	0.2					0.4
Delay (s)	62.5					2.9
Level of Service	E					A
Approach Delay (s/veh)	62.5		0.0			2.9
Approach LOS	E		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	119.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	110	0	0	160	70	20	1960	80	0	0	0
Future Volume (vph)	40	110	0	0	160	70	20	1960	80	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	14	14	12	11	12	13	13	13	12	12	12
Total Lost time (s)	5.2	5.2			5.2	5.2		5.2	4.6			
Lane Util. Factor	1.00	1.00			0.95	0.95		0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			0.99	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1647	1920			1639	1373		3436	1489			
Flt Permitted	0.48	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	827	1920			1639	1373		3436	1489			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	42	116	0	0	168	74	21	2063	84	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	15	0	0	10	0	0	0
Lane Group Flow (vph)	42	116	0	0	173	52	0	2084	74	0	0	0
Confl. Peds. (#/hr)	4		2	2		4	2		5	5		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	4%	0%	2%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		8			4			2				
Permitted Phases	8					4	2		2			
Actuated Green, G (s)	15.8	15.8			15.8	15.8		70.0	70.0			
Effective Green, g (s)	15.2	15.2			15.2	15.2		69.4	70.0			
Actuated g/C Ratio	0.16	0.16			0.16	0.16		0.73	0.74			
Clearance Time (s)	4.6	4.6			4.6	4.6		4.6	4.6			
Vehicle Extension (s)	2.5	2.5			2.5	2.5		0.2	0.2			
Lane Grp Cap (vph)	132	307			262	219		2510	1097			
v/s Ratio Prot		0.06			c0.11							
v/s Ratio Perm	0.05					0.04		0.61	0.05			
v/c Ratio	0.32	0.38			0.66	0.24		0.83	0.07			
Uniform Delay, d1	35.3	35.7			37.5	34.8		8.8	3.5			
Progression Factor	1.45	1.42			1.00	1.00		0.35	0.12			
Incremental Delay, d2	0.9	0.5			5.5	0.4		0.3	0.0			
Delay (s)	52.2	51.3			43.0	35.2		3.4	0.4			
Level of Service	D	D			D	D		A	A			
Approach Delay (s/veh)		51.5			40.9			3.3			0.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	103.5%	ICU Level of Service	G
Analysis Period (min)	15		

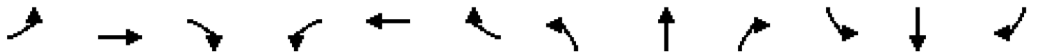
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	540	90	220	370	0	0	0	0	120	1330	170
Future Volume (veh/h)	0	540	90	220	370	0	0	0	0	120	1330	170
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1772	1786	1786	1772	0				1857	1843	1843
Adj Flow Rate, veh/h	0	545	91	222	374	0				121	1343	121
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	1	1	2	0				1	2	2
Cap, veh/h	0	722	120	322	1375	0				206	2289	752
Arrive On Green	0.00	0.25	0.26	0.22	0.82	0.00				0.48	0.48	0.49
Sat Flow, veh/h	0	2970	479	1701	3455	0				428	4748	1539
Grp Volume(v), veh/h	0	318	318	222	374	0				515	949	121
Grp Sat Flow(s),veh/h/ln	0	1683	1678	1701	1683	0				1821	1677	1539
Q Serve(g_s), s	0.0	16.6	16.7	9.1	2.5	0.0				19.4	19.4	4.1
Cycle Q Clear(g_c), s	0.0	16.6	16.7	9.1	2.5	0.0				19.4	19.4	4.1
Prop In Lane	0.00		0.29	1.00		0.00				0.23		1.00
Lane Grp Cap(c), veh/h	0	422	420	322	1375	0				878	1617	752
V/C Ratio(X)	0.00	0.75	0.76	0.69	0.27	0.00				0.59	0.59	0.16
Avail Cap(c_a), veh/h	0	422	420	322	1375	0				878	1617	752
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	32.9	32.8	20.6	5.4	0.0				17.8	17.8	13.5
Incr Delay (d2), s/veh	0.0	11.8	12.1	0.5	0.0	0.0				2.9	1.6	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	8.0	8.0	3.0	0.8	0.0				8.3	7.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	44.6	44.9	21.1	5.4	0.0				20.6	19.3	14.0
LnGrp LOS		D	D	C	A					C	B	B
Approach Vol, veh/h		636			596						1585	
Approach Delay, s/veh		44.8			11.3						19.3	
Approach LOS		D			B						B	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	51.0	15.0	29.0			44.0
Change Period (Y+Rc), s	4.6	4.0	4.6			4.6
Max Green Setting (Gmax), s	46.4	11.0	24.4			39.4
Max Q Clear Time (g_c+I1), s	21.4	11.1	18.7			4.5
Green Ext Time (p_c), s	0.4	0.0	0.1			0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	23.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	490	0	0	460	200	150	1800	440	0	0	0
Future Volume (vph)	270	490	0	0	460	200	150	1800	440	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	5.2			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.95			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1620	3257			3216			3348	1549			
Flt Permitted	0.17	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	297	3257			3216			3348	1549			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	276	500	0	0	469	204	153	1837	449	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	59	0	0	0
Lane Group Flow (vph)	276	500	0	0	657	0	0	1990	390	0	0	0
Confl. Peds. (#/hr)	3		6	6		3	1		1	1		1
Heavy Vehicles (%)	2%	5%	0%	0%	1%	1%	0%	1%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	4	8			3			2				
Permitted Phases	8						2		2			
Actuated Green, G (s)	32.0	31.4			18.4			54.4	54.4			
Effective Green, g (s)	31.4	30.8			17.8			53.8	53.8			
Actuated g/C Ratio	0.33	0.32			0.19			0.57	0.57			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	215	1055			602			1896	877			
v/s Ratio Prot	c0.11	0.15			0.20							
v/s Ratio Perm	c0.31							0.59	0.25			
v/c Ratio	1.28	0.47			1.09			1.05	0.44			
Uniform Delay, d1	37.7	25.6			38.6			20.6	11.9			
Progression Factor	1.09	1.33			1.00			0.72	0.35			
Incremental Delay, d2	152.2	1.2			63.9			31.9	1.1			
Delay (s)	193.3	35.2			102.5			46.8	5.3			
Level of Service	F	D			F			D	A			
Approach Delay (s/veh)		91.5			102.5			39.2			0.0	
Approach LOS		F			F			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	60.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	105.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	300	120	170	290	70	140	1530	100	60	1160	60
Future Volume (veh/h)	70	300	120	170	290	70	140	1530	100	60	1160	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1772	1786	1772	1786	1772	1772	1786	1786	1730	1758	1800
Adj Flow Rate, veh/h	72	309	79	175	299	50	144	1577	65	62	1196	28
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	1	2	1	2	2	1	1	5	3	0
Cap, veh/h	286	757	190	263	828	137	166	1775	788	71	1564	712
Arrive On Green	0.28	0.28	0.27	0.28	0.28	0.27	0.20	1.00	1.00	0.04	0.47	0.47
Sat Flow, veh/h	1047	2662	670	994	2913	481	1688	3393	1489	1647	3340	1500
Grp Volume(v), veh/h	72	194	194	175	173	176	144	1577	65	62	1196	28
Grp Sat Flow(s),veh/h/ln	1047	1683	1649	994	1697	1697	1688	1697	1489	1647	1670	1500
Q Serve(g_s), s	5.6	8.8	9.1	16.5	7.7	7.9	7.9	0.0	0.0	3.6	28.2	0.9
Cycle Q Clear(g_c), s	13.5	8.8	9.1	25.6	7.7	7.9	7.9	0.0	0.0	3.6	28.2	0.9
Prop In Lane	1.00		0.41	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	478	469	263	482	482	166	1775	788	71	1564	712
V/C Ratio(X)	0.25	0.40	0.41	0.67	0.36	0.37	0.87	0.89	0.08	0.87	0.76	0.04
Avail Cap(c_a), veh/h	286	478	469	263	482	482	231	1775	788	156	1564	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	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	32.6	27.5	27.8	38.0	27.1	27.3	37.6	0.0	0.0	45.2	20.9	13.4
Incr Delay (d2), s/veh	2.1	2.5	2.7	5.1	0.2	0.2	17.2	7.1	0.2	11.7	3.6	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	1.6	3.8	3.9	4.3	3.1	3.2	3.7	1.7	0.0	1.7	11.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.7	30.0	30.5	43.1	27.3	27.5	54.8	7.1	0.2	56.9	24.5	13.5
LnGrp LOS	C	C	C	D	C	C	D	A	A	E	C	B
Approach Vol, veh/h		460			524			1786			1286	
Approach Delay, s/veh		30.9			32.6			10.7			25.9	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.1	54.9		31.0	14.3	49.7		31.0
Change Period (Y+Rc), s	4.6	4.6		5.0	4.6	4.6		5.0
Max Green Setting (Gmax), s	4.5	45.4		26.0	13.4	41.4		26.0
Max Q Clear Time (g_c+I1), s	15.6	2.0		27.6	9.9	30.2		15.5
Green Ext Time (p_c), s	0.0	11.4		0.0	0.1	4.8		0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	20.6
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	630	150	250	660	120	320	1120	230	160	960	160
Future Volume (veh/h)	320	630	150	250	660	120	320	1120	230	160	960	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1744	1758	1800	1772	1843	1800	1786	1772	1772	1772	1786
Adj Flow Rate, veh/h	344	677	149	269	710	45	344	1204	175	172	1032	104
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	4	3	0	2	2	0	1	2	2	2	1
Cap, veh/h	314	656	144	285	768	343	301	1267	551	192	1048	452
Arrive On Green	0.18	0.24	0.24	0.17	0.23	0.23	0.18	0.37	0.37	0.11	0.31	0.31
Sat Flow, veh/h	1714	2679	589	1714	3367	1502	1714	3393	1475	1688	3367	1481
Grp Volume(v), veh/h	344	418	408	269	710	45	344	1204	175	172	1032	104
Grp Sat Flow(s),veh/h/ln	1714	1657	1611	1714	1683	1502	1714	1697	1475	1688	1683	1481
Q Serve(g_s), s	30.2	40.4	40.4	25.6	34.0	3.9	29.0	56.9	13.9	16.6	50.2	8.7
Cycle Q Clear(g_c), s	30.2	40.4	40.4	25.6	34.0	3.9	29.0	56.9	13.9	16.6	50.2	8.7
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	406	395	285	768	343	301	1267	551	192	1048	452
V/C Ratio(X)	1.10	1.03	1.03	0.94	0.92	0.13	1.14	0.95	0.32	0.90	0.98	0.23
Avail Cap(c_a), veh/h	314	406	395	303	775	346	301	1267	551	215	1048	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	67.4	62.3	62.5	68.0	62.3	50.7	68.0	50.2	36.7	72.2	56.4	42.8
Incr Delay (d2), s/veh	79.1	52.9	54.0	36.1	16.5	0.1	95.8	15.8	1.5	33.1	24.4	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	20.2	23.0	22.5	14.1	16.4	1.5	20.8	26.9	5.4	9.0	24.9	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	146.5	115.2	116.6	104.1	78.8	50.8	163.8	66.0	38.3	105.3	80.9	44.0
LnGrp LOS	F	F	F	F	E	D	F	E	D	F	F	D
Approach Vol, veh/h		1170			1024			1723			1308	
Approach Delay, s/veh		124.9			84.2			82.7			81.1	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.7	65.6	35.0	41.6	33.0	55.4	32.2	44.4
Change Period (Y+Rc), s	4.0	5.0	4.4	5.4	4.0	5.0	4.4	5.4
Max Green Setting (Gmax), s	21.0	58.0	30.6	36.6	29.0	50.0	29.6	37.6
Max Q Clear Time (g_c+I1), s	18.6	58.9	32.2	36.0	31.0	52.2	27.6	42.4
Green Ext Time (p_c), s	0.1	0.0	0.0	0.2	0.0	0.0	0.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	92.1
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	640	200	110	810	170	310	960	130	200	740	240
Future Volume (veh/h)	300	640	200	110	810	170	310	960	130	200	740	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1758	1758	1758	1786	1857	1800	1772	1772	1786	1744	1800
Adj Flow Rate, veh/h	316	674	134	116	853	66	326	1011	78	211	779	116
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	3	3	3	1	1	0	2	2	1	4	0
Cap, veh/h	397	1058	467	195	864	395	364	1424	631	216	1120	512
Arrive On Green	0.12	0.32	0.32	0.06	0.25	0.25	0.21	0.42	0.42	0.13	0.34	0.34
Sat Flow, veh/h	3274	3340	1473	3248	3393	1552	1714	3367	1492	1701	3313	1513
Grp Volume(v), veh/h	316	674	134	116	853	66	326	1011	78	211	779	116
Grp Sat Flow(s),veh/h/ln	1637	1670	1473	1624	1697	1552	1714	1683	1492	1701	1657	1513
Q Serve(g_s), s	15.5	28.5	11.3	5.7	41.3	5.5	30.5	40.9	5.3	20.4	33.6	9.1
Cycle Q Clear(g_c), s	15.5	28.5	11.3	5.7	41.3	5.5	30.5	40.9	5.3	20.4	33.6	9.1
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	397	1058	467	195	864	395	364	1424	631	216	1120	512
V/C Ratio(X)	0.80	0.64	0.29	0.59	0.99	0.17	0.90	0.71	0.12	0.97	0.70	0.23
Avail Cap(c_a), veh/h	536	1058	467	531	864	395	436	1424	631	216	1120	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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.5	48.2	42.4	75.6	61.2	47.9	63.2	39.3	29.0	71.7	47.2	39.1
Incr Delay (d2), s/veh	4.1	1.3	0.3	1.1	27.4	0.1	16.9	3.0	0.4	53.5	3.6	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	6.7	12.1	4.2	2.4	21.0	2.1	15.0	17.5	2.0	12.1	14.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.6	49.5	42.7	76.6	88.6	48.0	80.1	42.3	29.4	125.3	50.8	40.2
LnGrp LOS	E	D	D	E	F	D	F	D	C	F	D	D
Approach Vol, veh/h		1124			1035			1415			1106	
Approach Delay, s/veh		55.8			84.7			50.3			63.9	
Approach LOS		E			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	72.8	23.0	45.2	38.0	58.8	12.9	55.3
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5.2	5.0	5.0	5.0	5.2
Max Green Setting (Gmax), s	19.0	61.0	25.0	* 40	40.0	40.0	25.0	39.8
Max Q Clear Time (g_c+I1), s	22.4	42.9	17.5	43.3	32.5	35.6	7.7	30.5
Green Ext Time (p_c), s	0.0	3.1	0.5	0.0	0.5	1.8	0.2	2.7

Intersection Summary	
HCM 7th Control Delay, s/veh	62.4
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	260	60	120	290	190	100	1330	110	170	1000	140
Future Volume (veh/h)	130	260	60	120	290	190	100	1330	110	170	1000	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1786	1800	1800	1786	1772	1758	1786	1772	1786	1758	1800
Adj Flow Rate, veh/h	143	286	58	132	319	100	110	1462	91	187	1099	124
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	0	0	1	2	3	1	2	1	3	0
Cap, veh/h	269	445	90	211	789	243	136	1549	660	186	1617	711
Arrive On Green	0.31	0.31	0.32	0.31	0.31	0.32	0.03	0.15	0.15	0.07	0.32	0.31
Sat Flow, veh/h	974	1440	292	1052	2552	786	1674	3393	1497	1701	3340	1517
Grp Volume(v), veh/h	143	0	344	132	210	209	110	1462	91	187	1099	124
Grp Sat Flow(s),veh/h/ln	974	0	1732	1052	1697	1642	1674	1697	1497	1701	1670	1517
Q Serve(g_s), s	15.0	0.0	18.8	13.6	10.7	11.0	7.2	46.9	5.8	12.0	31.4	6.5
Cycle Q Clear(g_c), s	26.0	0.0	18.8	32.4	10.7	11.0	7.2	46.9	5.8	12.0	31.4	6.5
Prop In Lane	1.00		0.17	1.00		0.48	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	269	0	535	211	524	507	136	1549	660	186	1617	711
V/C Ratio(X)	0.53	0.00	0.64	0.63	0.40	0.41	0.81	0.94	0.14	1.01	0.68	0.17
Avail Cap(c_a), veh/h	288	0	570	232	558	540	228	1549	660	186	1617	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	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	40.4	0.0	32.7	46.7	30.0	29.9	52.7	45.3	28.8	51.0	29.8	22.3
Incr Delay (d2), s/veh	0.6	0.0	1.6	2.9	0.2	0.2	4.3	12.9	0.4	68.1	2.3	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	3.6	0.0	8.1	3.7	4.3	4.3	3.2	23.9	2.2	8.7	13.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.0	0.0	34.3	49.7	30.2	30.1	56.9	58.2	29.2	119.1	32.1	22.8
LnGrp LOS	D		C	D	C	C	E	E	C	F	C	C
Approach Vol, veh/h		487			551			1663			1410	
Approach Delay, s/veh		36.3			34.8			56.6			42.8	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	54.2		39.8	12.9	57.3		39.8				
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.9				
Max Green Setting (Gmax), s	12.0	46.3		37.1	15.0	43.3		37.1				
Max Q Clear Time (g_c+I1), s	14.0	48.9		34.4	9.2	33.4		28.0				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.1	5.5		1.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	46.5
HCM 7th LOS	D

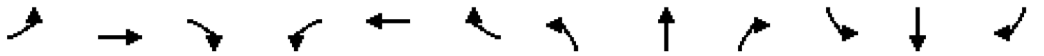
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	250	0	0	80	60	1330	450	170	860	40
Future Vol, veh/h	0	0	250	0	0	80	60	1330	450	170	860	40
Conflicting Peds, #/hr	2	0	0	0	0	2	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	0	50	-	0	100	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	258	0	0	82	62	1371	464	175	887	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2071	-	466	2521	-	920	930	0	0	1835	0	0
Stage 1	1260	-	-	1727	-	-	-	-	-	-	-	-
Stage 2	811	-	-	794	-	-	-	-	-	-	-	-
Critical Hdwy	7.52	-	6.92	7.52	-	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	-	-	6.52	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	-	-	6.52	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	-	3.31	3.51	-	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	32	0	546	14	0	275	738	-	-	332	-	-
Stage 1	182	0	-	93	0	-	-	-	-	-	-	-
Stage 2	341	0	-	350	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	10	-	545	3	-	275	736	-	-	332	-	-
Mov Cap-2 Maneuver	10	-	-	3	-	-	-	-	-	-	-	-
Stage 1	86	-	-	85	-	-	-	-	-	-	-	-
Stage 2	219	-	-	87	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.39	23.63	0.34	4.33
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	736	-	-	-	545	-	275	332	-	-
HCM Lane V/C Ratio	0.084	-	-	-	0.473	-	0.3	0.527	-	-
HCM Control Delay (s/veh)	10.3	-	-	0	17.4	0	23.6	27.3	-	-
HCM Lane LOS	B	-	-	A	C	A	C	D	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	2.5	-	1.2	2.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	430	150	90	390	350	170	1030	120	100	870	100
Future Volume (veh/h)	100	430	150	90	390	350	170	1030	120	100	870	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1758	1800	1772	1772	1758	1800	1786	1744	1758	1772	1758
Adj Flow Rate, veh/h	103	443	150	93	402	0	175	1062	119	103	897	99
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	0	2	2	3	0	1	4	3	2	3
Cap, veh/h	284	422	143	144	589		204	1178	132	128	1039	115
Arrive On Green	0.06	0.34	0.34	0.05	0.33	0.00	0.12	0.38	0.38	0.08	0.34	0.34
Sat Flow, veh/h	1674	1253	424	1688	1772	1490	1714	3075	344	1674	3056	337
Grp Volume(v), veh/h	103	0	593	93	402	0	175	585	596	103	494	502
Grp Sat Flow(s),veh/h/ln	1674	0	1677	1688	1772	1490	1714	1697	1723	1674	1683	1710
Q Serve(g_s), s	5.0	0.0	42.0	4.5	24.4	0.0	12.5	40.5	40.6	7.5	34.2	34.2
Cycle Q Clear(g_c), s	5.0	0.0	42.0	4.5	24.4	0.0	12.5	40.5	40.6	7.5	34.2	34.2
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.20	1.00		0.20
Lane Grp Cap(c), veh/h	284	0	565	144	589		204	650	660	128	573	582
V/C Ratio(X)	0.36	0.00	1.05	0.64	0.68		0.86	0.90	0.90	0.81	0.86	0.86
Avail Cap(c_a), veh/h	472	0	565	342	597		481	953	968	470	945	960
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	41.3	32.0	36.0	0.0	53.8	36.2	36.2	56.7	38.4	38.4
Incr Delay (d2), s/veh	0.8	0.0	51.4	4.8	3.1	0.0	9.8	6.7	6.7	11.2	2.7	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	2.1	0.0	25.4	2.0	11.2	0.0	5.8	17.1	17.4	3.5	13.9	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.3	0.0	92.7	36.7	39.1	0.0	63.7	42.9	43.0	67.9	41.1	41.0
LnGrp LOS	C		F	D	D		E	D	D	E	D	D
Approach Vol, veh/h		696			495			1356			1099	
Approach Delay, s/veh		83.2			38.7			45.6			43.6	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	53.3	10.4	46.0	20.4	47.9	11.0	45.4
Change Period (Y+Rc), s	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0
Max Green Setting (Gmax), s	35.0	70.0	21.0	42.0	35.0	70.0	21.0	42.0
Max Q Clear Time (g_c+I1), s	9.5	42.6	6.5	44.0	14.5	36.2	7.0	26.4
Green Ext Time (p_c), s	0.2	5.1	0.2	0.0	0.4	4.1	0.2	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	51.2
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	310	1470	150	30	1000
Future Volume (veh/h)	0	310	1470	150	30	1000
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1786	1786	1786	1786	1786	1786
Adj Flow Rate, veh/h	0	316	1515	134	31	1031
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	401	398	2366	209	263	2100
Arrive On Green	0.00	0.24	0.52	0.52	0.03	0.62
Sat Flow, veh/h	1701	1514	4721	403	1701	3483
Grp Volume(v), veh/h	0	316	1080	569	31	1031
Grp Sat Flow(s),veh/h/ln	1701	1514	1625	1713	1701	1697
Q Serve(g_s), s	0.0	10.7	13.2	13.2	0.4	9.1
Cycle Q Clear(g_c), s	0.0	10.7	13.2	13.2	0.4	9.1
Prop In Lane	1.00	1.00		0.24	1.00	
Lane Grp Cap(c), veh/h	401	398	1686	889	263	2100
V/C Ratio(X)	0.00	0.79	0.64	0.64	0.12	0.49
Avail Cap(c_a), veh/h	495	482	1686	889	340	2100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.44	0.44
Uniform Delay (d), s/veh	0.0	18.9	9.5	9.5	7.2	5.7
Incr Delay (d2), s/veh	0.0	7.4	1.9	3.5	0.1	0.4
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	9.2	3.3	3.9	0.1	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	26.3	11.4	13.1	7.3	6.1
LnGrp LOS		C	B	B	A	A
Approach Vol, veh/h	316		1649			1062
Approach Delay, s/veh	26.3		12.0			6.1
Approach LOS	C		B			A

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	5.5	32.5		17.0		38.0
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s	4.6	23.0		16.0		31.0
Max Q Clear Time (g_c+I1), s	2.4	15.2		12.7		11.1
Green Ext Time (p_c), s	0.0	5.4		0.4		6.5

Intersection Summary	
HCM 7th Control Delay, s/veh	11.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	570	120	250	630	250	290	1090	420	280	660	110
Future Volume (veh/h)	140	570	120	250	630	250	290	1090	420	280	660	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1786	1716	1786	1772	1800	1758	1786	1800	1800	1772	1800
Adj Flow Rate, veh/h	149	606	116	266	670	238	309	1160	401	298	702	37
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	1	6	1	2	0	3	1	0	0	2	0
Cap, veh/h	206	717	137	305	730	259	263	1220	421	208	1029	464
Arrive On Green	0.08	0.25	0.25	0.13	0.30	0.30	0.16	0.34	0.34	0.12	0.31	0.31
Sat Flow, veh/h	1674	2841	543	1701	2433	864	1674	3573	1235	1714	3367	1518
Grp Volume(v), veh/h	149	361	361	266	463	445	309	1055	506	298	702	37
Grp Sat Flow(s),veh/h/ln	1674	1697	1687	1701	1683	1614	1674	1625	1557	1714	1683	1518
Q Serve(g_s), s	9.1	28.3	28.5	15.7	37.2	37.2	22.0	44.3	44.4	17.0	25.6	2.4
Cycle Q Clear(g_c), s	9.1	28.3	28.5	15.7	37.2	37.2	22.0	44.3	44.4	17.0	25.6	2.4
Prop In Lane	1.00		0.32	1.00		0.54	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	206	428	425	305	505	484	263	1109	532	208	1029	464
V/C Ratio(X)	0.72	0.84	0.85	0.87	0.92	0.92	1.17	0.95	0.95	1.43	0.68	0.08
Avail Cap(c_a), veh/h	251	485	482	330	541	519	263	1109	532	208	1029	464
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	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	49.7	49.8	34.9	47.3	47.3	59.0	45.0	45.0	61.5	42.6	34.6
Incr Delay (d2), s/veh	7.7	11.7	12.1	20.6	20.0	20.7	100.2	12.2	20.6	219.6	3.7	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	4.2	13.3	13.3	8.2	18.2	17.6	16.4	18.9	19.4	19.9	10.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.1	61.5	61.9	55.5	67.3	68.0	159.2	57.1	65.5	281.1	46.3	34.9
LnGrp LOS	D	E	E	E	E	E	F	E	E	F	D	C
Approach Vol, veh/h		871			1174			1870			1037	
Approach Delay, s/veh		59.0			64.9			76.3			113.4	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	48.8	16.2	47.0	23.0	53.8	22.9	40.3
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	22.0	36.0	15.0	45.0	17.0	41.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	24.0	27.6	11.1	39.2	19.0	46.4	17.7	30.5
Green Ext Time (p_c), s	0.0	2.1	0.1	2.7	0.0	0.0	0.2	3.0

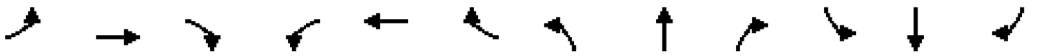
Intersection Summary	
HCM 7th Control Delay, s/veh	78.3
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1090	20	10	1170	90	10	10	10	50	10	70
Future Volume (veh/h)	90	1090	20	10	1170	90	10	10	10	50	10	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	96	1160	19	11	1245	85	11	11	2	53	11	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	260	2001	33	304	1888	129	490	414	75	515	129	317
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	418	3443	56	483	3248	221	1391	1482	269	1423	462	1134
Grp Volume(v), veh/h	96	576	603	11	655	675	11	0	13	53	0	38
Grp Sat Flow(s),veh/h/ln	418	1710	1790	483	1710	1759	1391	0	1751	1423	0	1596
Q Serve(g_s), s	11.6	12.2	12.2	0.8	14.9	15.0	0.3	0.0	0.3	1.6	0.0	1.0
Cycle Q Clear(g_c), s	26.6	12.2	12.2	13.0	14.9	15.0	1.3	0.0	0.3	1.9	0.0	1.0
Prop In Lane	1.00		0.03	1.00		0.13	1.00		0.15	1.00		0.71
Lane Grp Cap(c), veh/h	260	994	1040	304	994	1022	490	0	489	515	0	446
V/C Ratio(X)	0.37	0.58	0.58	0.04	0.66	0.66	0.02	0.00	0.03	0.10	0.00	0.09
Avail Cap(c_a), veh/h	279	1074	1124	326	1074	1106	490	0	489	515	0	446
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	17.2	7.6	7.6	11.7	8.1	8.2	15.7	0.0	15.0	15.7	0.0	15.2
Incr Delay (d2), s/veh	0.9	0.7	0.6	0.0	1.3	1.3	0.1	0.0	0.1	0.4	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.3	3.4	0.1	4.1	4.3	0.1	0.0	0.1	0.5	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.1	8.3	8.2	11.7	9.5	9.5	15.8	0.0	15.1	16.1	0.0	15.6
LnGrp LOS	B	A	A	B	A	A	B		B	B		B
Approach Vol, veh/h		1275			1341			24			91	
Approach Delay, s/veh		9.0			9.5			15.4			15.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.0	37.3	20.0	37.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	36.0	16.0	36.0
Max Q Clear Time (g_c+I1), s	3.3	17.0	3.9	28.6
Green Ext Time (p_c), s	0.0	9.1	0.2	4.7

Intersection Summary	
HCM 7th Control Delay, s/veh	9.5
HCM 7th LOS	A



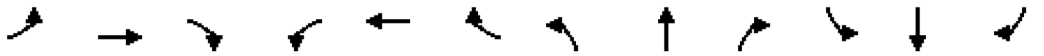
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	40	770	50	60	100	0	0	110	70
Future Volume (veh/h)	0	0	0	40	770	50	60	100	0	0	110	70
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1519	1569	1456	1582	1405	0	0	1304	1367
Adj Flow Rate, veh/h				44	846	47	66	110	0	0	121	48
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				8	4	13	3	17	0	0	25	20
Cap, veh/h				123	2360	131	153	210	0	0	252	100
Arrive On Green				0.20	0.20	0.20	0.32	0.32	0.00	0.00	0.32	0.32
Sat Flow, veh/h				205	3933	218	279	645	0	0	792	314
Grp Volume(v), veh/h				335	307	295	176	0	0	0	0	169
Grp Sat Flow(s),veh/h/ln				1559	1428	1368	925	0	0	0	0	1107
Q Serve(g_s), s				14.9	14.8	14.9	6.4	0.0	0.0	0.0	0.0	9.8
Cycle Q Clear(g_c), s				14.9	14.8	14.9	16.3	0.0	0.0	0.0	0.0	9.8
Prop In Lane				0.13		0.16	0.37		0.00	0.00		0.28
Lane Grp Cap(c), veh/h				936	857	821	362	0	0	0	0	351
V/C Ratio(X)				0.36	0.36	0.36	0.49	0.00	0.00	0.00	0.00	0.48
Avail Cap(c_a), veh/h				936	857	821	362	0	0	0	0	360
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				18.8	18.8	18.8	24.3	0.0	0.0	0.0	0.0	22.0
Incr Delay (d2), s/veh				1.1	1.2	1.2	4.6	0.0	0.0	0.0	0.0	1.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.4	5.8	5.6	3.3	0.0	0.0	0.0	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				19.9	19.9	20.0	28.9	0.0	0.0	0.0	0.0	23.0
LnGrp LOS				B	B	C	C					C
Approach Vol, veh/h					937			176			169	
Approach Delay, s/veh					19.9			28.9			23.0	
Approach LOS					B			C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	29.0	51.0	29.0
Change Period (Y+Rc), s	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	24.4	46.4	* 25
Max Q Clear Time (g_c+I1), s	18.3	16.9	11.8
Green Ext Time (p_c), s	0.0	0.2	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

Notes

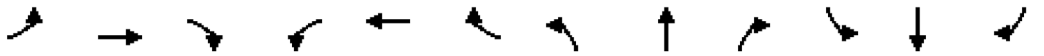
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	150	220	30	20	60	0	0	90	30
Future Volume (vph)	0	0	0	150	220	30	20	60	0	0	90	30
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	13	13	13	12	12	12	12	12	12
Total Lost time (s)					3.0			3.0			3.0	
Lane Util. Factor					0.91			1.00			1.00	
Frpb, ped/bikes					1.00			1.00			0.99	
Flpb, ped/bikes					0.98			0.99			1.00	
Frt					0.99			1.00			0.97	
Flt Protected					0.98			0.99			1.00	
Satd. Flow (prot)					3639			1360			1286	
Flt Permitted					0.98			0.93			1.00	
Satd. Flow (perm)					3639			1280			1286	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	167	244	33	22	67	0	0	100	33
RTOR Reduction (vph)	0	0	0	0	13	0	0	0	0	0	17	0
Lane Group Flow (vph)	0	0	0	0	431	0	0	89	0	0	116	0
Confl. Peds. (#/hr)	22		36	36		22	33		9	9		33
Confl. Bikes (#/hr)	1		2	2		1						
Heavy Vehicles (%)	0%	0%	0%	0%	23%	7%	6%	5%	0%	0%	2%	28%
Bus Blockages (#/hr)	0	0	0	0	10	0	0	0	0	0	0	0
Parking (#/hr)					0	0	0	0	0		0	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					37.4			23.4			23.4	
Effective Green, g (s)					39.0			25.0			25.0	
Actuated g/C Ratio					0.56			0.36			0.36	
Clearance Time (s)					4.6			4.6			4.6	
Vehicle Extension (s)					0.2			0.2			0.2	
Lane Grp Cap (vph)					2027			457			459	
v/s Ratio Prot											c0.09	
v/s Ratio Perm					0.12			0.07				
v/c Ratio					0.21			0.19			0.25	
Uniform Delay, d1					7.8			15.5			15.9	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					0.2			1.0			1.3	
Delay (s)					8.0			16.5			17.2	
Level of Service					A			B			B	
Approach Delay (s/veh)		0.0			8.0			16.5			17.2	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

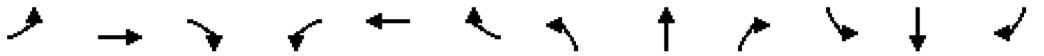


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	110	20	40	220	0	0	0	0	1320	1090	50
Future Volume (vph)	0	110	20	40	220	0	0	0	0	1320	1090	50
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		3.0			3.0						3.0	
Lane Util. Factor		0.95			0.95						0.91	
Frpb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						0.99	
Frt		0.98			1.00						1.00	
Flt Protected		1.00			0.99						0.97	
Satd. Flow (prot)		2759			2783						4138	
Flt Permitted		1.00			0.89						0.97	
Satd. Flow (perm)		2759			2497						4138	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	125	23	45	250	0	0	0	0	1500	1239	57
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	132	0	0	295	0	0	0	0	0	2794	0
Confl. Peds. (#/hr)	11		9	9		11	6		11	11		6
Heavy Vehicles (%)	0%	6%	17%	5%	3%	0%	0%	0%	0%	3%	3%	0%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Parking (#/hr)					0							
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		24.0			24.0						56.0	
Effective Green, g (s)		26.0			26.0						58.0	
Actuated g/C Ratio		0.29			0.29						0.64	
Clearance Time (s)		5.0			5.0						5.0	
Vehicle Extension (s)		0.2			0.2						0.2	
Lane Grp Cap (vph)		797			721						2666	
v/s Ratio Prot		0.05										
v/s Ratio Perm					c0.12						0.68	
v/c Ratio		0.17			0.41						1.57dl	
Uniform Delay, d1		23.9			25.8						16.0	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.4			1.7						31.6	
Delay (s)		24.3			27.5						47.6	
Level of Service		C			C						D	
Approach Delay (s/veh)		24.3			27.5			0.0			47.6	
Approach LOS		C			C			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	44.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	141.1%	ICU Level of Service	H
Analysis Period (min)	15		

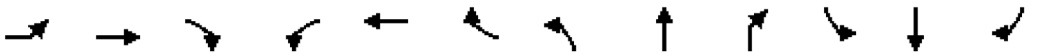
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group



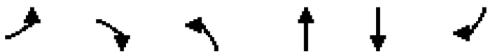
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	130	460	0	0	0	0	0	1320	270
Future Volume (vph)	0	0	0	130	460	0	0	0	0	0	1320	270
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					5.3						5.9	5.9
Lane Util. Factor					0.95						0.86	0.86
Frpb, ped/bikes					1.00						1.00	0.98
Flpb, ped/bikes					1.00						1.00	1.00
Frt					1.00						1.00	0.85
Flt Protected					0.99						1.00	1.00
Satd. Flow (prot)					3121						4481	1254
Flt Permitted					0.99						1.00	1.00
Satd. Flow (perm)					3121						4481	1254
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	143	505	0	0	0	0	0	1451	297
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	648	0	0	0	0	0	1481	267
Confl. Peds. (#/hr)	2		3	3		2	5					5
Heavy Vehicles (%)	0%	0%	0%	2%	9%	0%	0%	0%	0%	0%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	2	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Actuated Green, G (s)					27.3						52.7	52.7
Effective Green, g (s)					26.7						52.1	52.1
Actuated g/C Ratio					0.30						0.58	0.58
Clearance Time (s)					4.7						5.3	5.3
Vehicle Extension (s)					0.2						0.2	0.2
Lane Grp Cap (vph)					925						2594	725
v/s Ratio Prot											c0.33	
v/s Ratio Perm					0.21							0.21
v/c Ratio					0.70						0.57	0.37
Uniform Delay, d1					28.1						11.9	10.1
Progression Factor					1.00						1.00	1.00
Incremental Delay, d2					4.4						0.9	1.4
Delay (s)					32.5						12.8	11.6
Level of Service					C						B	B
Approach Delay (s/veh)		0.0			32.5			0.0			12.6	
Approach LOS		A			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	10	80	10	10	10	250	1350	20	20	1500	190
Future Volume (vph)	70	10	80	10	10	10	250	1350	20	20	1500	190
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	12	11	12	12	12	12	14
Total Lost time (s)	2.7	2.7	2.7	2.7	2.7	3.6	4.0	3.6		4.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1674	1800	1491	1706	1920	1496	1653	4709		1710	4612	1575
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1323	1800	1491	1347	1920	1496	1653	4709		1710	4612	1575
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	80	11	91	11	11	11	284	1534	23	23	1705	216
RTOR Reduction (vph)	0	0	76	0	0	0	0	0	0	0	0	103
Lane Group Flow (vph)	80	11	15	11	11	11	284	1557	0	23	1705	113
Confl. Peds. (#/hr)	1		2	2		1	3		3	3		3
Confl. Bikes (#/hr)			1	1								
Heavy Vehicles (%)	2%	0%	1%	0%	0%	0%	0%	4%	11%	0%	3%	1%
Parking (#/hr)											0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4		4						6
Actuated Green, G (s)	12.5	12.5	12.5	12.5	12.5	12.5	19.0	61.3		3.0	45.3	45.3
Effective Green, g (s)	14.4	14.4	14.4	14.4	14.4	13.5	19.0	62.3		3.0	46.9	46.9
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16	0.15	0.21	0.69		0.03	0.52	0.52
Clearance Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.6		4.0	4.6	4.6
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	211	288	238	215	307	224	348	3259		57	2403	820
v/s Ratio Prot		0.01			0.01		c0.17	0.33		0.01	c0.37	
v/s Ratio Perm	c0.06		0.01	0.01		0.01						0.07
v/c Ratio	0.38	0.04	0.06	0.05	0.04	0.05	0.82	0.48		0.40	0.71	0.14
Uniform Delay, d1	33.8	31.9	32.1	32.0	31.9	32.8	33.8	6.4		42.6	16.4	11.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.8	0.0	0.1	0.1	0.0	0.1	13.4	0.5		3.4	1.8	0.3
Delay (s)	34.6	32.0	32.1	32.1	32.0	32.8	47.2	6.9		46.0	18.2	11.5
Level of Service	C	C	C	C	C	C	D	A		D	B	B
Approach Delay (s/veh)		33.2			32.3			13.1			17.8	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.3
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	70	0	0	1880	70
Future Volume (Veh/h)	0	70	0	0	1880	70
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	79	0	0	2112	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2112	704	2191			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2112	704	2191			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	79	100			
cM capacity (veh/h)	44	379	238			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	79	704	704	704	79
Volume Left	0	0	0	0	0
Volume Right	79	0	0	0	79
cSH	379	1700	1700	1700	1700
Volume to Capacity	0.21	0.41	0.41	0.41	0.05
Queue Length 95th (ft)	19	0	0	0	0
Control Delay (s/veh)	17.0	0.0	0.0	0.0	0.0
Lane LOS	C				
Approach Delay (s/veh)	17.0	0.0			
Approach LOS	C				

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		



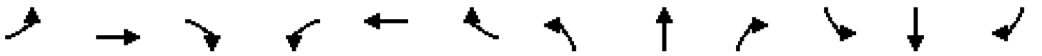
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	10	0	0	20	10	40	1510	10	0	0	0
Future Volume (veh/h)	40	10	0	0	20	10	40	1510	10	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1758	1758	0	0	1758	1758	1758	1758	1758			
Adj Flow Rate, veh/h	48	12	0	0	24	12	48	1798	12			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	132	25	0	0	80	40	75	2795	1247			
Arrive On Green	0.07	0.07	0.00	0.00	0.07	0.07	0.84	0.84	0.84			
Sat Flow, veh/h	818	338	0	0	1106	553	89	3334	1487			
Grp Volume(v), veh/h	60	0	0	0	0	36	946	900	12			
Grp Sat Flow(s),veh/h/ln	1156	0	0	0	0	1658	1753	1670	1487			
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	1.9	17.1	17.0	0.1			
Cycle Q Clear(g_c), s	5.0	0.0	0.0	0.0	0.0	1.9	17.1	17.0	0.1			
Prop In Lane	0.80		0.00	0.00		0.33	0.05		1.00			
Lane Grp Cap(c), veh/h	156	0	0	0	0	121	1470	1400	1247			
V/C Ratio(X)	0.38	0.00	0.00	0.00	0.00	0.30	0.64	0.64	0.01			
Avail Cap(c_a), veh/h	543	0	0	0	0	571	1470	1400	1247			
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	41.4	0.0	0.0	0.0	0.0	39.5	2.6	2.5	1.2			
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.0	0.0	1.4	2.2	2.3	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			
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.0	0.0	0.8	3.0	2.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.9	0.0	0.0	0.0	0.0	40.9	4.7	4.8	1.2			
LnGrp LOS	D					D	A	A	A			
Approach Vol, veh/h		60			36			1858				
Approach Delay, s/veh		42.9			40.9			4.8				
Approach LOS		D			D			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	79.5	10.5	10.5
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	51.0	31.0	31.0
Max Q Clear Time (g_c+I1), s	19.1	3.9	7.0
Green Ext Time (p_c), s	19.0	0.1	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	6.6
HCM 7th LOS	A

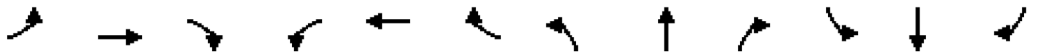
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	240	10	90	310	0	0	0	0	160	1680	220
Future Volume (vph)	0	240	10	90	310	0	0	0	0	160	1680	220
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	3.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.99		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3334		1604	3353						5075	1600
Flt Permitted		1.00		0.54	1.00						1.00	1.00
Satd. Flow (perm)		3334		912	3353						5075	1600
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	267	11	100	344	0	0	0	0	178	1867	244
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	0	55
Lane Group Flow (vph)	0	275	0	100	344	0	0	0	0	0	2045	189
Confl. Peds. (#/hr)			1	1					2	2		
Heavy Vehicles (%)	0%	2%	0%	3%	2%	0%	0%	0%	0%	1%	3%	2%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		28.4		41.8	41.2						39.6	39.6
Effective Green, g (s)		30.0		43.4	42.8						41.2	40.6
Actuated g/C Ratio		0.33		0.48	0.48						0.46	0.45
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		1111		519	1594						2323	721
v/s Ratio Prot		c0.08		0.02	c0.10							
v/s Ratio Perm				0.07							0.40	0.12
v/c Ratio		0.25		0.19	0.22						0.88	0.26
Uniform Delay, d1		21.8		14.8	13.8						22.2	15.4
Progression Factor		1.00		1.03	0.98						0.34	0.21
Incremental Delay, d2		0.5		0.1	0.3						1.8	0.3
Delay (s)		22.3		15.3	13.8						9.3	3.5
Level of Service		C		B	B						A	A
Approach Delay (s/veh)		22.3			14.2			0.0			8.7	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	250	0	0	260	50	120	1330	110	0	0	0
Future Volume (vph)	120	250	0	0	260	50	120	1330	110	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0	3.0			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.98			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1589	3420			3291			3386	1581			
Flt Permitted	0.44	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	735	3420			3291			3386	1581			
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	140	291	0	0	302	58	140	1547	128	0	0	0
RTOR Reduction (vph)	0	0	0	0	18	0	0	0	105	0	0	0
Lane Group Flow (vph)	140	291	0	0	342	0	0	1687	23	0	0	0
Confl. Peds. (#/hr)	2		5	5		2	4		5	5		4
Heavy Vehicles (%)	4%	0%	0%	0%	1%	2%	3%	4%	0%	0%	0%	0%
Turn Type	pm+pt	NA			NA		Perm	NA	custom			
Protected Phases	4	8			3			2	9			
Permitted Phases	8						2					
Actuated Green, G (s)	32.6	32.0			22.0			48.8	15.0			
Effective Green, g (s)	34.2	33.6			23.6			50.4	16.0			
Actuated g/C Ratio	0.38	0.37			0.26			0.56	0.18			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.0			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	3.0			
Lane Grp Cap (vph)	351	1276			862			1896	281			
v/s Ratio Prot	c0.03	0.09			0.10				0.01			
v/s Ratio Perm	c0.12							0.50				
v/c Ratio	0.40	0.23			0.40			0.89	0.08			
Uniform Delay, d1	24.2	19.3			27.3			17.4	30.9			
Progression Factor	0.55	0.63			1.00			0.68	1.39			
Incremental Delay, d2	0.2	0.4			1.4			5.1	0.1			
Delay (s)	13.5	12.5			28.7			16.8	42.9			
Level of Service	B	B			C			B	D			
Approach Delay (s/veh)		12.8			28.7			18.6			0.0	
Approach LOS		B			C			B			A	

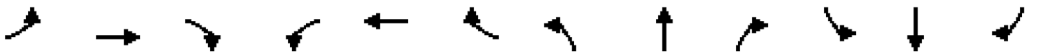
Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.4
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	400	70	190	650	0	0	0	0	270	1780	110
Future Volume (vph)	0	400	70	190	650	0	0	0	0	270	1780	110
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	3.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.98		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3143		1637	3275						5042	1548
Flt Permitted		1.00		0.33	1.00						0.99	1.00
Satd. Flow (perm)		3143		566	3275						5042	1548
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	455	80	216	739	0	0	0	0	307	2023	125
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	0	41
Lane Group Flow (vph)	0	519	0	216	739	0	0	0	0	0	2330	84
Confl. Peds. (#/hr)	4					4	2					2
Heavy Vehicles (%)	0%	7%	0%	1%	4%	0%	0%	0%	0%	1%	3%	4%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		26.4		42.0	41.4						39.4	39.4
Effective Green, g (s)		28.0		43.6	43.0						41.0	40.4
Actuated g/C Ratio		0.31		0.48	0.48						0.46	0.45
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		977		424	1564						2296	694
v/s Ratio Prot		c0.17		0.07	c0.23							
v/s Ratio Perm				0.18							0.46	0.05
v/c Ratio		0.53		0.51	0.47						1.01	0.12
Uniform Delay, d1		25.6		23.2	15.9						24.5	14.4
Progression Factor		1.00		0.33	0.42						0.63	0.81
Incremental Delay, d2		2.1		0.2	0.5						13.1	0.1
Delay (s)		27.7		7.8	7.1						28.5	11.8
Level of Service		C		A	A						C	B
Approach Delay (s/veh)		27.7			7.2			0.0			27.7	
Approach LOS		C			A			A			C	

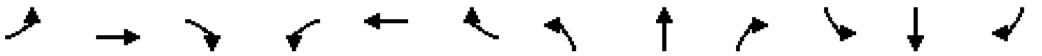
Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



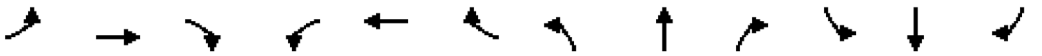
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	610	0	0	780	160	70	1180	100	0	0	0
Future Volume (vph)	80	610	0	0	780	160	70	1180	100	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0	3.0			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.97			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1545	3275			3207			3360	1581			
Flt Permitted	0.12	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	194	3275			3207			3360	1581			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	656	0	0	839	172	75	1269	108	0	0	0
RTOR Reduction (vph)	0	0	0	0	18	0	0	0	100	0	0	0
Lane Group Flow (vph)	86	656	0	0	993	0	0	1344	8	0	0	0
Confl. Peds. (#/hr)	5					5			6	6		
Confl. Bikes (#/hr)	1					1						
Heavy Vehicles (%)	7%	4%	0%	0%	3%	4%	3%	5%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	custom			
Protected Phases	4	8			3			2	9			
Permitted Phases	8						2					
Actuated Green, G (s)	38.4	37.8			29.0			43.0	5.3			
Effective Green, g (s)	40.0	39.4			30.6			44.6	6.3			
Actuated g/C Ratio	0.44	0.44			0.34			0.50	0.07			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.0			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	3.0			
Lane Grp Cap (vph)	182	1433			1090			1665	110			
v/s Ratio Prot	0.03	c0.20			c0.31				0.00			
v/s Ratio Perm	0.18							0.40				
v/c Ratio	0.47	0.46			0.91			0.81	0.07			
Uniform Delay, d1	33.5	17.8			28.4			19.1	39.1			
Progression Factor	1.03	0.90			1.00			0.36	2.06			
Incremental Delay, d2	0.5	0.7			12.8			2.3	0.1			
Delay (s)	34.8	16.8			41.2			9.2	80.7			
Level of Service	C	B			D			A	F			
Approach Delay (s/veh)		18.9			41.2			14.5			0.0	
Approach LOS		B			D			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.4
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	610	250	140	740	0	0	0	0	130	2040	130
Future Volume (vph)	0	610	250	140	740	0	0	0	0	130	2040	130
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		5.2		4.6	5.2						5.2	4.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.96		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3166		1637	3275						5090	1561
Flt Permitted		1.00		0.13	1.00						1.00	1.00
Satd. Flow (perm)		3166		218	3275						5090	1561
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	685	281	157	831	0	0	0	0	146	2292	146
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	0	39
Lane Group Flow (vph)	0	953	0	157	831	0	0	0	0	0	2438	108
Confl. Peds. (#/hr)			3	3			3					3
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	0%	4%	2%	3%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		27.0		37.6	37.0						43.8	43.8
Effective Green, g (s)		26.4		37.0	36.4						43.2	43.8
Actuated g/C Ratio		0.29		0.41	0.40						0.48	0.49
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		928		174	1324						2443	759
v/s Ratio Prot		c0.30		c0.05	0.25							
v/s Ratio Perm				0.32							0.48	0.07
v/c Ratio		1.03		0.90	0.63						1.00	0.14
Uniform Delay, d1		31.8		35.3	21.4						23.4	12.7
Progression Factor		1.00		1.26	1.34						0.67	0.20
Incremental Delay, d2		36.7		6.2	0.2						15.3	0.3
Delay (s)		68.5		50.8	28.8						30.9	2.8
Level of Service		E		D	C						C	A
Approach Delay (s/veh)		68.5			32.3			0.0			29.3	
Approach LOS		E			C			A			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	38.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	590	0	0	720	70	210	1110	120	0	0	0
Future Volume (vph)	150	590	0	0	720	70	210	1110	120	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	4.0			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.99			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1574	3275			3250			3312	1506			
Flt Permitted	0.13	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	219	3275			3250			3312	1506			
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	176	694	0	0	847	82	247	1306	141	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	120	0	0	0
Lane Group Flow (vph)	176	694	0	0	921	0	0	1553	21	0	0	0
Confl. Peds. (#/hr)	3					3	2		4	4		2
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	5%	4%	0%	0%	3%	6%	5%	5%	5%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	custom			
Protected Phases	4	8			3			2	9			
Permitted Phases	8						2					
Actuated Green, G (s)	37.2	36.6			25.6			44.2	7.3			
Effective Green, g (s)	36.6	36.0			25.0			43.6	7.3			
Actuated g/C Ratio	0.41	0.40			0.28			0.48	0.08			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.0			
Vehicle Extension (s)	1.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	185	1310			902			1604	122			
v/s Ratio Prot	c0.07	0.21			0.28				0.01			
v/s Ratio Perm	c0.32							0.47				
v/c Ratio	0.95	0.53			1.02			0.97	0.17			
Uniform Delay, d1	35.2	20.6			32.5			22.5	38.5			
Progression Factor	1.35	1.47			1.00			0.52	1.76			
Incremental Delay, d2	23.0	0.4			35.4			12.6	0.5			
Delay (s)	70.5	30.7			67.9			24.4	68.3			
Level of Service	E	C			E			C	E			
Approach Delay (s/veh)		38.7			67.9			28.0			0.0	
Approach LOS		D			E			C			A	

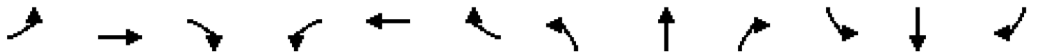
Intersection Summary			
HCM 2000 Control Delay (s/veh)	41.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	150	0	0	0	70	2210
Future Volume (vph)	150	0	0	0	70	2210
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	14
Total Lost time (s)	5.2					5.2
Lane Util. Factor	0.97					0.91
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3159					5106
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3159					5106
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	165	0	0	0	77	2429
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	165	0	0	0	0	2506
Confl. Peds. (#/hr)		4		1	1	
Heavy Vehicles (%)	5%	0%	0%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	4
Turn Type	Prot				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	15.6					65.2
Effective Green, g (s)	15.0					64.6
Actuated g/C Ratio	0.17					0.72
Clearance Time (s)	4.6					4.6
Vehicle Extension (s)	2.5					0.2
Lane Grp Cap (vph)	526					3664
v/s Ratio Prot	c0.05					
v/s Ratio Perm						0.49
v/c Ratio	0.31					0.68
Uniform Delay, d1	33.0					7.0
Progression Factor	1.18					0.71
Incremental Delay, d2	0.2					0.5
Delay (s)	39.1					5.5
Level of Service	D					A
Approach Delay (s/veh)	39.1		0.0			5.5
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	100.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	80	0	0	140	30	10	1090	50	0	0	0
Future Volume (vph)	20	80	0	0	140	30	10	1090	50	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	14	14	12	11	12	13	13	13	12	12	12
Total Lost time (s)	5.2	5.2			5.2	5.2		5.2	4.6			
Lane Util. Factor	1.00	1.00			0.95	0.95		0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.99		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1486	1920			1554	1377		3307	1508			
Flt Permitted	0.52	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	817	1920			1554	1377		3307	1508			
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	23	93	0	0	163	35	12	1267	58	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	26	0	0	12	0	0	0
Lane Group Flow (vph)	23	93	0	0	166	5	0	1279	46	0	0	0
Confl. Peds. (#/hr)	2		8	8		2	4		4	4		4
Heavy Vehicles (%)	11%	0%	0%	0%	6%	4%	0%	6%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		8			4			2				
Permitted Phases	8					4	2		2			
Actuated Green, G (s)	15.7	15.7			15.7	15.7		65.1	65.1			
Effective Green, g (s)	15.1	15.1			15.1	15.1		64.5	65.1			
Actuated g/C Ratio	0.17	0.17			0.17	0.17		0.72	0.72			
Clearance Time (s)	4.6	4.6			4.6	4.6		4.6	4.6			
Vehicle Extension (s)	2.5	2.5			2.5	2.5		0.2	0.2			
Lane Grp Cap (vph)	137	322			260	231		2370	1090			
v/s Ratio Prot		0.05			c0.11							
v/s Ratio Perm	0.03					0.00		0.39	0.03			
v/c Ratio	0.17	0.29			0.64	0.02		0.54	0.04			
Uniform Delay, d1	32.1	32.8			34.9	31.3		5.9	3.6			
Progression Factor	1.09	1.10			1.00	1.00		0.18	0.00			
Incremental Delay, d2	0.4	0.3			4.5	0.0		0.3	0.0			
Delay (s)	35.2	36.3			39.4	31.3		1.3	0.0			
Level of Service	D	D			D	C		A	A			
Approach Delay (s/veh)		36.1			38.1			1.3			0.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)	15		

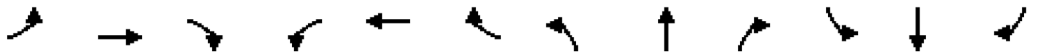
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	360	110	250	320	0	0	0	0	170	1770	110
Future Volume (veh/h)	0	360	110	250	320	0	0	0	0	170	1770	110
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1786	1800	1758	1772	0				1843	1843	1872
Adj Flow Rate, veh/h	0	400	122	278	356	0				189	1967	85
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	1	0	3	2	0				2	2	0
Cap, veh/h	0	679	205	385	1451	0				205	2140	729
Arrive On Green	0.00	0.26	0.27	0.23	0.86	0.00				0.45	0.45	0.46
Sat Flow, veh/h	0	2658	775	1674	3455	0				453	4722	1585
Grp Volume(v), veh/h	0	263	259	278	356	0				760	1396	85
Grp Sat Flow(s),veh/h/ln	0	1697	1647	1674	1683	0				1820	1677	1585
Q Serve(g_s), s	0.0	12.1	12.3	10.4	1.7	0.0				35.3	35.1	2.8
Cycle Q Clear(g_c), s	0.0	12.1	12.3	10.4	1.7	0.0				35.3	35.1	2.8
Prop In Lane	0.00		0.47	1.00		0.00				0.25		1.00
Lane Grp Cap(c), veh/h	0	449	435	385	1451	0				825	1520	729
V/C Ratio(X)	0.00	0.59	0.60	0.72	0.25	0.00				0.92	0.92	0.12
Avail Cap(c_a), veh/h	0	449	435	385	1451	0				825	1520	729
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.43	0.43	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.8	28.8	19.5	3.6	0.0				23.1	23.0	13.9
Incr Delay (d2), s/veh	0.0	5.5	5.9	2.7	0.2	0.0				17.2	10.4	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.5	5.5	3.7	0.5	0.0				17.8	14.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	34.3	34.7	22.2	3.8	0.0				40.3	33.4	14.2
LnGrp LOS		C	C	C	A					D	C	B
Approach Vol, veh/h		522			634						2241	
Approach Delay, s/veh		34.5			11.9						35.0	
Approach LOS		C			B						C	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	46.0	15.0	29.0			44.0
Change Period (Y+Rc), s	4.6	4.0	4.6			4.6
Max Green Setting (Gmax), s	41.4	11.0	24.4			39.4
Max Q Clear Time (g_c+I1), s	37.3	12.4	14.3			3.7
Green Ext Time (p_c), s	0.6	0.0	0.1			0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	30.6
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	360	0	0	510	90	80	1010	220	0	0	0
Future Volume (vph)	100	360	0	0	510	90	80	1010	220	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	4.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.98			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1621	3320			3241			3182	1524			
Flt Permitted	0.21	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	355	3320			3241			3182	1524			
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	122	439	0	0	622	110	98	1232	268	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	65	0	0	0
Lane Group Flow (vph)	122	439	0	0	716	0	0	1330	203	0	0	0
Confl. Peds. (#/hr)			2	2			1		2	2		1
Heavy Vehicles (%)	2%	3%	0%	0%	3%	4%	9%	6%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	custom			
Protected Phases	4	8			3			2	9			
Permitted Phases	8						2		2			
Actuated Green, G (s)	36.0	35.4			24.4			45.4	45.4			
Effective Green, g (s)	35.4	34.8			23.8			44.8	44.8			
Actuated g/C Ratio	0.39	0.39			0.26			0.50	0.50			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.0			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	3.0			
Lane Grp Cap (vph)	229	1283			857			1583	758			
v/s Ratio Prot	c0.04	0.13			c0.22				0.03			
v/s Ratio Perm	0.17							0.42	0.10			
v/c Ratio	0.53	0.34			0.84			0.84	0.27			
Uniform Delay, d1	31.2	19.5			31.2			19.5	13.1			
Progression Factor	0.68	0.77			1.00			0.40	0.18			
Incremental Delay, d2	0.8	0.5			9.4			5.1	0.2			
Delay (s)	22.1	15.5			40.7			12.9	2.5			
Level of Service	C	B			D			B	A			
Approach Delay (s/veh)		16.9			40.7			11.2			0.0	
Approach LOS		B			D			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.4
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	230	170	190	260	40	60	910	40	40	1250	40
Future Volume (veh/h)	50	230	170	190	260	40	60	910	40	40	1250	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1758	1786	1772	1730	1716	1800	1730	1716	1744	1758	1758
Adj Flow Rate, veh/h	54	250	43	207	283	30	65	989	25	43	1359	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	3	1	2	5	6	0	5	6	4	3	3
Cap, veh/h	239	666	113	252	700	74	75	1896	848	53	1887	851
Arrive On Green	0.23	0.23	0.22	0.23	0.23	0.22	0.01	0.19	0.19	0.03	0.56	0.57
Sat Flow, veh/h	1041	2856	484	1086	3001	315	1714	3287	1453	1661	3340	1489
Grp Volume(v), veh/h	54	145	148	207	154	159	65	989	25	43	1359	25
Grp Sat Flow(s),veh/h/ln	1041	1670	1671	1086	1643	1673	1714	1643	1453	1661	1670	1489
Q Serve(g_s), s	4.2	6.5	6.7	14.3	7.1	7.3	3.4	24.3	1.3	2.3	26.9	0.7
Cycle Q Clear(g_c), s	11.4	6.5	6.7	21.0	7.1	7.3	3.4	24.3	1.3	2.3	26.9	0.7
Prop In Lane	1.00		0.29	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	390	390	252	383	390	75	1896	848	53	1887	851
V/C Ratio(X)	0.23	0.37	0.38	0.82	0.40	0.41	0.86	0.52	0.03	0.81	0.72	0.03
Avail Cap(c_a), veh/h	239	390	390	252	383	390	171	1896	848	166	1887	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	29.0	29.2	39.1	29.2	29.3	44.1	25.3	15.6	43.3	14.4	8.4
Incr Delay (d2), s/veh	2.2	2.7	2.8	18.0	0.3	0.3	10.2	1.0	0.1	10.0	2.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.9	3.0	5.8	2.8	2.9	1.7	10.9	0.4	1.1	9.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.3	31.7	32.0	57.1	29.4	29.6	54.3	26.3	15.7	53.3	16.8	8.5
LnGrp LOS	D	C	C	E	C	C	D	C	B	D	B	A
Approach Vol, veh/h		347			520			1079			1427	
Approach Delay, s/veh		32.5			40.5			27.7			17.7	
Approach LOS		C			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	57.1		25.0	9.0	56.0		25.0
Change Period (Y+Rc), s	4.6	4.6		5.0	4.6	4.6		5.0
Max Green Setting (Gmax), s	9.4	46.4		20.0	9.4	46.4		20.0
Max Q Clear Time (g_c+I1), s	4.3	26.3		23.0	5.4	28.9		13.4
Green Ext Time (p_c), s	0.0	4.9		0.0	0.0	7.0		0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	26.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	490	280	100	540	50	120	700	100	90	1030	80
Future Volume (veh/h)	140	490	280	100	540	50	120	700	100	90	1030	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1786	1758	1772	1872	1744	1730	1800	1744	1758	1730
Adj Flow Rate, veh/h	156	544	233	111	600	16	133	778	43	100	1144	33
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	1	3	2	0	4	5	0	4	3	5
Cap, veh/h	164	668	285	128	912	424	136	1331	612	123	1327	564
Arrive On Green	0.10	0.29	0.28	0.08	0.27	0.27	0.08	0.41	0.41	0.07	0.40	0.39
Sat Flow, veh/h	1688	2289	977	1674	3367	1567	1661	3287	1512	1661	3340	1452
Grp Volume(v), veh/h	156	400	377	111	600	16	133	778	43	100	1144	33
Grp Sat Flow(s),veh/h/ln	1688	1683	1582	1674	1683	1567	1661	1643	1512	1661	1670	1452
Q Serve(g_s), s	10.1	24.3	24.5	7.2	17.4	0.8	8.8	20.3	1.9	6.5	34.5	1.6
Cycle Q Clear(g_c), s	10.1	24.3	24.5	7.2	17.4	0.8	8.8	20.3	1.9	6.5	34.5	1.6
Prop In Lane	1.00		0.62	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	491	462	128	912	424	136	1331	612	123	1327	564
V/C Ratio(X)	0.95	0.81	0.82	0.87	0.66	0.04	0.98	0.58	0.07	0.81	0.86	0.06
Avail Cap(c_a), veh/h	164	577	542	128	1083	504	136	1331	612	151	1327	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	36.2	36.7	50.3	35.6	29.5	50.4	25.5	20.0	50.2	30.4	21.1
Incr Delay (d2), s/veh	55.6	7.2	7.8	42.9	0.9	0.0	70.5	1.9	0.2	23.3	7.5	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	6.8	10.8	10.4	4.5	7.2	0.3	6.3	8.1	0.7	3.5	14.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	105.0	43.3	44.5	93.2	36.5	29.6	120.9	27.4	20.3	73.4	37.9	21.3
LnGrp LOS	F	D	D	F	D	C	F	C	C	E	D	C
Approach Vol, veh/h		933			727			954			1277	
Approach Delay, s/veh		54.1			45.0			40.1			40.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	48.6	15.5	33.8	13.0	47.7	13.2	36.1
Change Period (Y+Rc), s	4.0	5.0	4.4	5.4	4.0	5.0	4.4	5.4
Max Green Setting (Gmax), s	10.0	36.1	11.1	34.0	9.0	37.1	8.8	36.3
Max Q Clear Time (g_c+I1), s	8.5	22.3	12.1	19.4	10.8	36.5	9.2	26.5
Green Ext Time (p_c), s	0.0	3.5	0.0	2.0	0.0	0.4	0.0	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	44.4
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	770	220	110	510	220	130	460	80	200	900	130
Future Volume (veh/h)	180	770	220	110	510	220	130	460	80	200	900	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1744	1758	1786	1688	1716	1784	1772	1702	1730	1800	1758	1730
Adj Flow Rate, veh/h	186	794	135	113	526	65	134	474	26	206	928	54
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	1	8	6	6	2	7	5	0	3	5
Cap, veh/h	327	1053	475	239	940	434	201	1004	454	278	1182	518
Arrive On Green	0.10	0.32	0.32	0.08	0.29	0.29	0.12	0.31	0.31	0.16	0.35	0.35
Sat Flow, veh/h	3222	3340	1508	3118	3260	1506	1688	3233	1462	1714	3340	1462
Grp Volume(v), veh/h	186	794	135	113	526	65	134	474	26	206	928	54
Grp Sat Flow(s),veh/h/ln	1611	1670	1508	1559	1630	1506	1688	1617	1462	1714	1670	1462
Q Serve(g_s), s	4.9	19.0	6.0	3.1	12.2	2.9	6.8	10.5	1.1	10.2	22.1	2.2
Cycle Q Clear(g_c), s	4.9	19.0	6.0	3.1	12.2	2.9	6.8	10.5	1.1	10.2	22.1	2.2
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	327	1053	475	239	940	434	201	1004	454	278	1182	518
V/C Ratio(X)	0.57	0.75	0.28	0.47	0.56	0.15	0.67	0.47	0.06	0.74	0.78	0.10
Avail Cap(c_a), veh/h	507	1644	742	350	1458	673	379	1613	729	539	1967	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	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	27.4	22.9	39.4	26.9	23.5	37.5	24.8	21.5	35.5	25.7	19.3
Incr Delay (d2), s/veh	0.6	1.1	0.3	0.5	0.2	0.1	1.4	0.1	0.0	1.5	1.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	7.4	2.1	1.2	4.6	1.0	2.8	3.9	0.4	4.2	8.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.7	28.5	23.2	39.9	27.1	23.6	38.9	24.9	21.5	36.9	26.9	19.4
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	B
Approach Vol, veh/h		1115			704			634			1188	
Approach Delay, s/veh		29.6			28.8			27.7			28.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	30.6	12.0	28.9	13.6	34.5	9.8	31.1
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5.2	5.0	5.0	5.0	5.2
Max Green Setting (Gmax), s	26.6	42.4	12.0	* 38	18.0	50.4	8.0	41.6
Max Q Clear Time (g_c+I1), s	12.2	12.5	6.9	14.2	8.8	24.1	5.1	21.0
Green Ext Time (p_c), s	0.3	1.3	0.2	1.5	0.2	5.1	0.1	4.4

Intersection Summary	
HCM 7th Control Delay, s/veh	28.7
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	210	100	120	240	100	50	530	30	60	920	80
Future Volume (veh/h)	70	210	100	120	240	100	50	530	30	60	920	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1786	1758	1730	1744	1744	1603	1716	1800	1674	1772	1730
Adj Flow Rate, veh/h	78	233	94	133	267	65	56	589	17	67	1022	62
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	1	3	5	4	4	14	6	0	9	2	5
Cap, veh/h	305	369	149	208	808	193	91	1650	748	101	1717	724
Arrive On Green	0.30	0.30	0.31	0.30	0.30	0.31	0.12	1.00	0.98	0.08	0.68	0.66
Sat Flow, veh/h	1063	1209	488	1027	2651	634	1527	3260	1524	1594	3367	1464
Grp Volume(v), veh/h	78	0	327	133	165	167	56	589	17	67	1022	62
Grp Sat Flow(s),veh/h/ln	1063	0	1697	1027	1657	1628	1527	1630	1524	1594	1683	1464
Q Serve(g_s), s	6.7	0.0	18.2	14.1	8.5	8.7	3.8	0.0	0.0	4.5	18.0	1.7
Cycle Q Clear(g_c), s	15.5	0.0	18.2	32.3	8.5	8.7	3.8	0.0	0.0	4.5	18.0	1.7
Prop In Lane	1.00		0.29	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	0	517	208	505	496	91	1650	748	101	1717	724
V/C Ratio(X)	0.26	0.00	0.63	0.64	0.33	0.34	0.62	0.36	0.02	0.66	0.60	0.09
Avail Cap(c_a), veh/h	312	0	527	215	515	506	139	1650	748	145	1717	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	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	35.6	0.0	32.8	46.8	29.5	29.5	47.2	0.0	0.5	49.2	11.6	9.8
Incr Delay (d2), s/veh	0.2	0.0	1.8	4.5	0.1	0.1	2.5	0.6	0.1	2.8	1.5	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	1.8	0.0	7.7	3.8	3.3	3.4	1.4	0.1	0.0	1.8	5.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.7	0.0	34.6	51.3	29.6	29.6	49.8	0.6	0.6	52.0	13.1	10.0
LnGrp LOS	D		C	D	C	C	D	A	A	D	B	B
Approach Vol, veh/h		405			465			662			1151	
Approach Delay, s/veh		34.8			35.8			4.8			15.2	
Approach LOS		C			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	59.7		39.3	10.6	60.1		39.3				
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.9				
Max Green Setting (Gmax), s	10.0	50.3		35.1	10.0	50.3		35.1				
Max Q Clear Time (g_c+I1), s	6.5	2.0		34.3	5.8	20.0		20.2				
Green Ext Time (p_c), s	0.0	5.2		0.1	0.0	9.5		0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh	19.2	
HCM 7th LOS	B	

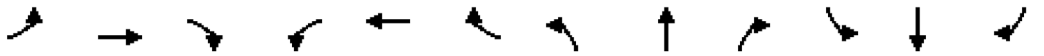
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	140	0	0	20	30	800	390	190	940	20
Future Vol, veh/h	0	0	140	0	0	20	30	800	390	190	940	20
Conflicting Peds, #/hr	1	0	1	1	0	1	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	50	-	0	50	-	0	100	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	146	0	0	21	31	833	406	198	979	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1866	-	501	1985	-	621	1000	0	0	1240	0	0
Stage 1	1385	-	-	1099	-	-	-	-	-	-	-	-
Stage 2	480	-	-	886	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	-	6.94	7.54	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	-	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	3.52	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	45	0	515	36	0	430	688	-	-	558	-	-
Stage 1	151	0	-	227	0	-	-	-	-	-	-	-
Stage 2	536	0	-	306	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	26	-	515	16	-	430	688	-	-	558	-	-
Mov Cap-2 Maneuver	26	-	-	16	-	-	-	-	-	-	-	-
Stage 1	97	-	-	216	-	-	-	-	-	-	-	-
Stage 2	486	-	-	141	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.73	13.8	0.26	2.47
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	688	-	-	-	515	-	430	558	-	-
HCM Lane V/C Ratio	0.045	-	-	-	0.283	-	0.048	0.355	-	-
HCM Control Delay (s/veh)	10.5	-	-	0	14.7	0	13.8	15	-	-
HCM Lane LOS	B	-	-	A	B	A	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	-	0.2	1.6	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	310	160	50	220	70	100	500	80	140	950	90
Future Volume (veh/h)	70	310	160	50	220	70	100	500	80	140	950	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1758	1772	1702	1716	1688	1702	1744	1786	1730	1786	1786
Adj Flow Rate, veh/h	77	341	166	55	242	0	110	549	81	154	1044	95
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	3	2	7	6	8	7	4	1	5	1	1
Cap, veh/h	385	382	186	166	574		134	999	147	183	1173	107
Arrive On Green	0.04	0.34	0.34	0.04	0.33	0.00	0.08	0.34	0.34	0.11	0.37	0.37
Sat Flow, veh/h	1647	1115	543	1621	1716	1430	1621	2898	426	1647	3145	286
Grp Volume(v), veh/h	77	0	507	55	242	0	110	313	317	154	563	576
Grp Sat Flow(s),veh/h/ln	1647	0	1658	1621	1716	1430	1621	1657	1667	1647	1697	1734
Q Serve(g_s), s	3.5	0.0	33.2	2.5	12.5	0.0	7.6	17.5	17.6	10.5	35.6	35.7
Cycle Q Clear(g_c), s	3.5	0.0	33.2	2.5	12.5	0.0	7.6	17.5	17.6	10.5	35.6	35.7
Prop In Lane	1.00		0.33	1.00		1.00	1.00		0.26	1.00		0.16
Lane Grp Cap(c), veh/h	385	0	567	166	574		134	571	575	183	633	647
V/C Ratio(X)	0.20	0.00	0.89	0.33	0.42		0.82	0.55	0.55	0.84	0.89	0.89
Avail Cap(c_a), veh/h	399	0	956	179	974		262	913	919	416	1089	1114
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	35.7	28.3	29.5	0.0	51.6	30.3	30.4	49.9	33.7	33.7
Incr Delay (d2), s/veh	0.3	0.0	6.2	1.2	0.5	0.0	11.4	0.4	0.4	9.8	2.8	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	1.4	0.0	14.3	1.0	5.3	0.0	3.4	6.7	6.8	4.7	14.3	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.2	0.0	41.9	29.5	30.0	0.0	63.1	30.7	30.7	59.7	36.5	36.5
LnGrp LOS	C		D	C	C		E	C	C	E	D	D
Approach Vol, veh/h		584			297			740			1293	
Approach Delay, s/veh		39.6			29.9			35.5			39.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	45.0	8.1	43.2	15.0	48.2	9.0	42.3
Change Period (Y+Rc), s	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0
Max Green Setting (Gmax), s	28.9	63.1	5.0	66.0	18.5	73.5	6.0	65.0
Max Q Clear Time (g_c+I1), s	12.5	19.6	4.5	35.2	9.6	37.7	5.5	14.5
Green Ext Time (p_c), s	0.3	2.4	0.0	4.0	0.1	5.0	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	37.4
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	70	730	40	40	990
Future Volume (veh/h)	0	70	730	40	40	990
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	0	16	760	30	42	1031
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	27	80	3087	122	640	2638
Arrive On Green	0.00	0.02	0.65	0.65	0.04	0.78
Sat Flow, veh/h	1688	1502	4934	188	1688	3455
Grp Volume(v), veh/h	0	16	513	277	42	1031
Grp Sat Flow(s),veh/h/ln	1688	1502	1612	1738	1688	1683
Q Serve(g_s), s	0.0	0.4	2.7	2.7	0.3	3.8
Cycle Q Clear(g_c), s	0.0	0.4	2.7	2.7	0.3	3.8
Prop In Lane	1.00	1.00		0.11	1.00	
Lane Grp Cap(c), veh/h	27	80	2085	1124	640	2638
V/C Ratio(X)	0.00	0.20	0.25	0.25	0.07	0.39
Avail Cap(c_a), veh/h	169	206	2085	1124	746	2638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.32	0.32
Uniform Delay (d), s/veh	0.0	18.1	3.0	3.0	1.7	1.3
Incr Delay (d2), s/veh	0.0	1.2	0.3	0.5	0.0	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	0.4	0.1	0.2	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	19.3	3.3	3.5	1.8	1.5
LnGrp LOS		B	A	A	A	A
Approach Vol, veh/h	16		790			1073
Approach Delay, s/veh	19.3		3.3			1.5
Approach LOS	B		A			A

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	5.5	29.9		4.7		35.3
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s	4.6	20.0		4.0		28.0
Max Q Clear Time (g_c+I1), s	2.3	4.7		2.4		5.8
Green Ext Time (p_c), s	0.0	4.0		0.0		6.8

Intersection Summary	
HCM 7th Control Delay, s/veh	2.4
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	560	220	280	390	180	150	330	160	200	710	160
Future Volume (veh/h)	100	560	220	280	390	180	150	330	160	200	710	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1688	1744	1674	1786	1730	1744	1744	1730	1744	1744	1772	1786
Adj Flow Rate, veh/h	116	651	223	326	453	168	174	384	119	233	826	53
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	8	4	9	1	5	4	4	5	4	4	2	1
Cap, veh/h	322	669	229	324	857	315	179	916	272	243	984	441
Arrive On Green	0.07	0.28	0.28	0.15	0.37	0.37	0.11	0.25	0.25	0.15	0.29	0.29
Sat Flow, veh/h	1607	2417	827	1701	2348	863	1661	3610	1071	1661	3367	1509
Grp Volume(v), veh/h	116	446	428	326	316	305	174	333	170	233	826	53
Grp Sat Flow(s),veh/h/ln	1607	1657	1587	1701	1643	1568	1661	1574	1533	1661	1683	1509
Q Serve(g_s), s	6.6	34.6	34.7	20.0	19.6	19.9	13.6	11.5	12.1	18.1	29.9	3.3
Cycle Q Clear(g_c), s	6.6	34.6	34.7	20.0	19.6	19.9	13.6	11.5	12.1	18.1	29.9	3.3
Prop In Lane	1.00		0.52	1.00		0.55	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	322	459	440	324	600	573	179	799	389	243	984	441
V/C Ratio(X)	0.36	0.97	0.97	1.01	0.53	0.53	0.97	0.42	0.44	0.96	0.84	0.12
Avail Cap(c_a), veh/h	340	459	440	324	600	573	179	799	389	243	984	441
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	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	46.5	46.5	39.3	32.4	32.5	57.8	40.5	40.7	55.1	43.1	33.7
Incr Delay (d2), s/veh	0.7	34.8	35.9	52.0	0.9	1.0	58.5	1.6	3.5	46.5	8.5	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	18.5	17.8	11.4	7.9	7.7	8.4	4.5	4.8	10.5	13.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.3	81.3	82.4	91.3	33.3	33.5	116.3	42.0	44.2	101.6	51.7	34.3
LnGrp LOS	C	F	F	F	C	C	F	D	D	F	D	C
Approach Vol, veh/h		990			947			677			1112	
Approach Delay, s/veh		75.9			53.3			61.7			61.3	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	44.0	13.5	52.5	25.0	39.0	25.0	41.0
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	38.0	10.0	46.0	19.0	33.0	20.0	36.0
Max Q Clear Time (g_c+I1), s	15.6	31.9	8.6	21.9	20.1	14.1	22.0	36.7
Green Ext Time (p_c), s	0.0	2.1	0.0	3.9	0.0	1.6	0.0	0.0

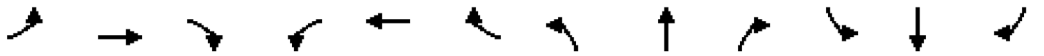
Intersection Summary	
HCM 7th Control Delay, s/veh	63.2
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1050	20	10	740	40	20	20	10	70	10	110
Future Volume (veh/h)	50	1050	20	10	740	40	20	20	10	70	10	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1730	1730	1730	1730	1730	1730	1730	1730	1730	1730	1730
Adj Flow Rate, veh/h	60	1250	20	12	881	41	24	24	4	83	12	41
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	342	1711	27	240	1653	77	537	466	78	564	111	378
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	592	3310	53	426	3197	149	1319	1446	241	1349	344	1175
Grp Volume(v), veh/h	60	620	650	12	453	469	24	0	28	83	0	53
Grp Sat Flow(s),veh/h/ln	592	1643	1720	426	1643	1703	1319	0	1686	1349	0	1518
Q Serve(g_s), s	3.7	14.6	14.6	1.1	9.1	9.1	0.6	0.0	0.6	2.2	0.0	1.2
Cycle Q Clear(g_c), s	12.9	14.6	14.6	15.7	9.1	9.1	1.9	0.0	0.6	2.8	0.0	1.2
Prop In Lane	1.00		0.03	1.00		0.09	1.00		0.14	1.00		0.77
Lane Grp Cap(c), veh/h	342	849	889	240	849	880	537	0	543	564	0	489
V/C Ratio(X)	0.18	0.73	0.73	0.05	0.53	0.53	0.04	0.00	0.05	0.15	0.00	0.11
Avail Cap(c_a), veh/h	465	1191	1246	329	1191	1234	537	0	543	564	0	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	9.3	9.3	15.4	8.0	8.0	12.5	0.0	11.6	12.6	0.0	11.8
Incr Delay (d2), s/veh	0.2	1.4	1.4	0.1	0.5	0.5	0.2	0.0	0.2	0.5	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.9	4.0	0.1	2.3	2.4	0.2	0.0	0.2	0.7	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.5	10.7	10.7	15.5	8.5	8.5	12.6	0.0	11.8	13.1	0.0	12.3
LnGrp LOS	B	B	B	B	A	A	B		B	B		B
Approach Vol, veh/h		1330			934			52			136	
Approach Delay, s/veh		10.8			8.6			12.2			12.8	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.0	29.7	20.0	29.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	36.0	16.0	36.0
Max Q Clear Time (g_c+I1), s	3.9	17.7	4.8	16.6
Green Ext Time (p_c), s	0.1	5.8	0.3	9.1

Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B



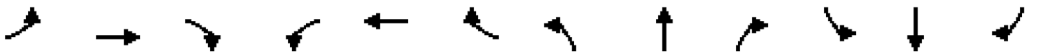
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	20	1220	30	50	100	0	0	290	90
Future Volume (veh/h)	0	0	0	20	1220	30	50	100	0	0	290	90
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1228	1607	1620	1595	1329	0	0	1456	1519
Adj Flow Rate, veh/h				21	1258	28	52	103	0	0	299	79
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				31	1	0	2	23	0	0	13	8
Cap, veh/h				43	2594	58	90	126	0	0	353	93
Arrive On Green				0.20	0.20	0.20	0.36	0.36	0.00	0.00	0.36	0.36
Sat Flow, veh/h				72	4324	96	83	346	0	0	991	262
Grp Volume(v), veh/h				467	426	415	155	0	0	0	0	378
Grp Sat Flow(s),veh/h/ln				1604	1463	1426	429	0	0	0	0	1253
Q Serve(g_s), s				20.7	20.6	20.7	6.7	0.0	0.0	0.0	0.0	22.3
Cycle Q Clear(g_c), s				20.7	20.6	20.7	29.0	0.0	0.0	0.0	0.0	22.3
Prop In Lane				0.05		0.07	0.34		0.00	0.00		0.21
Lane Grp Cap(c), veh/h				962	878	855	216	0	0	0	0	446
V/C Ratio(X)				0.48	0.48	0.48	0.72	0.00	0.00	0.00	0.00	0.85
Avail Cap(c_a), veh/h				962	878	855	216	0	0	0	0	446
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				21.1	21.1	21.1	26.5	0.0	0.0	0.0	0.0	23.7
Incr Delay (d2), s/veh				1.7	1.9	2.0	18.4	0.0	0.0	0.0	0.0	14.1
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				9.2	8.4	8.2	4.1	0.0	0.0	0.0	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				22.9	23.0	23.1	45.0	0.0	0.0	0.0	0.0	37.9
LnGrp LOS				C	C	C	D					D
Approach Vol, veh/h					1307			155			378	
Approach Delay, s/veh					23.0			45.0			37.9	
Approach LOS					C			D			D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	32.1	51.0	32.1
Change Period (Y+Rc), s	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	24.4	46.4	* 25
Max Q Clear Time (g_c+I1), s	31.0	22.7	24.3
Green Ext Time (p_c), s	0.0	0.3	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	27.9
HCM 7th LOS	C

Notes

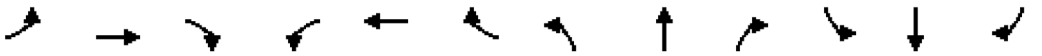
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	470	30	30	80	0	0	110	50
Future Volume (vph)	0	0	0	30	470	30	30	80	0	0	110	50
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	13	13	13	12	12	12	12	12	12
Total Lost time (s)					3.0			3.0			3.0	
Lane Util. Factor					0.91			1.00			1.00	
Frpb, ped/bikes					0.99			1.00			0.98	
Flpb, ped/bikes					1.00			0.99			1.00	
Frt					0.99			1.00			0.96	
Flt Protected					1.00			0.99			1.00	
Satd. Flow (prot)					3792			1331			1337	
Flt Permitted					1.00			0.91			1.00	
Satd. Flow (perm)					3792			1227			1337	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	31	485	31	31	82	0	0	113	52
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	21	0
Lane Group Flow (vph)	0	0	0	0	539	0	0	113	0	0	144	0
Confl. Peds. (#/hr)	105		41	41		105	33		33	33		33
Confl. Bikes (#/hr)	1		1	1		1	1					1
Heavy Vehicles (%)	0%	0%	0%	0%	13%	4%	0%	10%	0%	0%	0%	9%
Bus Blockages (#/hr)	0	0	0	0	10	0	0	0	0	0	0	0
Parking (#/hr)					0	0	0	0	0		0	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					39.4			31.4			31.4	
Effective Green, g (s)					41.0			33.0			33.0	
Actuated g/C Ratio					0.51			0.41			0.41	
Clearance Time (s)					4.6			4.6			4.6	
Vehicle Extension (s)					0.2			0.2			0.2	
Lane Grp Cap (vph)					1943			506			551	
v/s Ratio Prot											c0.11	
v/s Ratio Perm					0.14			0.09				
v/c Ratio					0.28			0.22			0.26	
Uniform Delay, d1					11.1			15.2			15.5	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					0.4			1.0			1.2	
Delay (s)					11.4			16.2			16.6	
Level of Service					B			B			B	
Approach Delay (s/veh)		0.0			11.4			16.2			16.6	
Approach LOS		A			B			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

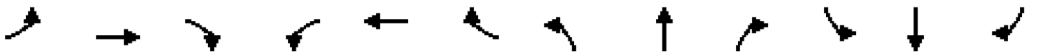
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	150	90	70	250	0	0	0	0	240	1710	70
Future Volume (vph)	0	150	90	70	250	0	0	0	0	240	1710	70
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		3.0			3.0						3.0	
Lane Util. Factor		0.95			0.95						0.91	
Frpb, ped/bikes		0.98			1.00						1.00	
Flpb, ped/bikes		1.00			0.99						1.00	
Frt		0.94			1.00						0.99	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		2700			2787						4240	
Flt Permitted		1.00			0.83						0.99	
Satd. Flow (perm)		2700			2333						4240	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	156	94	73	260	0	0	0	0	250	1781	73
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	235	0	0	333	0	0	0	0	0	2100	0
Confl. Peds. (#/hr)	21		36	36		21	27		6	6		27
Heavy Vehicles (%)	0%	5%	4%	0%	3%	0%	0%	0%	0%	2%	3%	3%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Parking (#/hr)					0							
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		25.0			25.0						55.0	
Effective Green, g (s)		27.0			27.0						57.0	
Actuated g/C Ratio		0.30			0.30						0.63	
Clearance Time (s)		5.0			5.0						5.0	
Vehicle Extension (s)		0.2			0.2						0.2	
Lane Grp Cap (vph)		810			699						2685	
v/s Ratio Prot		0.09										
v/s Ratio Perm					c0.14						0.50	
v/c Ratio		0.29			0.48						0.78	
Uniform Delay, d1		24.2			25.7						12.0	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.9			2.3						2.4	
Delay (s)		25.1			28.0						14.3	
Level of Service		C			C						B	
Approach Delay (s/veh)		25.1			28.0			0.0			14.3	
Approach LOS		C			C			A			B	

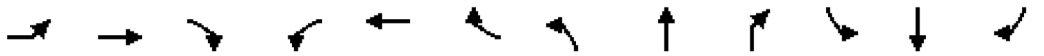
Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	98.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	130	350	0	0	0	0	0	1490	210
Future Volume (vph)	0	0	0	130	350	0	0	0	0	0	1490	210
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					5.3						5.9	5.9
Lane Util. Factor					0.95						0.86	0.86
Frpb, ped/bikes					1.00						1.00	0.97
Flpb, ped/bikes					0.99						1.00	1.00
Frt					1.00						1.00	0.85
Flt Protected					0.99						1.00	1.00
Satd. Flow (prot)					3289						4485	1235
Flt Permitted					0.99						1.00	1.00
Satd. Flow (perm)					3289						4485	1235
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	135	365	0	0	0	0	0	1552	219
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	500	0	0	0	0	0	1574	197
Confl. Peds. (#/hr)	2		19	19		2	16		2	2		16
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%	0%	0%	0%	0%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	2	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Actuated Green, G (s)					27.3						52.7	52.7
Effective Green, g (s)					26.7						52.1	52.1
Actuated g/C Ratio					0.30						0.58	0.58
Clearance Time (s)					4.7						5.3	5.3
Vehicle Extension (s)					0.2						0.2	0.2
Lane Grp Cap (vph)					975						2596	714
v/s Ratio Prot											c0.35	
v/s Ratio Perm					0.15							0.16
v/c Ratio					0.51						0.61	0.28
Uniform Delay, d1					26.3						12.3	9.5
Progression Factor					1.00						1.00	1.00
Incremental Delay, d2					1.9						1.1	1.0
Delay (s)					28.2						13.4	10.5
Level of Service					C						B	B
Approach Delay (s/veh)		0.0			28.2			0.0			13.0	
Approach LOS		A			C			A			B	

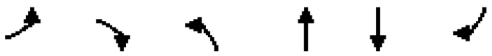
Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	10	130	20	10	20	150	1980	40	70	1400	190
Future Volume (vph)	130	10	130	20	10	20	150	1980	40	70	1400	190
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	12	11	12	12	12	12	14
Total Lost time (s)	2.7	2.7	2.7	2.7	2.7	3.6	4.0	3.6		4.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.94	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	0.98	1.00	1.00	0.99	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1673	1800	1458	1588	1684	1445	1653	4801		1710	4657	1549
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1322	1800	1458	1254	1684	1445	1653	4801		1710	4657	1549
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	137	11	137	21	11	21	158	2084	42	74	1474	200
RTOR Reduction (vph)	0	0	114	0	0	0	0	0	0	0	0	82
Lane Group Flow (vph)	137	11	23	21	11	21	158	2126	0	74	1474	118
Confl. Peds. (#/hr)	13		4	4		13	11		7	7		11
Heavy Vehicles (%)	0%	0%	3%	7%	14%	0%	0%	2%	3%	0%	2%	1%
Parking (#/hr)											0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4		4						6
Actuated Green, G (s)	14.2	14.2	14.2	14.2	14.2	14.2	13.1	61.3		6.3	54.5	54.5
Effective Green, g (s)	16.1	16.1	16.1	16.1	16.1	15.2	13.1	62.3		6.3	56.1	56.1
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17	0.16	0.14	0.66		0.07	0.59	0.59
Clearance Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.6		4.0	4.6	4.6
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	224	305	247	212	285	231	227	3148		113	2750	914
v/s Ratio Prot		0.01			0.01		c0.10	c0.44		0.04	0.32	
v/s Ratio Perm	c0.10		0.02	0.02		0.01						0.08
v/c Ratio	0.61	0.04	0.09	0.10	0.04	0.09	0.70	0.68		0.65	0.54	0.13
Uniform Delay, d1	36.6	33.0	33.3	33.3	33.0	34.0	39.1	10.1		43.3	11.7	8.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.2	0.0	0.1	0.1	0.0	0.1	8.3	1.2		11.5	0.8	0.3
Delay (s)	40.7	33.0	33.4	33.5	33.0	34.1	47.3	11.3		54.8	12.4	8.9
Level of Service	D	C	C	C	C	C	D	B		D	B	A
Approach Delay (s/veh)		36.9			33.6			13.8			13.8	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.3
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	25	0	0	1650	50
Future Volume (Veh/h)	0	25	0	0	1650	50
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	27	0	0	1774	54
Pedestrians	11				3	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1788	602	1839			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1788	602	1839			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	94	100			
cM capacity (veh/h)	72	438	324			

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	27	591	591	591	54
Volume Left	0	0	0	0	0
Volume Right	27	0	0	0	54
cSH	438	1700	1700	1700	1700
Volume to Capacity	0.06	0.35	0.35	0.35	0.03
Queue Length 95th (ft)	5	0	0	0	0
Control Delay (s/veh)	13.7	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s/veh)	13.7	0.0			
Approach LOS	B				

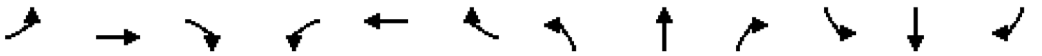
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	10	0	0	30	30	30	2170	20	0	0	0
Future Volume (veh/h)	50	10	0	0	30	30	30	2170	20	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1786	1786	0	0	1786	1786	1786	1786	1786			
Adj Flow Rate, veh/h	51	10	0	0	31	31	31	2214	20			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	1	1	0	0	1	1	1	1	1			
Cap, veh/h	155	24	0	0	86	86	39	2767	1209			
Arrive On Green	0.10	0.10	0.00	0.00	0.10	0.10	0.81	0.81	0.81			
Sat Flow, veh/h	775	226	0	0	815	815	48	3432	1499			
Grp Volume(v), veh/h	61	0	0	0	0	62	1151	1094	20			
Grp Sat Flow(s),veh/h/ln	1001	0	0	0	0	1630	1784	1697	1499			
Q Serve(g_s), s	3.3	0.0	0.0	0.0	0.0	3.2	31.8	31.7	0.2			
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.0	0.0	3.2	31.8	31.7	0.2			
Prop In Lane	0.84		0.00	0.00		0.50	0.03		1.00			
Lane Grp Cap(c), veh/h	179	0	0	0	0	171	1438	1368	1209			
V/C Ratio(X)	0.34	0.00	0.00	0.00	0.00	0.36	0.80	0.80	0.02			
Avail Cap(c_a), veh/h	513	0	0	0	0	561	1438	1368	1209			
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	39.9	0.0	0.0	0.0	0.0	37.5	4.8	4.8	1.7			
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	0.0	1.3	4.8	5.0	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			
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.0	0.0	1.3	8.0	7.6	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.0	0.0	0.0	0.0	0.0	38.8	9.5	9.7	1.7			
LnGrp LOS	D					D	A	A	A			
Approach Vol, veh/h		61			62			2265				
Approach Delay, s/veh		41.0			38.8			9.6				
Approach LOS		D			D			A				

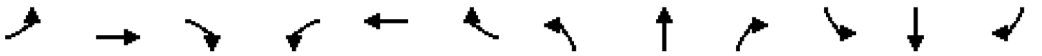
Timer - Assigned Phs	2	4			8							
Phs Duration (G+Y+Rc), s	76.6	13.4			13.4							
Change Period (Y+Rc), s	4.0	4.0			4.0							
Max Green Setting (Gmax), s	51.0	31.0			31.0							
Max Q Clear Time (g_c+I1), s	33.8	5.2			8.5							
Green Ext Time (p_c), s	14.8	0.3			0.2							

Intersection Summary												
HCM 7th Control Delay, s/veh		11.1										
HCM 7th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	400	20	260	320	0	0	0	0	85	1410	130
Future Volume (vph)	0	400	20	260	320	0	0	0	0	85	1410	130
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	3.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.99		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3361		1652	3353						5120	1574
Flt Permitted		1.00		0.38	1.00						1.00	1.00
Satd. Flow (perm)		3361		664	3353						5120	1574
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	417	21	271	333	0	0	0	0	89	1469	135
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	37
Lane Group Flow (vph)	0	434	0	271	333	0	0	0	0	0	1558	98
Confl. Peds. (#/hr)	2		2	2		2	4		4	4		4
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	3%	2%	2%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		25.4		38.0	37.4						48.4	48.4
Effective Green, g (s)		27.0		39.6	39.0						50.0	49.4
Actuated g/C Ratio		0.28		0.42	0.41						0.53	0.52
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		955		376	1376						2694	818
v/s Ratio Prot		0.13		c0.07	0.10							
v/s Ratio Perm				c0.23							0.30	0.06
v/c Ratio		0.45		0.72	0.24						0.58	0.12
Uniform Delay, d1		28.0		28.3	18.3						15.3	11.7
Progression Factor		1.00		1.29	1.27						0.36	0.06
Incremental Delay, d2		1.6		2.3	0.2						0.8	0.3
Delay (s)		29.5		39.0	23.5						6.2	0.9
Level of Service		C		D	C						A	A
Approach Delay (s/veh)		29.5			30.4			0.0			5.8	
Approach LOS		C			C			A			A	

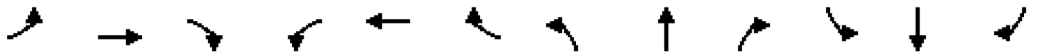
Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	101.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	360	0	0	520	180	130	1900	90	0	0	0
Future Volume (vph)	180	360	0	0	520	180	130	1900	90	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0	3.0			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1653	3353			3241			3489	1581			
Flt Permitted	0.15	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	262	3353			3241			3489	1581			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	186	371	0	0	536	186	134	1959	93	0	0	0
RTOR Reduction (vph)	0	0	0	0	32	0	0	0	80	0	0	0
Lane Group Flow (vph)	186	371	0	0	690	0	0	2093	13	0	0	0
Confl. Peds. (#/hr)	4		8	8		4	6		5	5		6
Confl. Bikes (#/hr)							1					1
Heavy Vehicles (%)	0%	2%	0%	0%	1%	1%	0%	1%	0%	0%	0%	0%
Turn Type	pm+pt	NA			NA		Perm	NA	custom			
Protected Phases	4	8			3			2	9			
Permitted Phases	8						2					
Actuated Green, G (s)	35.6	35.0			22.0			50.8	12.0			
Effective Green, g (s)	37.2	36.6			23.6			52.4	13.0			
Actuated g/C Ratio	0.39	0.39			0.25			0.55	0.14			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.0			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	3.0			
Lane Grp Cap (vph)	257	1291			805			1924	216			
v/s Ratio Prot	c0.08	0.11			c0.21				0.01			
v/s Ratio Perm	0.20							0.60				
v/c Ratio	0.72	0.29			0.86			1.09	0.06			
Uniform Delay, d1	34.4	20.2			34.1			21.3	35.7			
Progression Factor	1.57	1.82			1.00			1.00	1.00			
Incremental Delay, d2	7.6	0.5			11.4			48.9	0.1			
Delay (s)	61.7	37.2			45.5			70.2	35.8			
Level of Service	E	D			D			E	D			
Approach Delay (s/veh)		45.4			45.5			68.7			0.0	
Approach LOS		D			D			E			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	60.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	11.4
Intersection Capacity Utilization	101.3%	ICU Level of Service	G
Analysis Period (min)	15		

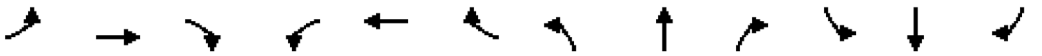
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	630	70	210	590	0	0	0	0	240	1120	130
Future Volume (vph)	0	630	70	210	590	0	0	0	0	240	1120	130
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		3.0		2.4	3.0						3.0	3.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.98		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3224		1620	3307						5024	1576
Flt Permitted		1.00		0.22	1.00						0.99	1.00
Satd. Flow (perm)		3224		369	3307						5024	1576
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	656	73	219	615	0	0	0	0	250	1167	135
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	0	41
Lane Group Flow (vph)	0	720	0	219	615	0	0	0	0	0	1417	94
Confl. Peds. (#/hr)			5	5			13		2	2		13
Heavy Vehicles (%)	0%	4%	3%	2%	3%	0%	0%	0%	0%	2%	3%	1%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		29.4		44.0	43.4						42.4	42.4
Effective Green, g (s)		31.0		45.6	45.0						44.0	43.4
Actuated g/C Ratio		0.33		0.48	0.47						0.46	0.46
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		1052		329	1566						2326	719
v/s Ratio Prot		c0.22		c0.08	0.19							
v/s Ratio Perm				0.24							0.28	0.06
v/c Ratio		0.68		0.67	0.39						0.61	0.13
Uniform Delay, d1		27.8		28.6	16.2						19.1	14.9
Progression Factor		1.00		0.70	0.37						0.27	0.01
Incremental Delay, d2		3.6		1.2	0.2						0.7	0.2
Delay (s)		31.4		21.2	6.2						5.9	0.3
Level of Service		C		C	A						A	A
Approach Delay (s/veh)		31.4			10.1			0.0			5.4	
Approach LOS		C			B			A			A	

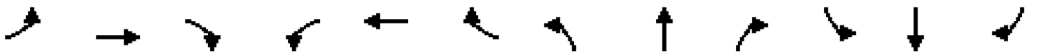
Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



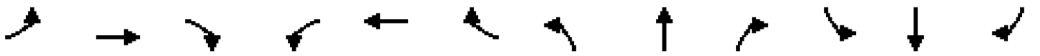
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	810	0	0	640	265	130	1630	120	0	0	0
Future Volume (vph)	250	810	0	0	640	265	130	1630	120	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	2.4	3.0			3.0			3.0	3.0			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1621	3340			3175			3486	1581			
Flt Permitted	0.13	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	227	3340			3175			3486	1581			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	258	835	0	0	660	273	134	1680	124	0	0	0
RTOR Reduction (vph)	0	0	0	0	33	0	0	0	114	0	0	0
Lane Group Flow (vph)	258	835	0	0	900	0	0	1814	10	0	0	0
Confl. Peds. (#/hr)	1		7	7		1	2		6	6		2
Confl. Bikes (#/hr)									1	1		
Heavy Vehicles (%)	2%	2%	0%	0%	1%	5%	1%	1%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	custom			
Protected Phases	4	8			3			2	9			
Permitted Phases	8						2					
Actuated Green, G (s)	42.0	41.4			25.4			44.4	6.8			
Effective Green, g (s)	43.6	43.0			27.0			46.0	7.8			
Actuated g/C Ratio	0.46	0.45			0.28			0.48	0.08			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.0			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	3.0			
Lane Grp Cap (vph)	303	1511			902			1687	129			
v/s Ratio Prot	c0.12	0.25			c0.28				0.01			
v/s Ratio Perm	0.27							0.52				
v/c Ratio	0.85	0.55			1.00			1.08	0.08			
Uniform Delay, d1	34.7	19.0			34.0			24.5	40.3			
Progression Factor	0.58	0.44			1.00			0.46	1.65			
Incremental Delay, d2	16.7	1.2			29.5			35.2	0.0			
Delay (s)	36.7	9.5			63.4			46.5	66.6			
Level of Service	D	A			E			D	E			
Approach Delay (s/veh)		15.9			63.4			47.8			0.0	
Approach LOS		B			E			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	42.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	11.4
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	920	190	110	610	0	0	0	0	90	1340	140
Future Volume (vph)	0	920	190	110	610	0	0	0	0	90	1340	140
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	11	12	12	12	12	12	14	14	14
Total Lost time (s)		5.2		4.6	5.2						5.2	4.6
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.97		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3182		1621	3307						5089	1586
Flt Permitted		1.00		0.11	1.00						1.00	1.00
Satd. Flow (perm)		3182		195	3307						5089	1586
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	958	198	115	635	0	0	0	0	94	1396	146
RTOR Reduction (vph)	0	18	0	0	0	0	0	0	0	0	0	45
Lane Group Flow (vph)	0	1138	0	115	635	0	0	0	0	0	1490	101
Confl. Peds. (#/hr)	6		4	4		6	6					6
Confl. Bikes (#/hr)			1	1			1					1
Heavy Vehicles (%)	0%	4%	4%	2%	3%	0%	0%	0%	0%	4%	2%	1%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	0	0	0	4	0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		3		4	8						2	
Permitted Phases				8						2		2
Actuated Green, G (s)		39.4		51.0	50.4						35.4	35.4
Effective Green, g (s)		38.8		50.4	49.8						34.8	35.4
Actuated g/C Ratio		0.41		0.53	0.52						0.37	0.37
Clearance Time (s)		4.6		4.0	4.6						4.6	4.6
Vehicle Extension (s)		0.2		2.0	0.2						0.2	0.2
Lane Grp Cap (vph)		1299		199	1733						1864	590
v/s Ratio Prot		c0.36		c0.04	0.19							
v/s Ratio Perm				0.27							0.29	0.06
v/c Ratio		0.88		0.58	0.37						0.80	0.17
Uniform Delay, d1		25.9		31.9	13.3						27.0	20.0
Progression Factor		1.00		0.85	1.07						1.52	2.26
Incremental Delay, d2		8.5		0.2	0.1						3.3	0.6
Delay (s)		34.4		27.3	14.3						44.4	45.7
Level of Service		C		C	B						D	D
Approach Delay (s/veh)		34.4			16.3			0.0			44.5	
Approach LOS		C			B			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	35.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	107.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	780	0	0	600	130	265	1730	50	0	0	0
Future Volume (vph)	250	780	0	0	600	130	265	1730	50	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	13	13	13	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	4.0			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.97			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1605	3340			3266			3422	1550			
Flt Permitted	0.16	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	264	3340			3266			3422	1550			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	258	804	0	0	619	134	273	1784	52	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	50	0	0	0
Lane Group Flow (vph)	258	804	0	0	737	0	0	2057	2	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	3%	2%	0%	0%	1%	2%	0%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	2	0	0	2	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	custom			
Protected Phases	4	8			3			2	9			
Permitted Phases	8						2					
Actuated Green, G (s)	36.0	35.4			22.4			50.4	4.4			
Effective Green, g (s)	35.4	34.8			21.8			49.8	4.4			
Actuated g/C Ratio	0.37	0.37			0.23			0.52	0.05			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.0			
Vehicle Extension (s)	1.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	216	1223			749			1793	71			
v/s Ratio Prot	c0.11	0.24			0.23				0.00			
v/s Ratio Perm	c0.34							0.60				
v/c Ratio	1.19	0.66			0.98			1.15	0.03			
Uniform Delay, d1	36.6	25.1			36.4			22.6	43.3			
Progression Factor	0.89	0.78			1.00			0.76	1.00			
Incremental Delay, d2	107.4	1.3			29.2			67.0	0.0			
Delay (s)	139.9	20.9			65.6			84.2	43.3			
Level of Service	F	C			E			F	D			
Approach Delay (s/veh)		49.8			65.6			83.2			0.0	
Approach LOS		D			E			F			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	70.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	107.7%	ICU Level of Service	G
Analysis Period (min)	15		

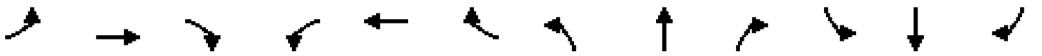
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	150	0	0	0	130	1690
Future Volume (vph)	150	0	0	0	130	1690
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	12	12	12	12	14	14
Total Lost time (s)	5.2					5.2
Lane Util. Factor	0.97					0.91
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3190					5085
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3190					5085
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	155	0	0	0	134	1742
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	155	0	0	0	0	1876
Confl. Peds. (#/hr)	2	8		10	10	
Heavy Vehicles (%)	4%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	4
Turn Type	Prot				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	15.6					70.2
Effective Green, g (s)	15.0					69.6
Actuated g/C Ratio	0.16					0.73
Clearance Time (s)	4.6					4.6
Vehicle Extension (s)	2.5					0.2
Lane Grp Cap (vph)	503					3725
v/s Ratio Prot	c0.05					
v/s Ratio Perm						0.37
v/c Ratio	0.31					0.50
Uniform Delay, d1	35.4					5.4
Progression Factor	1.72					0.43
Incremental Delay, d2	0.2					0.4
Delay (s)	61.1					2.7
Level of Service	E					A
Approach Delay (s/veh)	61.1		0.0			2.7
Approach LOS	E		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	119.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	110	0	0	160	70	20	1960	80	0	0	0
Future Volume (vph)	40	110	0	0	160	70	20	1960	80	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	14	14	12	11	12	13	13	13	12	12	12
Total Lost time (s)	5.2	5.2			5.2	5.2		5.2	4.6			
Lane Util. Factor	1.00	1.00			0.95	0.95		0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			0.99	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1647	1920			1639	1373		3436	1489			
Flt Permitted	0.48	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	827	1920			1639	1373		3436	1489			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	42	116	0	0	168	74	21	2063	84	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	15	0	0	10	0	0	0
Lane Group Flow (vph)	42	116	0	0	173	52	0	2084	74	0	0	0
Confl. Peds. (#/hr)	4		2	2		4	2		5	5		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	4%	0%	2%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		8			4			2				
Permitted Phases	8					4	2		2			
Actuated Green, G (s)	15.8	15.8			15.8	15.8		70.0	70.0			
Effective Green, g (s)	15.2	15.2			15.2	15.2		69.4	70.0			
Actuated g/C Ratio	0.16	0.16			0.16	0.16		0.73	0.74			
Clearance Time (s)	4.6	4.6			4.6	4.6		4.6	4.6			
Vehicle Extension (s)	2.5	2.5			2.5	2.5		0.2	0.2			
Lane Grp Cap (vph)	132	307			262	219		2510	1097			
v/s Ratio Prot		0.06			c0.11							
v/s Ratio Perm	0.05					0.04		0.61	0.05			
v/c Ratio	0.32	0.38			0.66	0.24		0.83	0.07			
Uniform Delay, d1	35.3	35.7			37.5	34.8		8.8	3.5			
Progression Factor	1.50	1.44			1.00	1.00		0.22	0.11			
Incremental Delay, d2	0.9	0.5			5.5	0.4		0.3	0.0			
Delay (s)	54.0	52.1			43.0	35.2		2.2	0.4			
Level of Service	D	D			D	D		A	A			
Approach Delay (s/veh)		52.6			40.9			2.1			0.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	103.5%	ICU Level of Service	G
Analysis Period (min)	15		

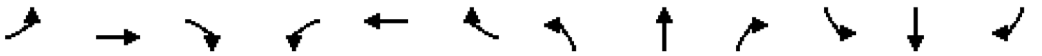
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	540	90	220	370	0	0	0	0	120	1330	170
Future Volume (veh/h)	0	540	90	220	370	0	0	0	0	120	1330	170
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1772	1786	1786	1772	0				1857	1843	1843
Adj Flow Rate, veh/h	0	545	91	222	374	0				121	1343	121
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	1	1	2	0				1	2	2
Cap, veh/h	0	722	120	322	1375	0				206	2289	752
Arrive On Green	0.00	0.25	0.26	0.22	0.82	0.00				0.48	0.48	0.49
Sat Flow, veh/h	0	2970	479	1701	3455	0				428	4748	1539
Grp Volume(v), veh/h	0	318	318	222	374	0				515	949	121
Grp Sat Flow(s),veh/h/ln	0	1683	1678	1701	1683	0				1821	1677	1539
Q Serve(g_s), s	0.0	16.6	16.7	9.1	2.5	0.0				19.4	19.4	4.1
Cycle Q Clear(g_c), s	0.0	16.6	16.7	9.1	2.5	0.0				19.4	19.4	4.1
Prop In Lane	0.00		0.29	1.00		0.00				0.23		1.00
Lane Grp Cap(c), veh/h	0	422	420	322	1375	0				878	1617	752
V/C Ratio(X)	0.00	0.75	0.76	0.69	0.27	0.00				0.59	0.59	0.16
Avail Cap(c_a), veh/h	0	422	420	322	1375	0				878	1617	752
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	32.9	32.8	20.6	5.4	0.0				17.8	17.8	13.5
Incr Delay (d2), s/veh	0.0	11.8	12.1	0.5	0.0	0.0				2.9	1.6	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	8.0	8.0	3.0	0.8	0.0				8.3	7.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	44.6	44.9	21.1	5.4	0.0				20.6	19.3	14.0
LnGrp LOS		D	D	C	A					C	B	B
Approach Vol, veh/h		636			596						1585	
Approach Delay, s/veh		44.8			11.3						19.3	
Approach LOS		D			B						B	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	51.0	15.0	29.0			44.0
Change Period (Y+Rc), s	4.6	4.0	4.6			4.6
Max Green Setting (Gmax), s	46.4	11.0	24.4			39.4
Max Q Clear Time (g_c+I1), s	21.4	11.1	18.7			4.5
Green Ext Time (p_c), s	0.4	0.0	0.1			0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	23.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	490	0	0	460	200	150	1800	440	0	0	0
Future Volume (vph)	270	490	0	0	460	200	150	1800	440	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)	4.6	5.2			5.2			5.2	4.6			
Lane Util. Factor	1.00	0.95			0.95			0.95	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.95			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1620	3257			3216			3349	1555			
Flt Permitted	0.17	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	297	3257			3216			3349	1555			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	276	500	0	0	469	204	153	1837	449	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	0	0	0	69	0	0	0
Lane Group Flow (vph)	276	500	0	0	648	0	0	1990	380	0	0	0
Confl. Peds. (#/hr)	3		6	6		3	1		1	1		1
Heavy Vehicles (%)	2%	5%	0%	0%	1%	1%	0%	1%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	custom			
Protected Phases	4	8			3			2	9			
Permitted Phases	8						2		2			
Actuated Green, G (s)	35.0	34.4			18.4			51.4	51.4			
Effective Green, g (s)	34.4	33.8			17.8			50.8	50.8			
Actuated g/C Ratio	0.36	0.36			0.19			0.53	0.53			
Clearance Time (s)	4.0	4.6			4.6			4.6	4.0			
Vehicle Extension (s)	2.0	0.2			0.2			0.2	3.0			
Lane Grp Cap (vph)	266	1158			602			1790	831			
v/s Ratio Prot	c0.12	0.15			0.20				0.07			
v/s Ratio Perm	c0.25							0.59	0.17			
v/c Ratio	1.04	0.43			1.08			1.11	0.46			
Uniform Delay, d1	36.2	23.3			38.6			22.1	13.6			
Progression Factor	0.77	0.96			1.00			0.47	0.22			
Incremental Delay, d2	58.6	0.9			58.8			56.4	0.3			
Delay (s)	86.6	23.3			97.4			66.7	3.2			
Level of Service	F	C			F			E	A			
Approach Delay (s/veh)		45.8			97.4			55.0			0.0	
Approach LOS		D			F			E			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	60.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	17.4
Intersection Capacity Utilization	105.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	300	120	170	290	70	140	1530	100	60	1160	60
Future Volume (veh/h)	70	300	120	170	290	70	140	1530	100	60	1160	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1772	1786	1772	1786	1772	1772	1786	1786	1730	1758	1800
Adj Flow Rate, veh/h	72	309	79	175	299	50	144	1577	65	62	1196	28
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	1	2	1	2	2	1	1	5	3	0
Cap, veh/h	286	757	190	263	828	137	166	1775	788	71	1564	712
Arrive On Green	0.28	0.28	0.27	0.28	0.28	0.27	0.20	1.00	1.00	0.04	0.47	0.47
Sat Flow, veh/h	1047	2662	670	994	2913	481	1688	3393	1489	1647	3340	1500
Grp Volume(v), veh/h	72	194	194	175	173	176	144	1577	65	62	1196	28
Grp Sat Flow(s),veh/h/ln	1047	1683	1649	994	1697	1697	1688	1697	1489	1647	1670	1500
Q Serve(g_s), s	5.6	8.8	9.1	16.5	7.7	7.9	7.9	0.0	0.0	3.6	28.2	0.9
Cycle Q Clear(g_c), s	13.5	8.8	9.1	25.6	7.7	7.9	7.9	0.0	0.0	3.6	28.2	0.9
Prop In Lane	1.00		0.41	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	478	469	263	482	482	166	1775	788	71	1564	712
V/C Ratio(X)	0.25	0.40	0.41	0.67	0.36	0.37	0.87	0.89	0.08	0.87	0.76	0.04
Avail Cap(c_a), veh/h	286	478	469	263	482	482	231	1775	788	156	1564	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	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	32.6	27.5	27.8	38.0	27.1	27.3	37.6	0.0	0.0	45.2	20.9	13.4
Incr Delay (d2), s/veh	2.1	2.5	2.7	5.1	0.2	0.2	17.2	7.1	0.2	11.7	3.6	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	1.6	3.8	3.9	4.3	3.1	3.2	3.7	1.7	0.0	1.7	11.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.7	30.0	30.5	43.1	27.3	27.5	54.8	7.1	0.2	56.9	24.5	13.5
LnGrp LOS	C	C	C	D	C	C	D	A	A	E	C	B
Approach Vol, veh/h		460			524			1786			1286	
Approach Delay, s/veh		30.9			32.6			10.7			25.9	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.1	54.9		31.0	14.3	49.7		31.0
Change Period (Y+Rc), s	4.6	4.6		5.0	4.6	4.6		5.0
Max Green Setting (Gmax), s	4.5	45.4		26.0	13.4	41.4		26.0
Max Q Clear Time (g_c+I1), s	15.5	2.0		27.6	9.9	30.2		15.5
Green Ext Time (p_c), s	0.0	11.4		0.0	0.1	4.8		0.9

Intersection Summary		
HCM 7th Control Delay, s/veh	20.6	
HCM 7th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	630	150	250	660	120	320	1120	230	160	960	160
Future Volume (veh/h)	320	630	150	250	660	120	320	1120	230	160	960	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1744	1758	1800	1772	1843	1800	1786	1772	1772	1772	1786
Adj Flow Rate, veh/h	344	677	149	269	710	45	344	1204	175	172	1032	104
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	4	3	0	2	2	0	1	2	2	2	1
Cap, veh/h	314	656	144	285	768	343	301	1267	551	192	1048	452
Arrive On Green	0.18	0.24	0.24	0.17	0.23	0.23	0.18	0.37	0.37	0.11	0.31	0.31
Sat Flow, veh/h	1714	2679	589	1714	3367	1502	1714	3393	1475	1688	3367	1481
Grp Volume(v), veh/h	344	418	408	269	710	45	344	1204	175	172	1032	104
Grp Sat Flow(s),veh/h/ln	1714	1657	1611	1714	1683	1502	1714	1697	1475	1688	1683	1481
Q Serve(g_s), s	30.2	40.4	40.4	25.6	34.0	3.9	29.0	56.9	13.9	16.6	50.2	8.7
Cycle Q Clear(g_c), s	30.2	40.4	40.4	25.6	34.0	3.9	29.0	56.9	13.9	16.6	50.2	8.7
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	406	395	285	768	343	301	1267	551	192	1048	452
V/C Ratio(X)	1.10	1.03	1.03	0.94	0.92	0.13	1.14	0.95	0.32	0.90	0.98	0.23
Avail Cap(c_a), veh/h	314	406	395	303	775	346	301	1267	551	215	1048	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	67.4	62.3	62.5	68.0	62.3	50.7	68.0	50.2	36.7	72.2	56.4	42.8
Incr Delay (d2), s/veh	79.1	52.9	54.0	36.1	16.5	0.1	95.8	15.8	1.5	33.1	24.4	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	20.2	23.0	22.5	14.1	16.4	1.5	20.8	26.9	5.4	9.0	24.9	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	146.5	115.2	116.6	104.1	78.8	50.8	163.8	66.0	38.3	105.3	80.9	44.0
LnGrp LOS	F	F	F	F	E	D	F	E	D	F	F	D
Approach Vol, veh/h		1170			1024			1723			1308	
Approach Delay, s/veh		124.9			84.2			82.7			81.1	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.7	65.6	35.0	41.6	33.0	55.4	32.2	44.4
Change Period (Y+Rc), s	4.0	5.0	4.4	5.4	4.0	5.0	4.4	5.4
Max Green Setting (Gmax), s	21.0	58.0	30.6	36.6	29.0	50.0	29.6	37.6
Max Q Clear Time (g_c+I1), s	18.6	58.9	32.2	36.0	31.0	52.2	27.6	42.4
Green Ext Time (p_c), s	0.1	0.0	0.0	0.2	0.0	0.0	0.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	92.1
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	640	200	110	810	170	310	960	130	200	740	240
Future Volume (veh/h)	300	640	200	110	810	170	310	960	130	200	740	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1758	1758	1758	1786	1857	1800	1772	1772	1786	1744	1800
Adj Flow Rate, veh/h	316	674	134	116	853	66	326	1011	78	211	779	116
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	3	3	3	1	1	0	2	2	1	4	0
Cap, veh/h	397	1058	467	195	864	395	364	1424	631	216	1120	512
Arrive On Green	0.12	0.32	0.32	0.06	0.25	0.25	0.21	0.42	0.42	0.13	0.34	0.34
Sat Flow, veh/h	3274	3340	1473	3248	3393	1552	1714	3367	1492	1701	3313	1513
Grp Volume(v), veh/h	316	674	134	116	853	66	326	1011	78	211	779	116
Grp Sat Flow(s),veh/h/ln	1637	1670	1473	1624	1697	1552	1714	1683	1492	1701	1657	1513
Q Serve(g_s), s	15.5	28.5	11.3	5.7	41.3	5.5	30.5	40.9	5.3	20.4	33.6	9.1
Cycle Q Clear(g_c), s	15.5	28.5	11.3	5.7	41.3	5.5	30.5	40.9	5.3	20.4	33.6	9.1
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	397	1058	467	195	864	395	364	1424	631	216	1120	512
V/C Ratio(X)	0.80	0.64	0.29	0.59	0.99	0.17	0.90	0.71	0.12	0.97	0.70	0.23
Avail Cap(c_a), veh/h	536	1058	467	531	864	395	436	1424	631	216	1120	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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.5	48.2	42.4	75.6	61.2	47.9	63.2	39.3	29.0	71.7	47.2	39.1
Incr Delay (d2), s/veh	4.1	1.3	0.3	1.1	27.4	0.1	16.9	3.0	0.4	53.5	3.6	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	6.7	12.1	4.2	2.4	21.0	2.1	15.0	17.5	2.0	12.1	14.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.6	49.5	42.7	76.6	88.6	48.0	80.1	42.3	29.4	125.3	50.8	40.2
LnGrp LOS	E	D	D	E	F	D	F	D	C	F	D	D
Approach Vol, veh/h		1124			1035			1415			1106	
Approach Delay, s/veh		55.8			84.7			50.3			63.9	
Approach LOS		E			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	72.8	23.0	45.2	38.0	58.8	12.9	55.3
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5.2	5.0	5.0	5.0	5.2
Max Green Setting (Gmax), s	19.0	61.0	25.0	* 40	40.0	40.0	25.0	39.8
Max Q Clear Time (g_c+I1), s	22.4	42.9	17.5	43.3	32.5	35.6	7.7	30.5
Green Ext Time (p_c), s	0.0	3.1	0.5	0.0	0.5	1.8	0.2	2.7

Intersection Summary	
HCM 7th Control Delay, s/veh	62.4
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	260	60	120	290	190	100	1330	110	170	1000	140
Future Volume (veh/h)	130	260	60	120	290	190	100	1330	110	170	1000	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1786	1800	1800	1786	1772	1758	1786	1772	1786	1758	1800
Adj Flow Rate, veh/h	143	286	58	132	319	100	110	1462	91	187	1099	124
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	0	0	1	2	3	1	2	1	3	0
Cap, veh/h	269	445	90	211	789	243	136	1549	660	186	1617	711
Arrive On Green	0.31	0.31	0.32	0.31	0.31	0.32	0.03	0.15	0.15	0.07	0.32	0.31
Sat Flow, veh/h	974	1440	292	1052	2552	786	1674	3393	1497	1701	3340	1517
Grp Volume(v), veh/h	143	0	344	132	210	209	110	1462	91	187	1099	124
Grp Sat Flow(s),veh/h/ln	974	0	1732	1052	1697	1642	1674	1697	1497	1701	1670	1517
Q Serve(g_s), s	15.0	0.0	18.8	13.6	10.7	11.0	7.2	46.9	5.8	12.0	31.4	6.5
Cycle Q Clear(g_c), s	26.0	0.0	18.8	32.4	10.7	11.0	7.2	46.9	5.8	12.0	31.4	6.5
Prop In Lane	1.00		0.17	1.00		0.48	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	269	0	535	211	524	507	136	1549	660	186	1617	711
V/C Ratio(X)	0.53	0.00	0.64	0.63	0.40	0.41	0.81	0.94	0.14	1.01	0.68	0.17
Avail Cap(c_a), veh/h	288	0	570	232	558	540	228	1549	660	186	1617	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	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	40.4	0.0	32.7	46.7	30.0	29.9	52.7	45.3	28.8	51.0	29.8	22.3
Incr Delay (d2), s/veh	0.6	0.0	1.6	2.9	0.2	0.2	4.3	12.9	0.4	68.1	2.3	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	3.6	0.0	8.1	3.7	4.3	4.3	3.2	23.9	2.2	8.7	13.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.0	0.0	34.3	49.7	30.2	30.1	56.9	58.2	29.2	119.1	32.1	22.8
LnGrp LOS	D		C	D	C	C	E	E	C	F	C	C
Approach Vol, veh/h		487			551			1663			1410	
Approach Delay, s/veh		36.3			34.8			56.6			42.8	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	54.2		39.8	12.9	57.3		39.8				
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.9				
Max Green Setting (Gmax), s	12.0	46.3		37.1	15.0	43.3		37.1				
Max Q Clear Time (g_c+I1), s	14.0	48.9		34.4	9.2	33.4		28.0				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.1	5.5		1.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	46.5
HCM 7th LOS	D

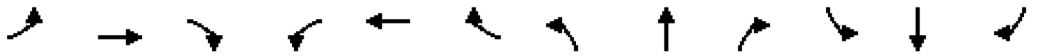
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	250	0	0	80	60	1330	450	170	860	40
Future Vol, veh/h	0	0	250	0	0	80	60	1330	450	170	860	40
Conflicting Peds, #/hr	2	0	0	0	0	2	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	0	50	-	0	100	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	258	0	0	82	62	1371	464	175	887	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2071	-	466	2521	-	920	930	0	0	1835	0	0
Stage 1	1260	-	-	1727	-	-	-	-	-	-	-	-
Stage 2	811	-	-	794	-	-	-	-	-	-	-	-
Critical Hdwy	7.52	-	6.92	7.52	-	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	-	-	6.52	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	-	-	6.52	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	-	3.31	3.51	-	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	32	0	546	14	0	275	738	-	-	332	-	-
Stage 1	182	0	-	93	0	-	-	-	-	-	-	-
Stage 2	341	0	-	350	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	10	-	545	3	-	275	736	-	-	332	-	-
Mov Cap-2 Maneuver	10	-	-	3	-	-	-	-	-	-	-	-
Stage 1	86	-	-	85	-	-	-	-	-	-	-	-
Stage 2	219	-	-	87	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.39	23.63	0.34	4.33
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	736	-	-	-	545	-	275	332	-	-
HCM Lane V/C Ratio	0.084	-	-	-	0.473	-	0.3	0.527	-	-
HCM Control Delay (s/veh)	10.3	-	-	0	17.4	0	23.6	27.3	-	-
HCM Lane LOS	B	-	-	A	C	A	C	D	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	2.5	-	1.2	2.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	430	150	90	390	350	170	1030	120	100	870	100
Future Volume (veh/h)	100	430	150	90	390	350	170	1030	120	100	870	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1758	1800	1772	1772	1758	1800	1786	1744	1758	1772	1758
Adj Flow Rate, veh/h	103	443	150	93	402	0	175	1062	119	103	897	99
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	0	2	2	3	0	1	4	3	2	3
Cap, veh/h	284	422	143	144	589		204	1178	132	128	1039	115
Arrive On Green	0.06	0.34	0.34	0.05	0.33	0.00	0.12	0.38	0.38	0.08	0.34	0.34
Sat Flow, veh/h	1674	1253	424	1688	1772	1490	1714	3075	344	1674	3056	337
Grp Volume(v), veh/h	103	0	593	93	402	0	175	585	596	103	494	502
Grp Sat Flow(s),veh/h/ln	1674	0	1677	1688	1772	1490	1714	1697	1723	1674	1683	1710
Q Serve(g_s), s	5.0	0.0	42.0	4.5	24.4	0.0	12.5	40.5	40.6	7.5	34.2	34.2
Cycle Q Clear(g_c), s	5.0	0.0	42.0	4.5	24.4	0.0	12.5	40.5	40.6	7.5	34.2	34.2
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.20	1.00		0.20
Lane Grp Cap(c), veh/h	284	0	565	144	589		204	650	660	128	573	582
V/C Ratio(X)	0.36	0.00	1.05	0.64	0.68		0.86	0.90	0.90	0.81	0.86	0.86
Avail Cap(c_a), veh/h	472	0	565	342	597		481	953	968	470	945	960
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	41.3	32.0	36.0	0.0	53.8	36.2	36.2	56.7	38.4	38.4
Incr Delay (d2), s/veh	0.8	0.0	51.4	4.8	3.1	0.0	9.8	6.7	6.7	11.2	2.7	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	2.1	0.0	25.4	2.0	11.2	0.0	5.8	17.1	17.4	3.5	13.9	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.3	0.0	92.7	36.7	39.1	0.0	63.7	42.9	43.0	67.9	41.1	41.0
LnGrp LOS	C		F	D	D		E	D	D	E	D	D
Approach Vol, veh/h		696			495			1356			1099	
Approach Delay, s/veh		83.2			38.7			45.6			43.6	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	53.3	10.4	46.0	20.4	47.9	11.0	45.4
Change Period (Y+Rc), s	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0
Max Green Setting (Gmax), s	35.0	70.0	21.0	42.0	35.0	70.0	21.0	42.0
Max Q Clear Time (g_c+I1), s	9.5	42.6	6.5	44.0	14.5	36.2	7.0	26.4
Green Ext Time (p_c), s	0.2	5.1	0.2	0.0	0.4	4.1	0.2	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	51.2
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	310	1470	150	30	1000
Future Volume (veh/h)	0	310	1470	150	30	1000
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1786	1786	1786	1786	1786	1786
Adj Flow Rate, veh/h	0	316	1515	134	31	1031
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	401	398	2366	209	263	2100
Arrive On Green	0.00	0.24	0.52	0.52	0.03	0.62
Sat Flow, veh/h	1701	1514	4721	403	1701	3483
Grp Volume(v), veh/h	0	316	1080	569	31	1031
Grp Sat Flow(s),veh/h/ln	1701	1514	1625	1713	1701	1697
Q Serve(g_s), s	0.0	10.7	13.2	13.2	0.4	9.1
Cycle Q Clear(g_c), s	0.0	10.7	13.2	13.2	0.4	9.1
Prop In Lane	1.00	1.00		0.24	1.00	
Lane Grp Cap(c), veh/h	401	398	1686	889	263	2100
V/C Ratio(X)	0.00	0.79	0.64	0.64	0.12	0.49
Avail Cap(c_a), veh/h	495	482	1686	889	340	2100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.44	0.44
Uniform Delay (d), s/veh	0.0	18.9	9.5	9.5	7.2	5.7
Incr Delay (d2), s/veh	0.0	7.4	1.9	3.5	0.1	0.4
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	9.2	3.3	3.9	0.1	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	26.3	11.4	13.1	7.3	6.1
LnGrp LOS		C	B	B	A	A
Approach Vol, veh/h	316		1649			1062
Approach Delay, s/veh	26.3		12.0			6.1
Approach LOS	C		B			A

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	5.5	32.5		17.0		38.0
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s	4.6	23.0		16.0		31.0
Max Q Clear Time (g_c+I1), s	2.4	15.2		12.7		11.1
Green Ext Time (p_c), s	0.0	5.4		0.4		6.5

Intersection Summary	
HCM 7th Control Delay, s/veh	11.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	570	120	250	630	250	290	1090	420	280	660	110
Future Volume (veh/h)	140	570	120	250	630	250	290	1090	420	280	660	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1786	1716	1786	1772	1800	1758	1786	1800	1800	1772	1800
Adj Flow Rate, veh/h	149	606	116	266	670	238	309	1160	401	298	702	37
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	1	6	1	2	0	3	1	0	0	2	0
Cap, veh/h	206	717	137	305	730	259	263	1220	421	208	1029	464
Arrive On Green	0.08	0.25	0.25	0.13	0.30	0.30	0.16	0.34	0.34	0.12	0.31	0.31
Sat Flow, veh/h	1674	2841	543	1701	2433	864	1674	3573	1235	1714	3367	1518
Grp Volume(v), veh/h	149	361	361	266	463	445	309	1055	506	298	702	37
Grp Sat Flow(s),veh/h/ln	1674	1697	1687	1701	1683	1614	1674	1625	1557	1714	1683	1518
Q Serve(g_s), s	9.1	28.3	28.5	15.7	37.2	37.2	22.0	44.3	44.4	17.0	25.6	2.4
Cycle Q Clear(g_c), s	9.1	28.3	28.5	15.7	37.2	37.2	22.0	44.3	44.4	17.0	25.6	2.4
Prop In Lane	1.00		0.32	1.00		0.54	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	206	428	425	305	505	484	263	1109	532	208	1029	464
V/C Ratio(X)	0.72	0.84	0.85	0.87	0.92	0.92	1.17	0.95	0.95	1.43	0.68	0.08
Avail Cap(c_a), veh/h	251	485	482	330	541	519	263	1109	532	208	1029	464
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	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	49.7	49.8	34.9	47.3	47.3	59.0	45.0	45.0	61.5	42.6	34.6
Incr Delay (d2), s/veh	7.7	11.7	12.1	20.6	20.0	20.7	100.2	12.2	20.6	219.6	3.7	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	4.2	13.3	13.3	8.2	18.2	17.6	16.4	18.9	19.4	19.9	10.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.1	61.5	61.9	55.5	67.3	68.0	159.2	57.1	65.5	281.1	46.3	34.9
LnGrp LOS	D	E	E	E	E	E	F	E	E	F	D	C
Approach Vol, veh/h		871			1174			1870			1037	
Approach Delay, s/veh		59.0			64.9			76.3			113.4	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	48.8	16.2	47.0	23.0	53.8	22.9	40.3
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	22.0	36.0	15.0	45.0	17.0	41.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	24.0	27.6	11.1	39.2	19.0	46.4	17.7	30.5
Green Ext Time (p_c), s	0.0	2.1	0.1	2.7	0.0	0.0	0.2	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	78.3
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1090	20	10	1170	90	10	10	10	50	10	70
Future Volume (veh/h)	90	1090	20	10	1170	90	10	10	10	50	10	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	96	1160	19	11	1245	85	11	11	2	53	11	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	260	2001	33	304	1888	129	490	414	75	515	129	317
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	418	3443	56	483	3248	221	1391	1482	269	1423	462	1134
Grp Volume(v), veh/h	96	576	603	11	655	675	11	0	13	53	0	38
Grp Sat Flow(s),veh/h/ln	418	1710	1790	483	1710	1759	1391	0	1751	1423	0	1596
Q Serve(g_s), s	11.6	12.2	12.2	0.8	14.9	15.0	0.3	0.0	0.3	1.6	0.0	1.0
Cycle Q Clear(g_c), s	26.6	12.2	12.2	13.0	14.9	15.0	1.3	0.0	0.3	1.9	0.0	1.0
Prop In Lane	1.00		0.03	1.00		0.13	1.00		0.15	1.00		0.71
Lane Grp Cap(c), veh/h	260	994	1040	304	994	1022	490	0	489	515	0	446
V/C Ratio(X)	0.37	0.58	0.58	0.04	0.66	0.66	0.02	0.00	0.03	0.10	0.00	0.09
Avail Cap(c_a), veh/h	279	1074	1124	326	1074	1106	490	0	489	515	0	446
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	17.2	7.6	7.6	11.7	8.1	8.2	15.7	0.0	15.0	15.7	0.0	15.2
Incr Delay (d2), s/veh	0.9	0.7	0.6	0.0	1.3	1.3	0.1	0.0	0.1	0.4	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.3	3.4	0.1	4.1	4.3	0.1	0.0	0.1	0.5	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.1	8.3	8.2	11.7	9.5	9.5	15.8	0.0	15.1	16.1	0.0	15.6
LnGrp LOS	B	A	A	B	A	A	B		B	B		B
Approach Vol, veh/h		1275			1341			24			91	
Approach Delay, s/veh		9.0			9.5			15.4			15.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.0	37.3	20.0	37.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	36.0	16.0	36.0
Max Q Clear Time (g_c+I1), s	3.3	17.0	3.9	28.6
Green Ext Time (p_c), s	0.0	9.1	0.2	4.7

Intersection Summary	
HCM 7th Control Delay, s/veh	9.5
HCM 7th LOS	A