Attachment A
Traffic Counts

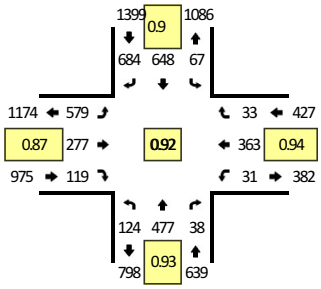
Type of peak hour being reported: Intersection Peak

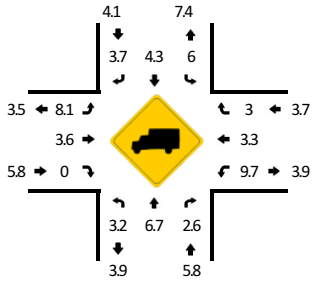
Method for determining peak hour: Total Entering Volume

LOCATION: Blue Lakes Blvd -- Pole Line Rd
CITY/STATE: Twin Falls, ID

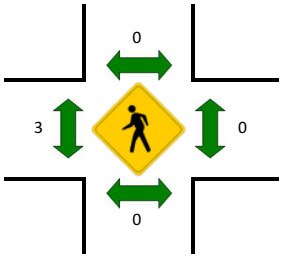
QC JOB #: 17205701
DATE: Thu, Sep 18 2025

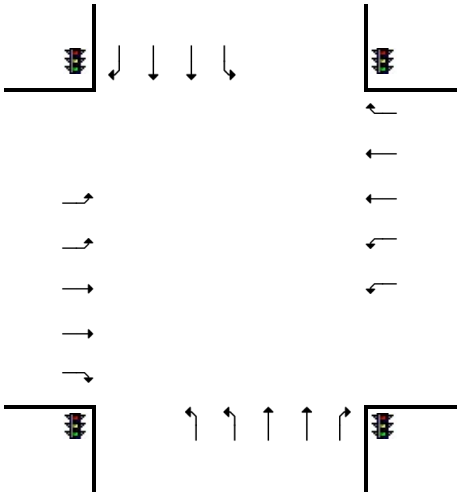
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

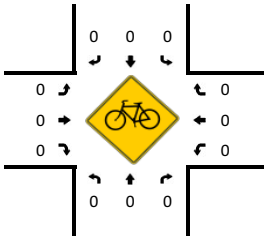


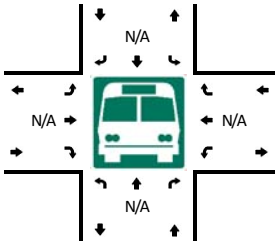


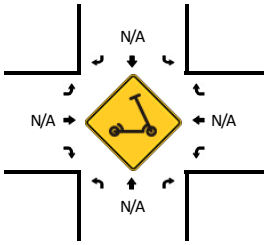
TRUE DATA TO IMPROVE MOBILITY











R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	14	105	4	0	2	4	96	38	0	56	121	37	11	2	6	1	42	2	0	10	551	
7:15 AM	24	125	7	0	1	6	126	50	0	72	116	44	7	0	12	7	57	0	0	10	664	
7:30 AM	19	108	5	0	2	9	139	48	0	139	189	63	16	0	12	1	94	4	0	5	853	
7:45 AM	41	127	4	0	0	18	193	49	0	128	128	100	10	1	21	8	100	2	0	3	933	3001
8:00 AM	36	113	8	0	6	20	162	61	0	94	112	65	10	1	24	13	88	1	0	9	823	3273
8:15 AM	28	129	10	0	3	20	154	53	0	112	147	49	13	1	13	9	81	1	0	8	831	3440
8:30 AM	53	117	8	0	3	25	146	50	0	121	98	46	17	0	29	16	95	0	0	7	831	3418
8:45 AM	35	95	10	0	6	31	175	72	0	93	102	68	6	0	21	18	88	1	0	14	835	3320

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	164	508	16	0	0	72	772	708	0	512	512	400	124	4	84	32	400	20	0	12	4340
Heavy Trucks	8	32	0			12	32	20			36	4	0			8	12	0			164
Buses																					
Pedestrians		0					0					4					0				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

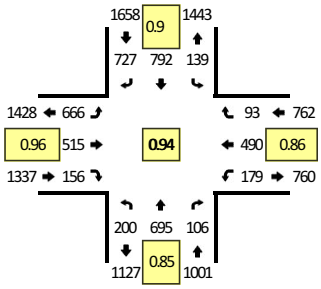
Method for determining peak hour: Total Entering Volume

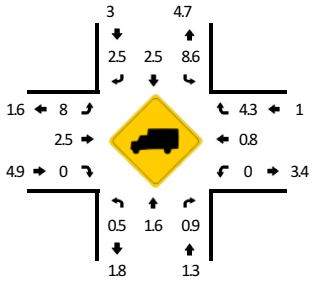
LOCATION: Blue Lakes Blvd -- Pole Line Rd
CITY/STATE: Twin Falls, ID

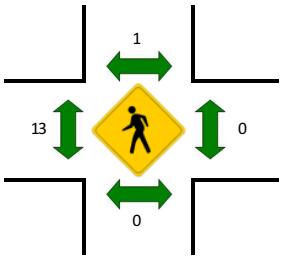
QC JOB #: 17205702
DATE: Thu, Sep 18 2025

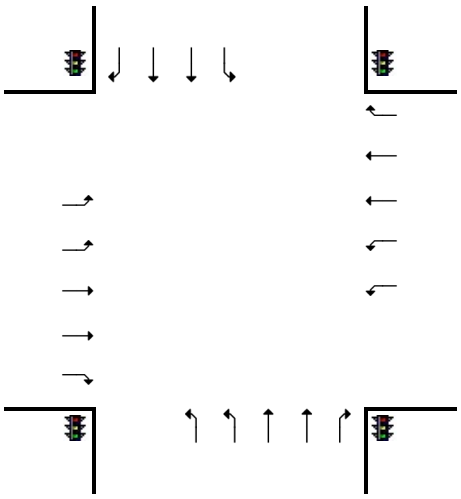
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

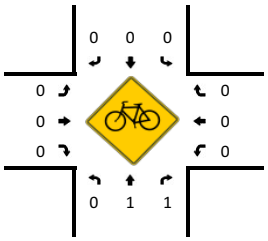
TRUE DATA TO IMPROVE MOBILITY

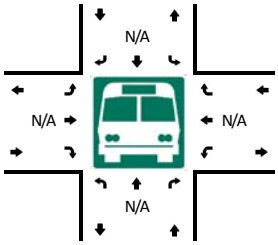


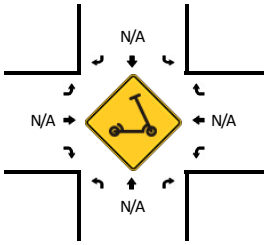












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	50	132	32	0	2	25	187	64	0	93	185	122	14	2	24	48	124	7	0	14	1125	
4:15 PM	49	156	24	0	4	21	191	68	0	100	135	109	11	2	19	29	98	8	0	17	1041	
4:30 PM	60	161	23	0	3	29	186	57	0	120	159	131	12	1	21	50	125	10	0	13	1161	
4:45 PM	53	151	25	0	4	30	239	75	0	117	151	134	12	3	20	43	89	8	0	13	1167	4494
5:00 PM	48	174	18	0	2	39	152	67	0	96	174	130	11	3	25	49	148	11	0	13	1160	4529
5:15 PM	60	209	20	0	5	35	200	75	0	118	161	125	6	1	34	48	136	11	0	16	1260	4748
5:30 PM	39	161	25	0	7	35	201	63	0	116	169	126	18	4	30	39	117	10	0	11	1171	4758
5:45 PM	63	155	33	0	2	24	150	50	0	118	151	104	7	3	26	39	137	16	0	19	1097	4688

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	240	836	100	0	20	140	800	772	0	472	644	500	160	4	136	192	544	108	0	64	5732
Heavy Trucks	0	24	0			24	20	16			48	4	0			0	4	4			144
Buses																					
Pedestrians		0					0					4					0				4
Bicycles	0	0	4			0	0	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

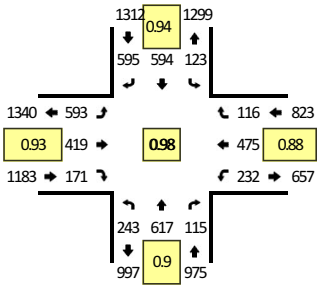
Type of peak hour being reported: Intersection Peak

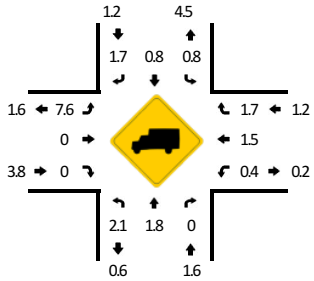
Method for determining peak hour: Total Entering Volume

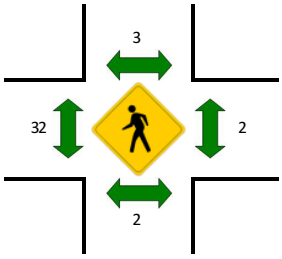
LOCATION: Blue Lakes Blvd -- Pole Line Rd
CITY/STATE: Twin Falls, ID

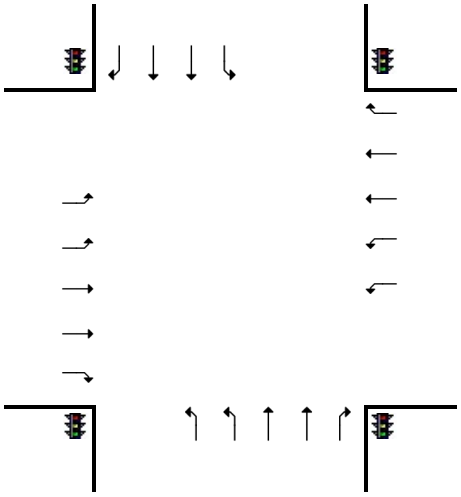
QC JOB #: 17205703
DATE: Sat, Sep 20 2025

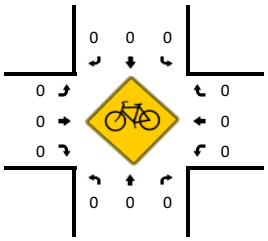
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

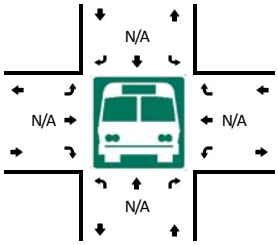


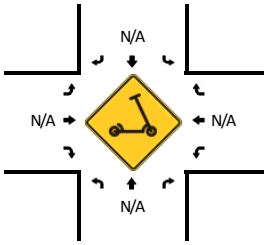












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	79	132	25	0	8	25	126	57	0	100	131	97	11	5	21	25	105	9	0	11	967	
11:15 AM	54	129	25	0	7	26	186	42	0	73	129	87	12	4	26	44	77	7	0	26	954	
11:30 AM	58	137	27	0	10	25	138	45	0	107	137	111	15	3	29	43	105	4	0	18	1012	
11:45 AM	55	149	26	0	5	25	168	75	0	59	155	98	9	3	22	75	106	6	0	14	1050	3983
12:00 PM	57	160	25	0	4	32	148	50	0	91	154	114	17	7	27	50	117	9	0	19	1081	4097
12:15 PM	48	139	20	0	4	29	148	57	0	114	163	86	16	6	25	59	112	10	0	19	1055	4198
12:30 PM	74	159	32	0	5	36	154	49	0	93	119	105	5	5	29	52	116	9	0	16	1058	4244
12:45 PM	64	159	16	0	9	26	144	45	0	96	130	114	12	9	40	71	130	12	0	22	1099	4293

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	256	636	100	0	36	104	576	564	0	384	520	456	208	36	160	284	520	136	0	88	5064
Heavy Trucks	0	8	0			0	8	8			36	0	0			0	4	0			64
Buses																					
Pedestrians		0					0					36					0				36
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Nielsen Point Pl/Fillmore St -- Fillmore St

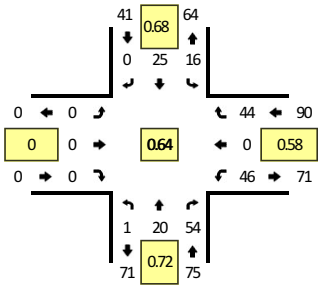
CITY/STATE: Twin Falls, ID

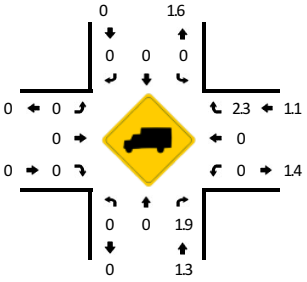
QC JOB #: 17205706

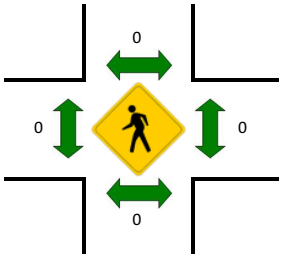
DATE: Thu, Sep 18 2025

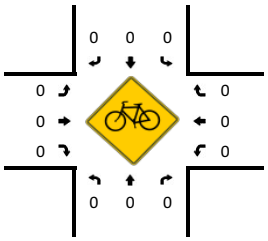
Peak-Hour: 8:00 AM -- 9:00 AM

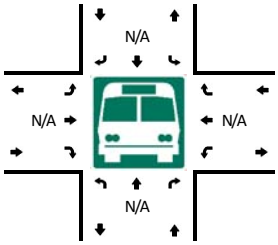
Peak 15-Min: 8:45 AM -- 9:00 AM

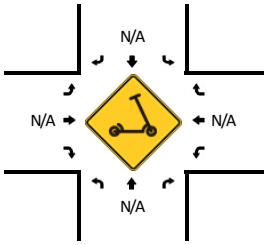












R* = RTOR

15-Min Count Period Beginning At	Nielsen Point Pl/Fillmore St (Northbound)					Nielsen Point Pl/Fillmore St (Southbound)					Fillmore St (Eastbound)					Fillmore St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	2	4	0	0	0	1	0	0	0	0	0	0	0	0	7	0	3	0	0	17	
7:15 AM	0	6	12	0	0	1	1	0	0	0	0	0	0	0	0	5	0	0	0	0	25	
7:30 AM	0	0	7	0	0	1	3	0	0	0	0	0	0	0	0	6	0	8	0	0	25	
7:45 AM	0	3	12	0	0	2	1	0	0	0	0	0	0	0	0	12	0	5	0	0	35	102
8:00 AM	0	4	9	0	0	2	4	0	0	0	0	0	0	0	0	6	0	14	0	0	39	124
8:15 AM	0	4	8	0	0	4	6	0	0	0	0	0	0	0	0	11	0	6	0	0	39	138
8:30 AM	0	8	16	0	0	5	5	0	0	0	0	0	0	0	0	8	0	6	0	0	48	161
8:45 AM	0	4	21	1	0	5	10	0	0	0	0	0	0	0	0	20	0	18	1	0	80	206

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	16	84	4	0	20	40	0	0	0	0	0	0	0	0	80	0	72	4	0	320
Heavy Trucks	0	0	4			0	0	0			0	0	0			0	0	0			4
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

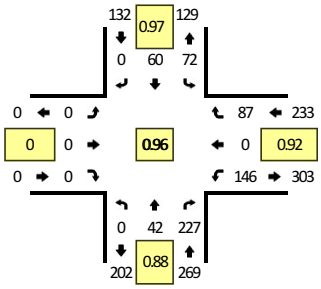
Report generated on 10/3/2025 9:12 AM

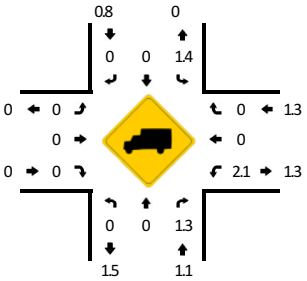
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

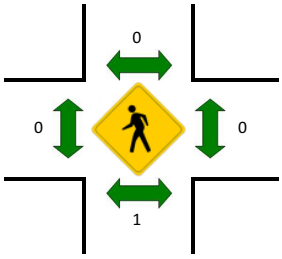
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Nielsen Point Pl/Fillmore St -- Fillmore St | **QC JOB #:** 17205707
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

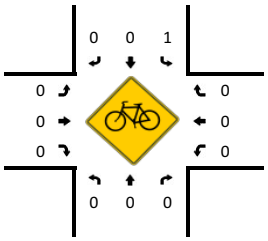
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

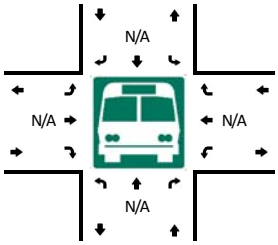




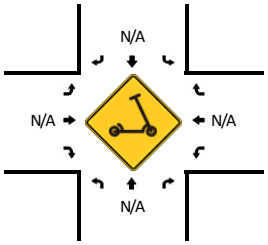












R* = RTOR

15-Min Count Period Beginning At	Nielsen Point Pl/Fillmore St (Northbound)					Nielsen Point Pl/Fillmore St (Southbound)					Fillmore St (Eastbound)					Fillmore St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	9	52	0	0	27	16	0	0	0	0	0	0	0	0	36	0	15	0	0	155	
4:15 PM	0	12	48	0	0	15	14	0	0	0	0	0	0	0	0	32	0	27	0	0	148	
4:30 PM	0	6	44	0	0	14	13	0	0	0	0	0	0	0	0	23	0	25	0	0	125	
4:45 PM	0	11	60	0	0	14	20	0	0	0	0	0	0	0	0	33	0	19	1	0	158	586
5:00 PM	0	10	66	0	0	21	13	0	0	0	0	0	0	0	0	36	0	18	1	0	165	596
5:15 PM	0	13	55	0	0	16	15	0	0	0	0	0	0	0	0	38	0	24	1	0	162	610
5:30 PM	0	8	46	0	0	21	12	0	0	0	0	0	0	0	0	35	0	26	1	0	149	634
5:45 PM	0	8	42	1	0	16	6	0	0	0	0	0	0	0	0	25	0	20	2	0	120	596

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	40	264	0	0	84	52	0	0	0	0	0	0	0	0	144	0	72	4	0	660
Heavy Trucks	0	0	0			0	0	0			0	0	0			4	0	0			4
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

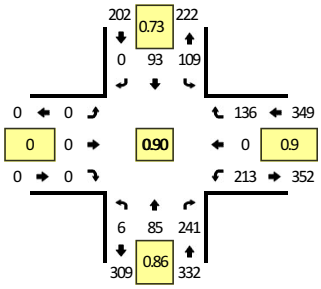
Report generated on 10/3/2025 9:12 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

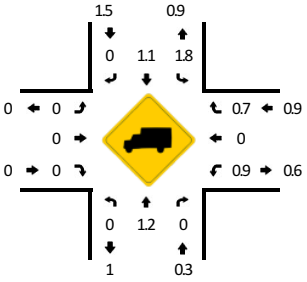
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Nielsen Point Pl/Fillmore St -- Fillmore St
CITY/STATE: Twin Falls, ID

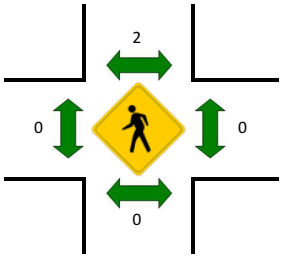
QC JOB #: 17205708
DATE: Sat, Sep 20 2025

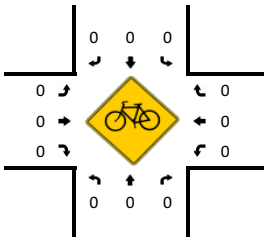
Peak-Hour: 11:45 AM -- 12:45 PM
Peak 15-Min: 12:00 PM -- 12:15 PM

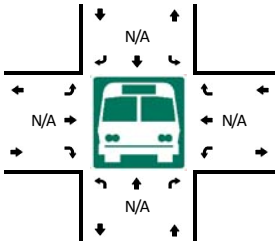


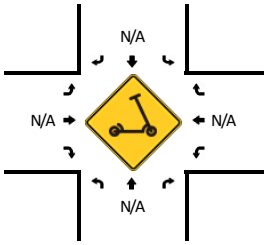


TRUE DATA TO IMPROVE MOBILITY









R* = RTOR

15-Min Count Period Beginning At	Nielsen Point Pl/Fillmore St (Northbound)					Nielsen Point Pl/Fillmore St (Southbound)					Fillmore St (Eastbound)					Fillmore St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	0	13	46	0	0	20	9	0	0	0	0	0	0	0	0	33	0	29	0	0	150	
11:15 AM	0	25	45	0	0	17	10	0	0	0	0	0	0	0	0	40	0	30	0	0	167	
11:30 AM	0	13	47	0	0	23	15	0	0	0	0	0	0	0	0	48	0	24	1	0	171	
11:45 AM	0	23	62	2	0	17	20	0	0	0	0	0	0	0	0	50	0	36	0	0	210	698
12:00 PM	0	28	48	4	0	39	29	0	1	0	0	0	0	0	0	53	0	43	1	0	246	794
12:15 PM	0	19	49	0	0	29	21	0	0	0	0	0	0	0	0	57	0	32	2	0	209	836
12:30 PM	0	15	82	0	0	23	23	0	0	0	0	0	0	0	0	50	0	25	0	0	218	883
12:45 PM	0	11	65	1	0	21	14	0	0	0	0	0	0	0	0	51	0	32	0	0	195	868

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	112	192	16	0	156	116	0	4	0	0	0	0	0	0	212	0	172	4	0	984
Heavy Trucks	0	0	0			4	0	0			0	0	0			0	0	4			8
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

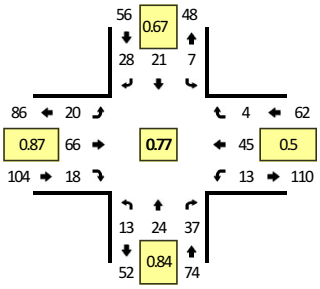
Type of peak hour being reported: Intersection Peak

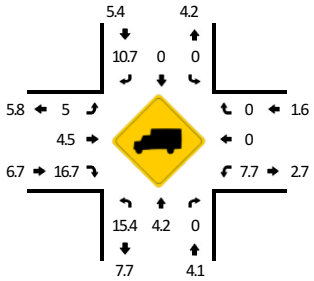
Method for determining peak hour: Total Entering Volume

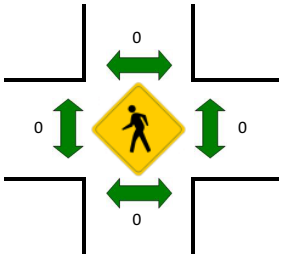
LOCATION: Canyon Springs Rd -- Fillmore St
CITY/STATE: Twin Falls, ID

QC JOB #: 17205709
DATE: Thu, Sep 18 2025

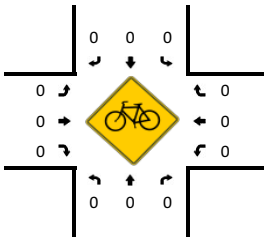
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

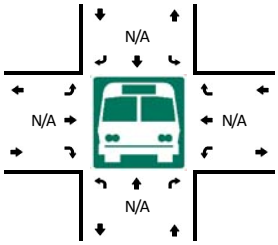


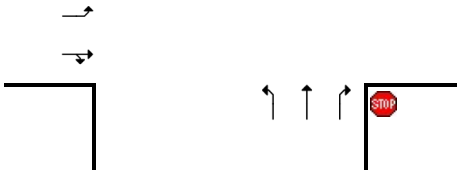


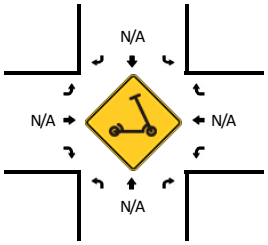












R* = RTOR

15-Min Count Period Beginning At	Canyon Springs Rd (Northbound)					Canyon Springs Rd (Southbound)					Fillmore St (Eastbound)					Fillmore St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	1	5	3	0	0	0	0	1	0	0	6	4	6	0	0	3	2	2	0	0	33	
7:15 AM	4	10	6	0	0	3	1	0	0	0	13	7	2	0	0	0	8	1	0	0	55	
7:30 AM	2	1	9	0	0	0	3	3	0	0	5	5	4	0	0	0	6	2	0	0	40	
7:45 AM	6	5	9	0	0	0	1	3	0	0	5	11	2	0	0	2	13	0	0	0	57	185
8:00 AM	3	9	5	0	0	2	4	15	0	0	11	12	4	0	0	2	5	0	0	0	72	224
8:15 AM	6	5	11	0	0	0	1	3	0	0	2	9	7	0	0	0	9	0	0	0	53	222
8:30 AM	2	6	7	0	0	3	7	5	0	0	2	25	3	0	0	5	10	0	0	0	75	257
8:45 AM	2	4	14	0	0	2	9	5	0	0	5	20	4	0	0	6	21	4	0	0	96	296

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	8	16	56	0	0	8	36	20	0	0	20	80	16	0	0	24	84	16	0	0	384
Heavy Trucks	8	4	0			0	0	0			0	4	4			0	0	0			20
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

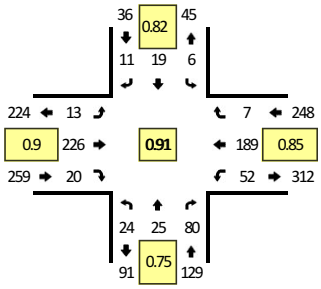
Report generated on 10/3/2025 9:12 AM

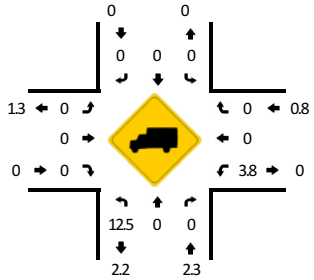
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

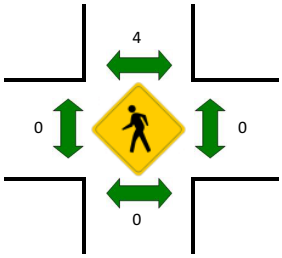
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

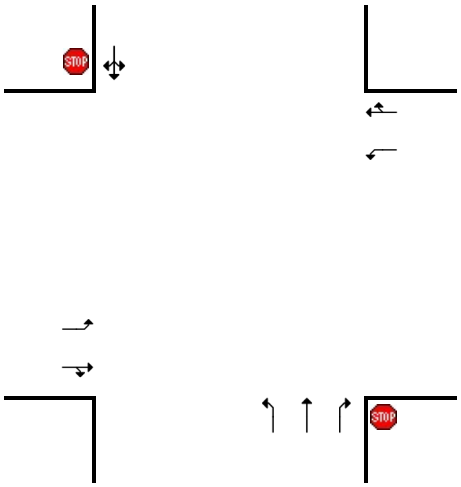
LOCATION: Canyon Springs Rd -- Fillmore St | **QC JOB #:** 17205710
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

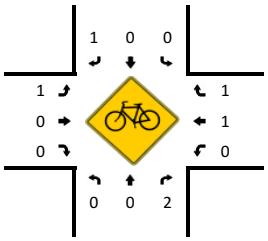
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

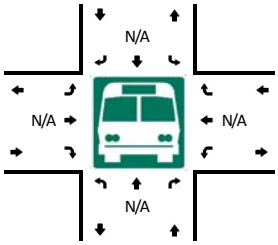


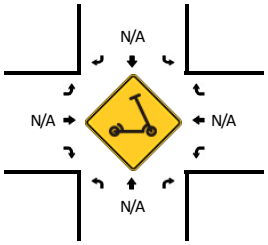












R* = RTOR

15-Min Count Period Beginning At	Canyon Springs Rd (Northbound)					Canyon Springs Rd (Southbound)					Fillmore St (Eastbound)					Fillmore St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	3	4	14	0	0	0	6	3	0	0	5	58	7	0	0	7	43	6	0	0	156	
4:15 PM	9	4	22	0	0	2	3	4	0	0	5	50	7	0	0	11	37	3	0	0	157	
4:30 PM	7	2	18	0	0	3	3	4	0	0	3	49	10	0	0	10	42	2	0	0	153	
4:45 PM	5	1	11	0	0	7	5	5	0	0	3	57	1	0	0	14	35	7	0	0	151	617
5:00 PM	5	3	25	0	0	1	4	4	0	0	2	60	7	0	0	16	38	0	0	0	165	626
5:15 PM	6	4	18	0	0	2	6	3	0	0	4	62	6	0	0	13	56	4	0	0	184	653
5:30 PM	4	6	15	0	0	2	3	2	0	0	4	60	5	0	0	8	47	2	0	0	158	658
5:45 PM	9	12	22	0	0	1	6	2	0	0	3	44	2	0	0	15	48	1	0	0	165	672

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	24	16	72	0	0	8	24	12	0	0	16	248	24	0	0	52	224	16	0	0	736
Heavy Trucks	0	0	0			0	0	0			0	0	0			4	0	0			4
Buses																					
Pedestrians		0					16					0					0				16
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

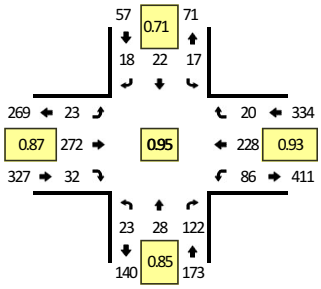
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

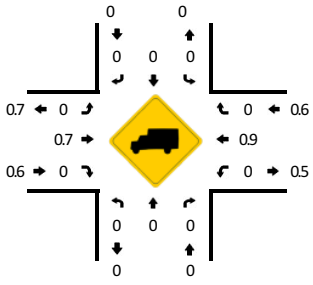
LOCATION: Canyon Springs Rd -- Fillmore St
CITY/STATE: Twin Falls, ID

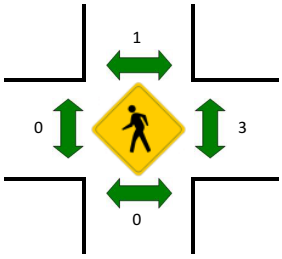
QC JOB #: 17205711
DATE: Sat, Sep 20 2025

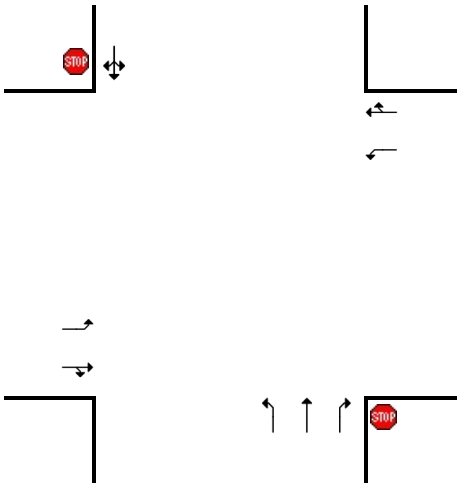
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

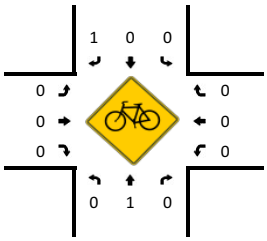


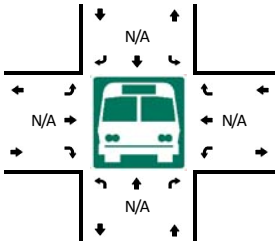


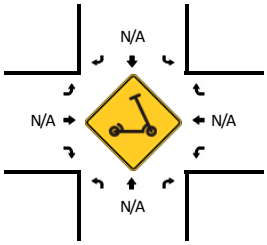












R* = RTOR

15-Min Count Period Beginning At	Canyon Springs Rd (Northbound)					Canyon Springs Rd (Southbound)					Fillmore St (Eastbound)					Fillmore St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	5	6	20	0	0	2	5	3	0	0	4	51	10	0	0	15	23	3	0	0	147	
11:15 AM	3	6	25	0	0	7	3	7	0	0	6	44	5	0	0	22	46	6	0	0	180	
11:30 AM	7	3	18	0	0	5	2	4	0	0	8	66	8	0	0	17	45	2	0	0	185	
11:45 AM	7	3	27	0	0	3	7	6	0	0	3	69	9	0	0	21	61	2	0	0	218	730
12:00 PM	8	7	32	0	0	5	11	4	0	0	9	58	7	0	0	18	61	10	0	0	230	813
12:15 PM	3	4	26	0	0	4	4	5	0	0	2	61	5	0	0	25	51	2	0	0	192	825
12:30 PM	5	3	34	0	0	2	4	5	0	0	4	79	8	0	0	21	66	3	0	0	234	874
12:45 PM	7	14	30	0	0	6	3	4	0	0	8	74	12	0	0	22	50	5	0	0	235	891

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	28	56	120	0	0	24	12	16	0	0	32	296	48	0	0	88	200	20	0	0	940
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	4	0			4
Buses																					
Pedestrians		0					0					0					4				4
Bicycles	0	4	0			0	0	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

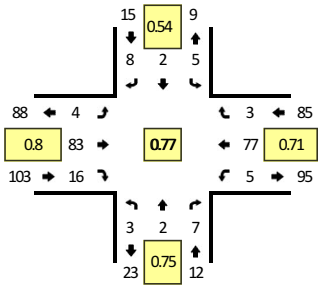
Method for determining peak hour: Total Entering Volume

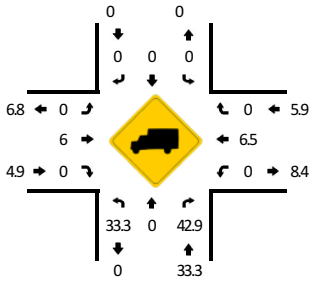
LOCATION: River View Dr -- Fillmore St
CITY/STATE: Twin Falls, ID

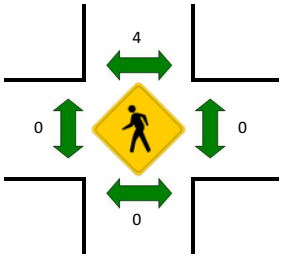
QC JOB #: 17205712
DATE: Thu, Sep 18 2025

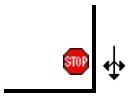
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

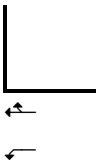
TRUE DATA TO IMPROVE MOBILITY

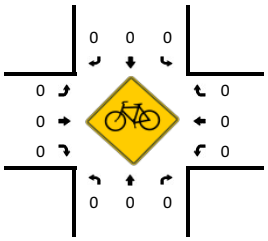


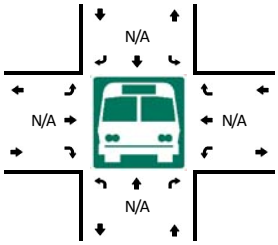


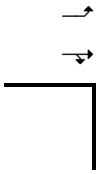


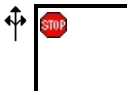


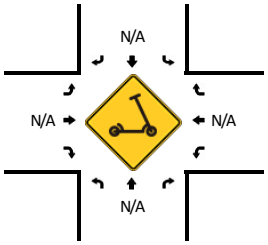












R* = RTOR

15-Min Count Period Beginning At	River View Dr (Northbound)					River View Dr (Southbound)					Fillmore St (Eastbound)					Fillmore St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	1	0	0	1	0	1	0	0	0	12	0	0	0	0	3	1	0	0	19	
7:15 AM	0	0	1	0	0	3	0	2	0	0	3	16	1	0	0	1	11	0	0	0	38	
7:30 AM	0	0	2	0	0	0	0	4	0	0	0	8	0	0	0	0	13	0	0	0	27	
7:45 AM	1	0	0	0	0	2	0	5	0	0	1	14	2	0	0	0	16	0	0	0	41	125
8:00 AM	0	0	3	0	0	1	0	2	0	0	1	20	4	0	0	1	21	1	0	0	54	160
8:15 AM	2	0	1	0	0	0	0	1	0	0	1	12	5	0	0	2	13	1	0	0	38	160
8:30 AM	0	0	2	0	0	3	0	4	0	0	0	26	2	0	0	0	16	0	0	0	53	186
8:45 AM	1	2	1	0	0	1	2	1	0	0	2	25	5	0	0	2	27	1	0	0	70	215

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	4	8	4	0	0	4	8	4	0	0	8	100	20	0	0	8	108	4	0	0	280
Heavy Trucks	0	0	4			0	0	0			0	8	0			0	8	0			20
Buses																					
Pedestrians		0					4					0					0				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

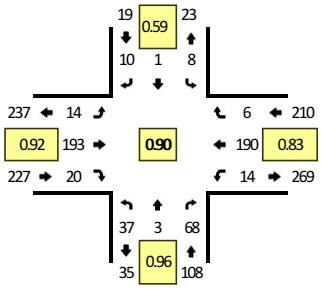
Report generated on 10/3/2025 9:12 AM

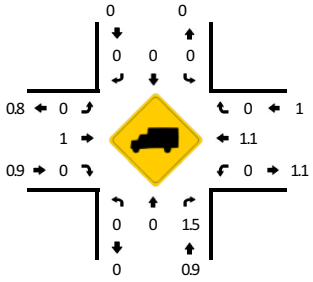
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

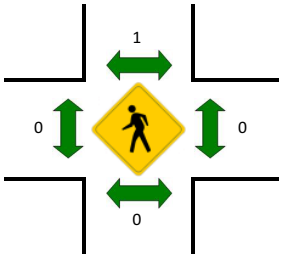
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

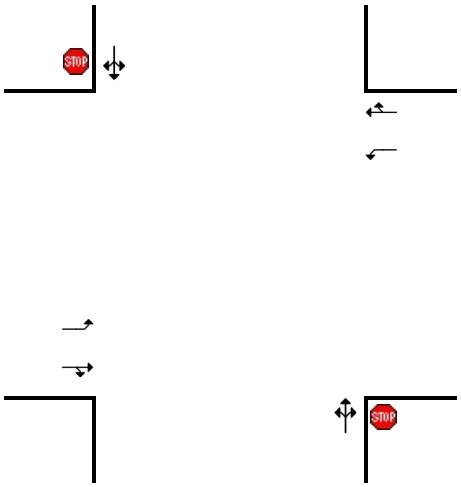
LOCATION: River View Dr -- Fillmore St | **QC JOB #:** 17205713
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

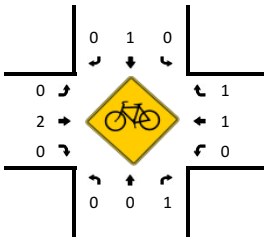
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

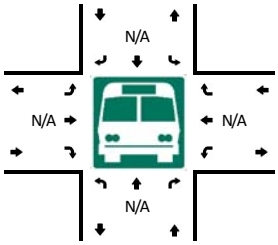


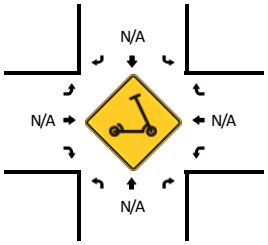












R* = RTOR

15-Min Count Period Beginning At	River View Dr (Northbound)					River View Dr (Southbound)					Fillmore St (Eastbound)					Fillmore St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	8	0	18	0	0	0	1	3	0	0	2	47	7	0	0	7	39	1	0	0	133	
4:15 PM	17	1	9	0	0	1	0	2	0	0	4	49	8	0	0	5	40	1	0	0	137	
4:30 PM	12	1	13	0	0	3	1	4	0	0	4	48	3	0	0	6	44	2	0	0	141	
4:45 PM	10	2	16	0	0	0	0	3	0	0	2	46	5	0	0	1	41	2	0	0	128	539
5:00 PM	6	0	22	0	0	2	0	1	0	0	4	45	8	0	0	0	51	0	0	0	139	545
5:15 PM	9	0	17	0	0	3	0	2	0	0	4	54	4	0	0	7	54	2	0	0	156	564
5:30 PM	6	0	18	0	0	1	0	1	0	0	1	48	3	0	0	8	44	1	0	0	131	554
5:45 PM	13	0	10	0	0	1	0	2	0	0	1	37	5	0	0	5	50	3	0	0	127	553

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	36	0	68	0	0	12	0	8	0	0	16	216	16	0	0	28	216	8	0	0	624
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					4					0					0				4
Bicycles	0	0	0			0	0	0			0	4	0			0	4	0			8
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

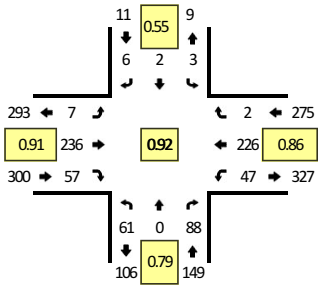
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

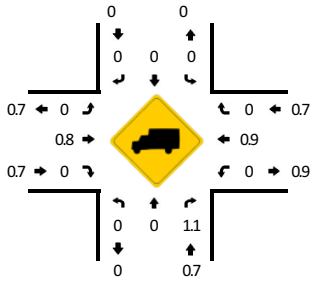
LOCATION: River View Dr -- Fillmore St
CITY/STATE: Twin Falls, ID

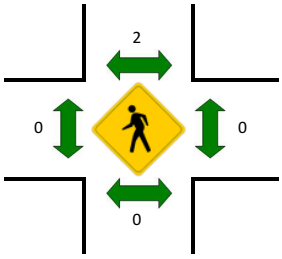
QC JOB #: 17205714
DATE: Sat, Sep 20 2025

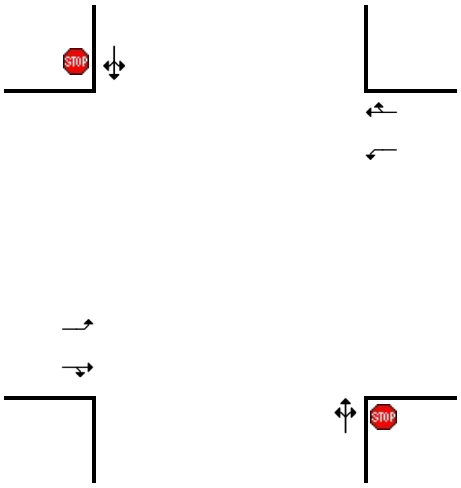
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:30 PM -- 12:45 PM

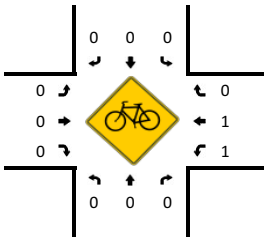


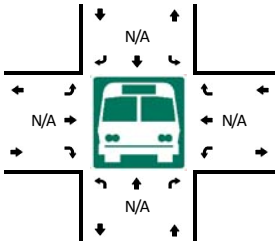


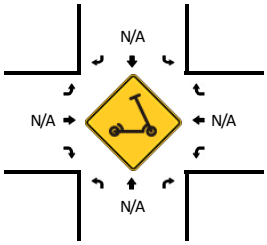












R* = RTOR

15-Min Count Period Beginning At	River View Dr (Northbound)					River View Dr (Southbound)					Fillmore St (Eastbound)					Fillmore St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	8	0	18	0	0	2	0	3	0	0	2	47	9	0	0	9	20	0	0	0	118	
11:15 AM	12	0	8	0	0	0	0	0	0	0	1	42	8	0	0	7	48	0	0	0	126	
11:30 AM	14	0	18	0	0	0	0	0	0	0	1	61	13	0	0	8	44	3	0	0	162	
11:45 AM	12	0	19	0	0	0	0	1	0	0	0	60	17	0	0	18	54	0	0	0	181	587
12:00 PM	16	0	20	0	0	1	0	1	0	0	2	53	8	0	0	11	69	0	0	0	181	650
12:15 PM	10	0	15	0	0	1	1	3	0	0	0	57	22	0	0	12	46	2	0	0	169	693
12:30 PM	18	0	23	0	0	1	1	1	0	0	3	64	15	0	0	9	64	0	0	0	199	730
12:45 PM	17	0	30	0	0	0	0	1	0	0	2	62	12	0	0	15	47	0	0	0	186	735

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	72	0	92	0	0	4	4	4	0	0	12	256	60	0	0	36	256	0	0	0	796
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	4	0			4
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			4	0	0			4
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Blue Lakes Blvd -- Fillmore St/Bridgeview Blvd

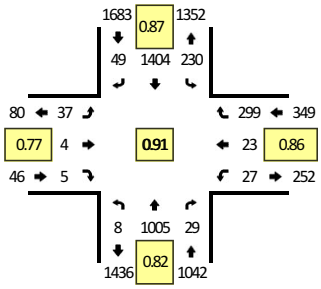
QC JOB #: 17205715

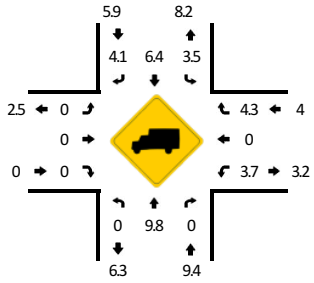
CITY/STATE: Twin Falls, ID

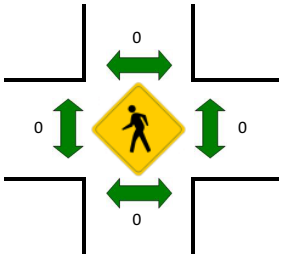
DATE: Thu, Sep 18 2025

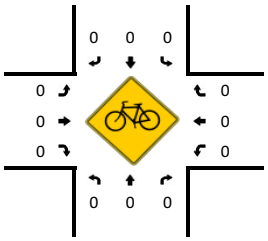
Peak-Hour: 7:30 AM -- 8:30 AM

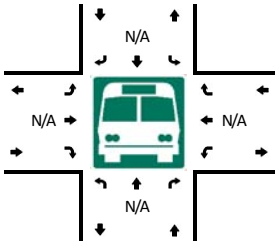
Peak 15-Min: 7:30 AM -- 7:45 AM

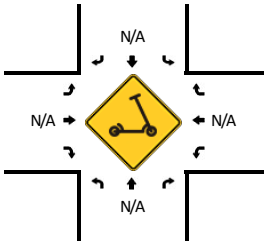












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Fillmore St/Bridgeview Blvd (Eastbound)					Fillmore St/Bridgeview Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	244	3	0	5	34	180	4	0	2	4	0	0	0	0	1	3	23	0	35	538	
7:15 AM	0	227	3	0	1	52	261	2	0	1	7	5	0	0	0	2	2	24	0	54	641	
7:30 AM	1	313	1	0	2	70	345	11	0	1	7	0	0	0	1	8	3	39	0	52	854	
7:45 AM	4	237	4	0	2	57	405	8	8	3	13	0	1	0	0	6	4	29	0	43	824	2857
8:00 AM	2	210	8	0	0	44	313	6	1	7	6	3	0	0	0	8	12	24	0	56	700	3019
8:15 AM	1	245	10	0	2	48	341	7	2	6	11	1	0	0	3	5	4	21	0	35	742	3120
8:30 AM	2	207	10	0	4	66	352	7	0	0	12	5	1	0	2	8	5	15	0	45	741	3007
8:45 AM	2	175	9	0	7	65	338	20	1	8	14	8	1	0	2	8	9	20	0	34	721	2904

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	4	1252	12	0	8	280	1380	48	0	4	28	0	4	0	4	32	12	364	0	208	3640
Heavy Trucks	0	116	0			4	84	4			0	0	0			0	0	16			224
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

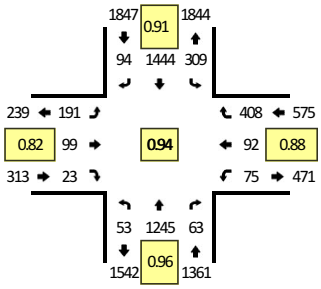
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

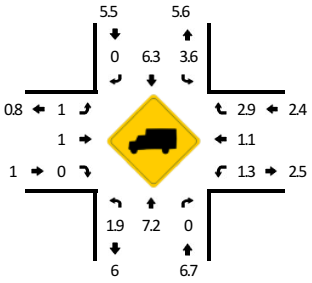
LOCATION: Blue Lakes Blvd -- Fillmore St/Bridgeview Blvd
CITY/STATE: Twin Falls, ID

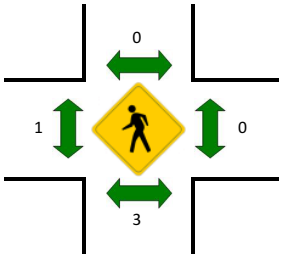
QC JOB #: 17205716
DATE: Thu, Sep 18 2025

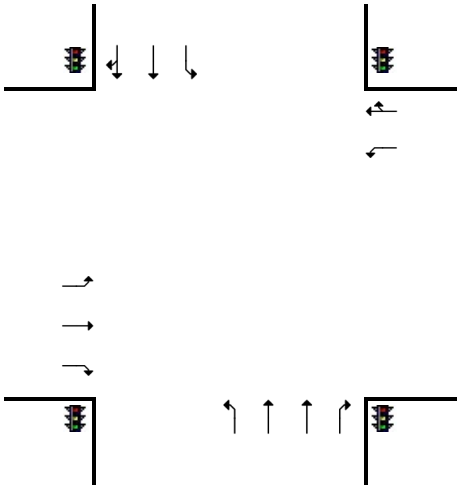
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

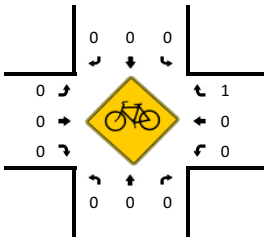


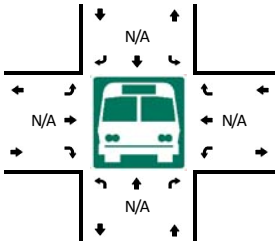


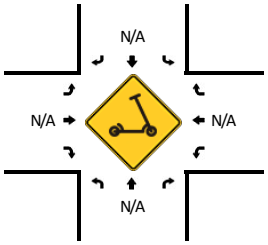












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Fillmore St/Bridgeview Blvd (Eastbound)					Fillmore St/Bridgeview Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	11	282	16	0	4	84	352	20	0	7	35	27	4	0	8	19	18	39	0	55	981	
4:15 PM	12	263	9	0	4	84	322	21	0	3	34	27	5	0	3	16	21	53	0	55	932	
4:30 PM	15	255	15	0	4	97	374	16	0	3	34	24	0	0	2	16	16	41	0	54	966	
4:45 PM	13	312	18	0	5	70	379	20	0	8	41	23	2	0	3	12	18	42	0	34	1000	3879
5:00 PM	9	306	11	0	4	78	329	17	0	3	54	34	2	0	5	22	33	66	0	43	1016	3914
5:15 PM	13	332	7	0	4	85	397	22	0	1	45	22	2	0	3	25	18	69	0	50	1095	4077
5:30 PM	18	295	11	0	3	76	339	15	0	8	51	20	2	0	4	16	23	66	0	38	985	4096
5:45 PM	13	263	11	0	7	96	362	16	0	3	28	21	4	0	2	21	14	54	0	56	971	4067

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	52	1328	44	0	16	340	1588	92	0	4	180	88	20	0	12	100	72	476	0	200	4612
Heavy Trucks	0	80	0			8	116	0			0	0	0			0	4	20			228
Buses																					
Pedestrians		8					0					4					0				12
Bicycles	0	0	0			0	0	0			0	0	0			0	0	4			4
Scooters																					

Comments:

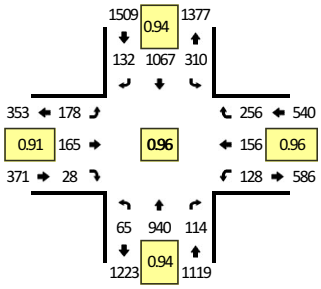
Report generated on 10/3/2025 9:12 AM

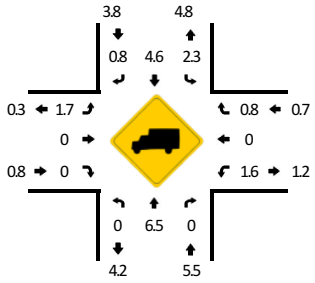
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

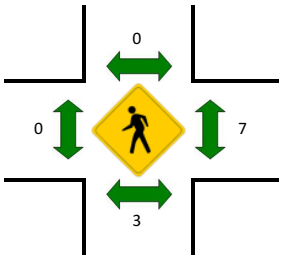
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

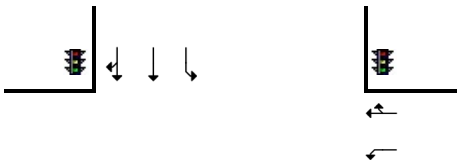
LOCATION: Blue Lakes Blvd -- Fillmore St/Bridgeview Blvd | **QC JOB #:** 17205717
CITY/STATE: Twin Falls, ID | **DATE:** Sat, Sep 20 2025

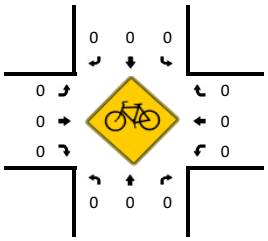
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:00 PM -- 12:15 PM

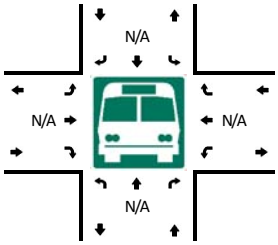


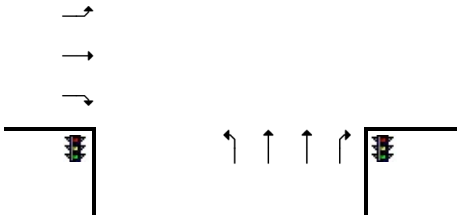


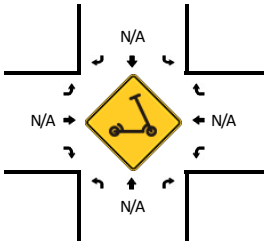












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Fillmore St/Bridgeview Blvd (Eastbound)					Fillmore St/Bridgeview Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	9	200	22	0	2	81	263	23	0	10	33	27	2	0	7	21	24	24	0	35	783	
11:15 AM	9	208	18	0	12	76	241	16	0	12	26	31	1	0	6	26	32	23	0	34	771	
11:30 AM	13	222	18	0	6	71	273	26	0	6	30	31	4	0	2	31	33	34	0	26	826	
11:45 AM	17	213	17	0	7	83	253	31	1	6	35	46	3	0	2	25	36	26	0	35	836	3216
12:00 PM	15	245	26	0	11	70	290	35	2	6	35	38	3	0	5	23	46	36	0	34	920	3353
12:15 PM	19	222	15	0	10	83	264	22	0	7	47	36	5	0	2	36	39	24	0	35	866	3448
12:30 PM	11	236	14	0	8	68	260	22	1	7	48	45	3	0	2	28	36	29	0	34	852	3474
12:45 PM	20	237	24	0	6	86	253	20	0	13	48	46	2	0	6	41	35	32	0	32	901	3539

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	60	980	148	0	44	280	1160	164	8	24	140	152	32	0	20	92	184	280	0	136	3904
Heavy Trucks	0	76	0			4	48	4			4	0	0			4	0	4			144
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Blue Lakes Blvd -- Canyon Springs Rd/Magic Valley Mall Dwy

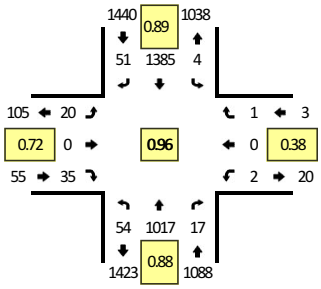
QC JOB #: 17205718

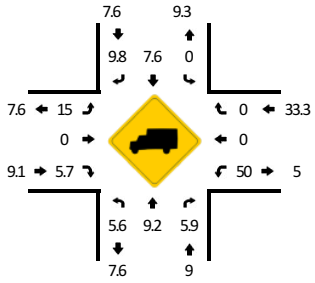
CITY/STATE: Twin Falls, ID

DATE: Thu, Sep 18 2025

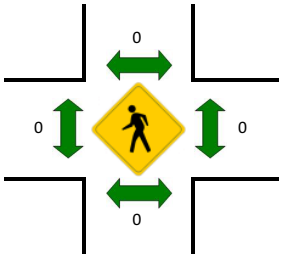
Peak-Hour: 7:30 AM -- 8:30 AM

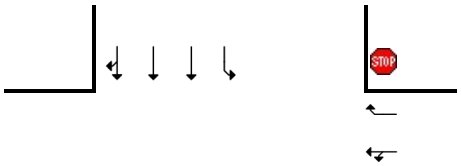
Peak 15-Min: 7:45 AM -- 8:00 AM

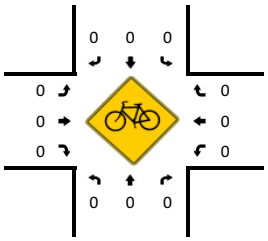


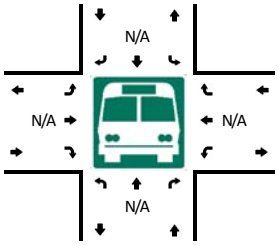


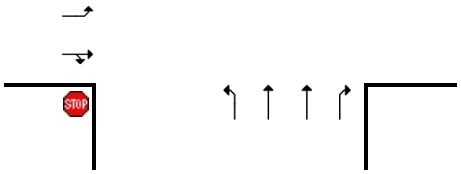
TRUE DATA TO IMPROVE MOBILITY

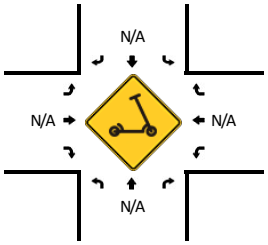












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Canyon Springs Rd/Magic Valley Mall Dwy (Eastbound)					Canyon Springs Rd/Magic Valley Mall Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	7	241	1	0	0	1	183	6	0	0	5	0	6	0	0	0	0	0	0	0	450	
7:15 AM	15	245	0	0	0	0	262	6	0	0	4	0	3	0	0	0	0	0	0	0	535	
7:30 AM	5	302	1	0	0	3	341	3	1	0	1	0	12	0	0	0	0	0	0	0	669	
7:45 AM	20	235	2	0	0	0	392	12	0	0	2	0	7	1	0	1	0	0	0	0	672	2326
8:00 AM	12	216	7	0	0	0	313	15	0	0	9	0	10	0	0	0	0	0	0	0	582	2458
8:15 AM	16	264	7	1	0	0	339	21	0	0	7	0	6	0	0	1	0	1	0	0	663	2586
8:30 AM	14	207	7	0	0	0	341	12	0	0	3	0	15	0	0	0	0	0	0	0	599	2516
8:45 AM	18	201	5	0	0	1	364	7	0	0	3	1	23	0	0	0	0	0	0	0	623	2467

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	80	940	8	0	0	0	1568	48	0	0	8	0	28	4	0	4	0	0	0	0	2688
Heavy Trucks	12	84	0			0	96	4			0	0	4			0	0	0			200
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

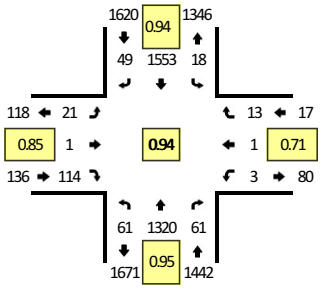
Type of peak hour being reported: Intersection Peak

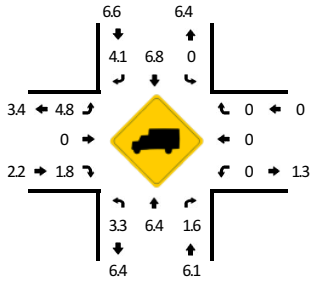
Method for determining peak hour: Total Entering Volume

LOCATION: Blue Lakes Blvd -- Canyon Springs Rd/Magic Valley Mall Dwy
CITY/STATE: Twin Falls, ID

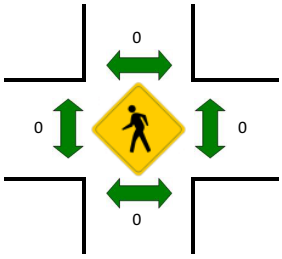
QC JOB #: 17205719
DATE: Thu, Sep 18 2025

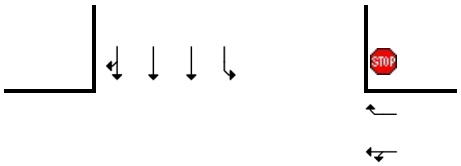
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

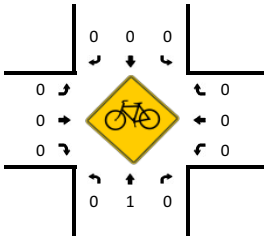


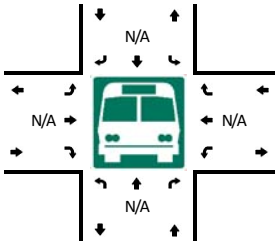


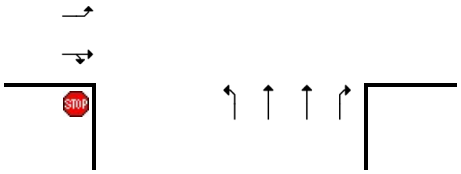
TRUE DATA TO IMPROVE MOBILITY

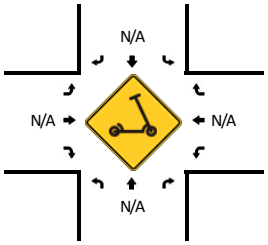












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Canyon Springs Rd/Magic Valley Mall Dwy (Eastbound)					Canyon Springs Rd/Magic Valley Mall Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	14	321	15	0	0	5	383	19	0	0	3	0	21	0	0	0	3	3	0	0	787	
4:15 PM	16	278	22	0	0	3	348	10	0	0	2	0	24	0	0	2	0	4	0	0	709	
4:30 PM	11	316	19	0	0	6	376	8	0	0	4	0	26	2	0	1	1	4	0	0	774	
4:45 PM	9	313	16	0	0	4	413	13	0	0	2	0	31	2	0	1	0	4	0	0	808	3078
5:00 PM	20	348	13	0	0	1	355	12	0	0	2	0	25	2	0	1	0	3	0	0	782	3073
5:15 PM	20	343	13	1	0	7	409	16	0	0	5	1	32	2	0	0	0	2	0	0	851	3215
5:30 PM	19	325	18	1	0	2	362	6	0	0	4	0	20	1	0	2	1	0	0	0	761	3202
5:45 PM	23	298	17	0	0	4	357	18	0	0	2	1	22	1	0	0	2	2	0	0	747	3141

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	80	1372	52	4	0	28	1636	64	0	0	20	4	128	8	0	0	0	8	0	0	3404
Heavy Trucks	4	76	0			0	108	4			4	0	4			0	0	0			200
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

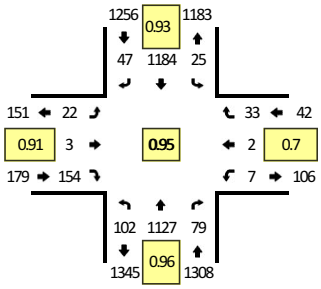
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Blue Lakes Blvd -- Canyon Springs Rd/Magic Valley Mall Dwy | **QC JOB #:** 17205720

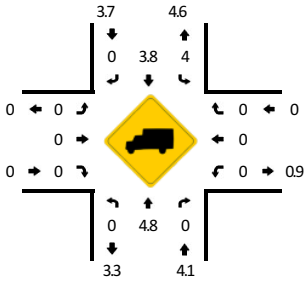
CITY/STATE: Twin Falls, ID | **DATE:** Sat, Sep 20 2025

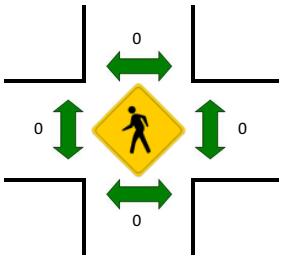
Peak-Hour: 12:00 PM -- 1:00 PM

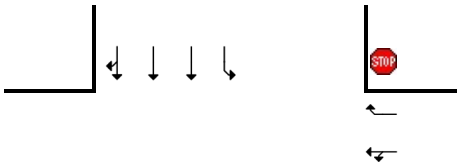
Peak 15-Min: 12:00 PM -- 12:15 PM

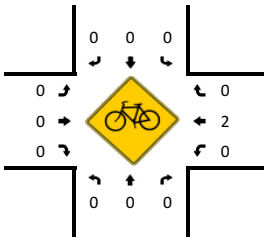


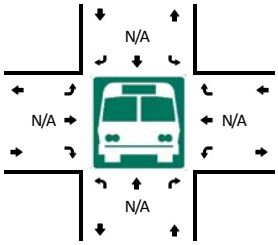


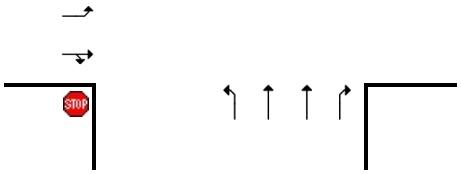


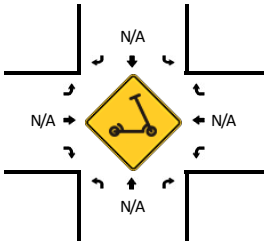












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Canyon Springs Rd/Magic Valley Mall Dwy (Eastbound)					Canyon Springs Rd/Magic Valley Mall Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	23	227	24	0	0	6	269	14	0	0	4	0	33	0	0	3	0	3	0	0	606	
11:15 AM	22	247	27	0	0	2	257	8	0	0	2	0	43	0	0	2	2	3	0	0	615	
11:30 AM	20	249	25	0	0	8	307	9	0	0	4	1	31	0	0	0	1	10	0	0	665	
11:45 AM	29	276	31	0	0	3	267	9	0	0	7	0	36	0	0	4	2	9	0	0	673	2559
12:00 PM	24	301	15	0	0	6	315	15	0	0	7	0	42	0	0	1	0	6	0	0	732	2685
12:15 PM	23	293	17	0	0	3	289	11	1	0	6	1	39	0	0	3	1	6	0	0	693	2763
12:30 PM	24	270	23	0	0	5	282	12	0	0	5	0	38	0	0	3	1	6	0	0	669	2767
12:45 PM	31	263	24	0	0	10	298	9	0	0	4	2	35	0	0	0	0	15	0	0	691	2785

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	96	1204	60	0	0	24	1260	60	0	0	28	0	168	0	0	4	0	24	0	0	2928
Heavy Trucks	0	60	0			0	52	0			0	0	0			0	0	0			112
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

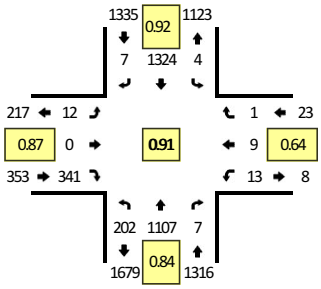
Type of peak hour being reported: Intersection Peak

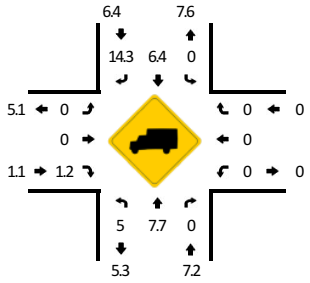
Method for determining peak hour: Total Entering Volume

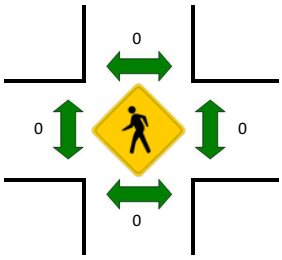
LOCATION: US 93 -- Golf Course Rd/Shoshone Falls Rd
CITY/STATE: Jerome, ID

QC JOB #: 17205721
DATE: Thu, Sep 18 2025

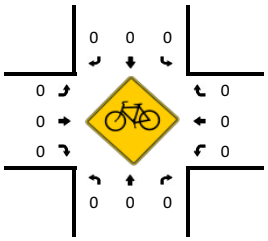
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

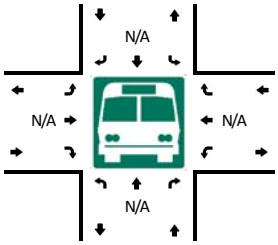


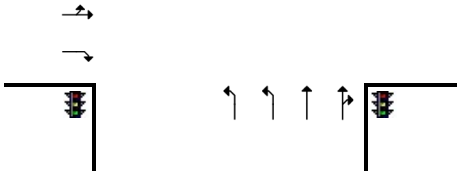


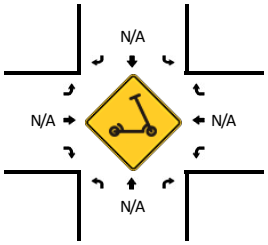












R* = RTOR

15-Min Count Period Beginning At	US 93 (Northbound)					US 93 (Southbound)					Golf Course Rd/Shoshone Falls Rd (Eastbound)					Golf Course Rd/Shoshone Falls Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	53	248	2	0	0	0	177	1	0	0	3	0	37	0	11	2	0	0	0	0	534	
7:15 AM	44	257	0	0	0	0	235	1	0	0	3	0	70	0	15	1	0	0	0	0	626	
7:30 AM	54	340	0	0	0	0	332	1	2	0	4	0	64	0	33	6	0	0	0	0	836	
7:45 AM	47	273	0	0	0	1	358	3	1	0	6	0	64	0	29	4	0	0	0	0	786	2782
8:00 AM	43	254	2	1	0	0	300	0	0	0	0	0	59	0	30	2	2	0	0	0	693	2941
8:15 AM	57	240	3	0	2	0	334	3	0	0	2	0	41	0	21	1	7	0	0	1	712	3027
8:30 AM	49	230	2	0	1	4	313	5	0	1	1	0	68	0	19	3	4	1	0	0	701	2892
8:45 AM	30	185	1	1	0	0	330	2	0	0	1	0	82	0	9	4	6	0	0	0	651	2757

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	216	1360	0	0	0	0	1328	4	8	0	16	0	388	0	132	24	0	0	0	0	3476
Heavy Trucks	4	108	0			0	64	0			0	0	4			0	0	0			180
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

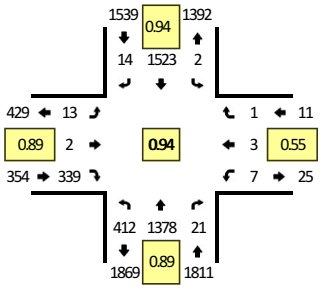
Type of peak hour being reported: Intersection Peak

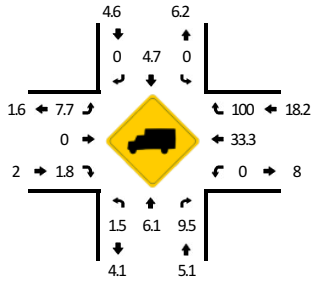
Method for determining peak hour: Total Entering Volume

LOCATION: US 93 -- Golf Course Rd/Shoshone Falls Rd
CITY/STATE: Jerome, ID

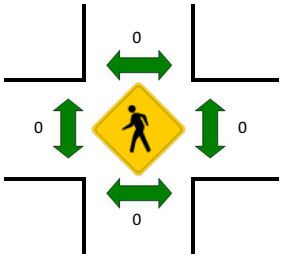
QC JOB #: 17205722
DATE: Thu, Sep 18 2025

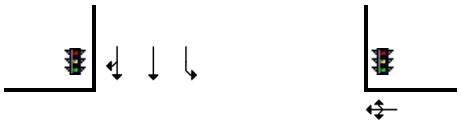
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

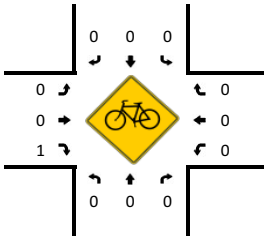


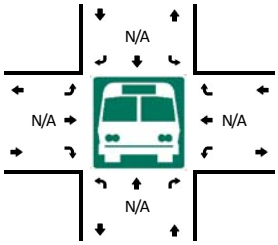


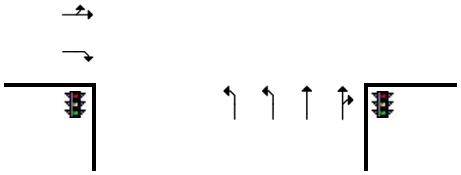
TRUE DATA TO IMPROVE MOBILITY

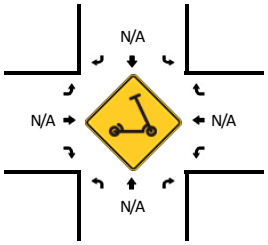












R* = RTOR

15-Min Count Period Beginning At	US 93 (Northbound)					US 93 (Southbound)					Golf Course Rd/Shoshone Falls Rd (Eastbound)					Golf Course Rd/Shoshone Falls Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	91	304	1	0	0	0	352	0	1	0	3	0	60	0	15	0	0	0	0	0	827	
4:15 PM	99	323	1	0	0	1	345	1	0	1	3	0	75	0	18	0	0	0	0	0	867	
4:30 PM	81	309	0	0	0	1	408	3	0	0	3	0	83	0	17	0	0	0	0	0	905	
4:45 PM	96	283	9	0	0	0	349	2	0	0	3	0	86	0	25	0	0	0	0	0	853	3452
5:00 PM	92	363	2	0	0	0	406	3	0	0	4	0	64	0	8	0	0	0	0	0	942	3567
5:15 PM	119	384	5	0	1	0	374	0	0	1	1	1	76	0	21	1	1	0	0	0	985	3685
5:30 PM	106	350	5	0	0	0	349	3	0	2	5	1	70	0	16	2	2	0	0	0	911	3691
5:45 PM	95	281	7	0	1	2	394	5	0	0	3	0	57	0	27	4	0	1	0	0	877	3715

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	476	1536	24	0	4	0	1496	4	0	4	4	4	388	0	84	4	4	0	0	0	4032
Heavy Trucks	4	72	0			0	52	0			0	0	0			0	4	0			132
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

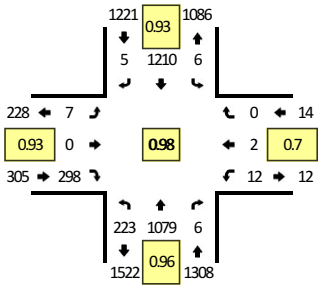
Type of peak hour being reported: Intersection Peak

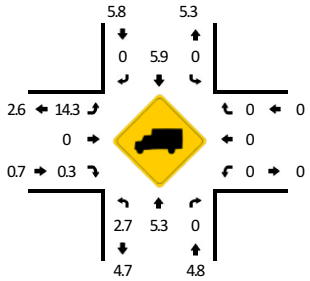
Method for determining peak hour: Total Entering Volume

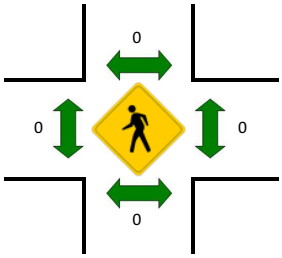
LOCATION: US 93 -- Golf Course Rd/Shoshone Falls Rd
CITY/STATE: Jerome, ID

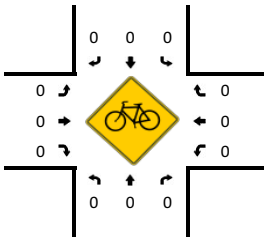
QC JOB #: 17205723
DATE: Sat, Sep 20 2025

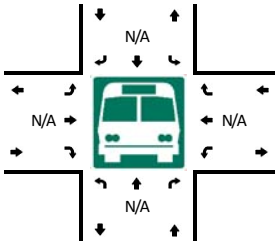
Peak-Hour: 11:45 AM -- 12:45 PM
Peak 15-Min: 12:30 PM -- 12:45 PM

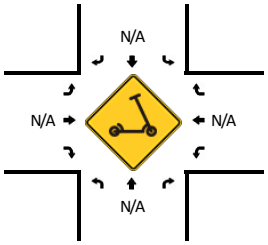












R* = RTOR

15-Min Count Period Beginning At	US 93 (Northbound)					US 93 (Southbound)					Golf Course Rd/Shoshone Falls Rd (Eastbound)					Golf Course Rd/Shoshone Falls Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	57	226	2	0	0	0	304	2	0	0	1	0	34	0	21	4	0	1	0	1	653	
11:15 AM	67	223	1	0	1	0	253	5	0	0	0	0	61	0	25	1	0	1	0	0	638	
11:30 AM	60	226	6	0	1	0	313	5	0	0	1	0	48	0	14	3	0	0	0	0	677	
11:45 AM	55	258	3	0	0	1	297	2	0	0	1	0	57	0	24	2	0	0	0	0	700	2668
12:00 PM	55	261	0	1	1	2	324	2	0	0	2	0	43	0	23	3	1	0	0	0	718	2733
12:15 PM	67	266	1	1	0	2	279	0	0	0	3	0	62	0	17	5	0	0	0	0	703	2798
12:30 PM	44	294	1	0	0	1	310	1	0	0	1	0	54	0	18	2	1	0	0	0	727	2848
12:45 PM	65	271	2	0	0	0	274	2	0	0	1	0	55	0	14	3	1	1	0	0	689	2837

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	176	1176	4	0	0	4	1240	4	0	0	4	0	288	0	72	8	4	0	0	0	2980
Heavy Trucks	0	60	0			0	68	0			4	0	4			0	0	0			136
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

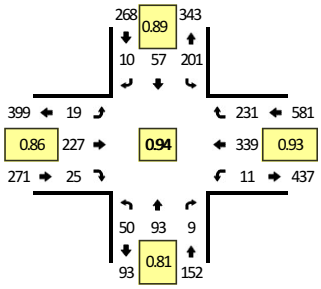
Method for determining peak hour: Total Entering Volume

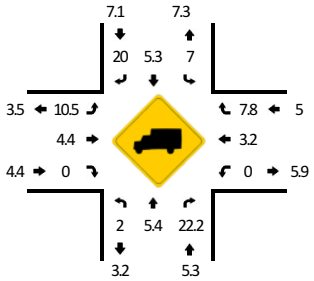
LOCATION: Bridgeview Blvd -- Pole Line Rd
CITY/STATE: Twin Falls, ID

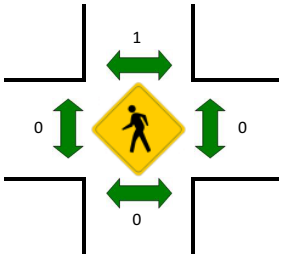
QC JOB #: 17205724
DATE: Thu, Sep 18 2025

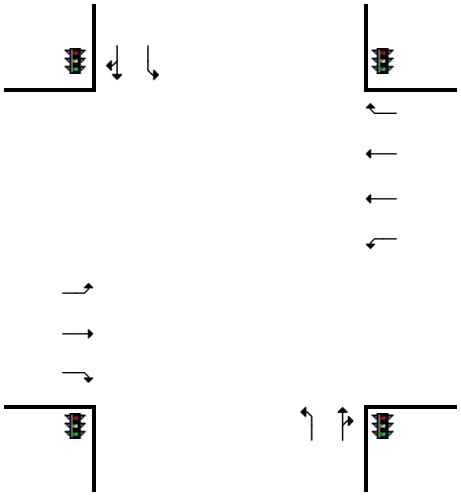
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

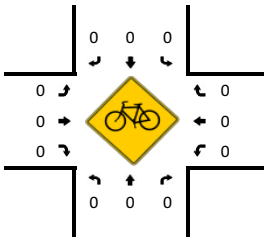
TRUE DATA TO IMPROVE MOBILITY

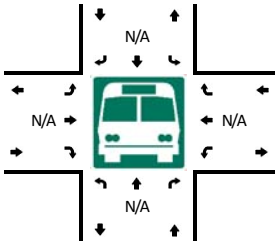


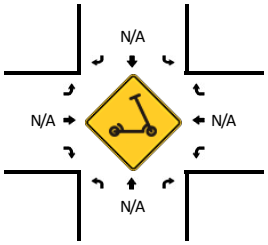












R* = RTOR

15-Min Count Period Beginning At	Bridgeview Blvd (Northbound)					Bridgeview Blvd (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	5	20	1	0	0	27	13	1	0	0	2	33	3	0	0	3	43	23	0	24	198	
7:15 AM	10	19	1	0	2	41	10	0	0	1	6	34	3	0	4	2	58	39	0	17	247	
7:30 AM	20	26	1	0	0	62	12	1	0	0	4	43	0	0	5	2	79	33	0	41	329	
7:45 AM	13	20	2	0	0	54	18	2	0	1	5	63	4	0	5	4	92	21	0	33	337	1111
8:00 AM	9	24	4	0	1	47	14	1	0	1	4	69	3	0	3	3	84	44	0	26	337	1250
8:15 AM	8	23	1	0	0	38	13	3	0	1	6	52	3	0	2	2	84	22	0	11	269	1272
8:30 AM	8	15	7	0	3	43	21	4	0	2	13	58	3	0	3	4	88	24	0	23	319	1262
8:45 AM	14	17	5	0	2	46	14	8	0	1	11	58	6	0	2	6	78	32	0	18	318	1243

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	52	80	8	0	0	216	72	12	0	4	20	252	36	0	20	16	368	216	0	132	1504
Heavy Trucks	4	4	4			12	8	4			0	8	0			0	16	8			68
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

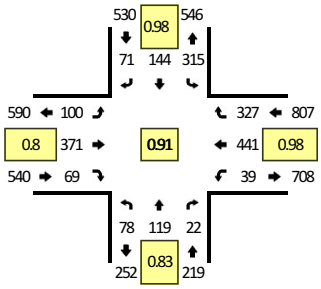
Type of peak hour being reported: Intersection Peak

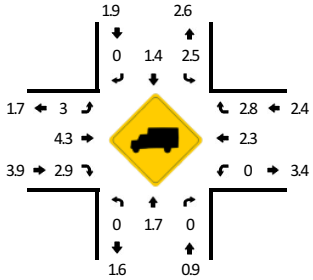
Method for determining peak hour: Total Entering Volume

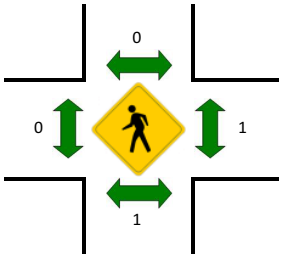
LOCATION: Bridgeview Blvd -- Pole Line Rd
CITY/STATE: Twin Falls, ID

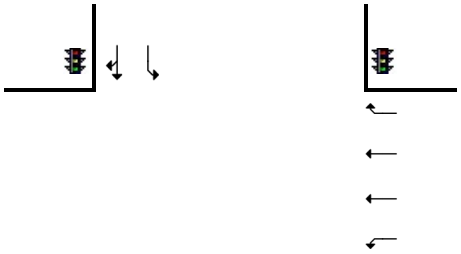
QC JOB #: 17205725
DATE: Thu, Sep 18 2025

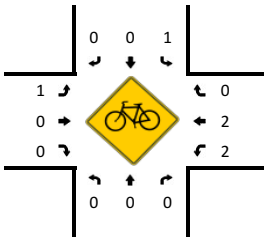
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

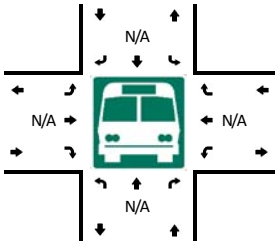


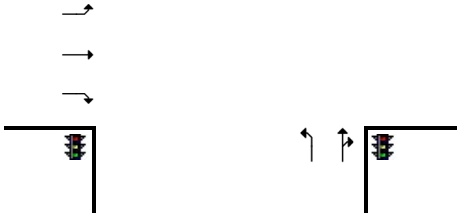


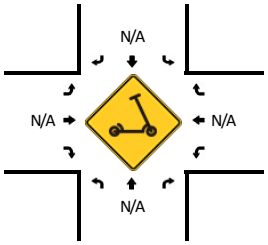












R* = RTOR

15-Min Count Period Beginning At	Bridgeview Blvd (Northbound)					Bridgeview Blvd (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	16	28	5	0	2	81	43	18	0	3	17	88	13	0	9	10	77	30	0	41	481	
4:15 PM	20	40	3	0	3	71	36	11	0	2	23	65	6	0	11	10	90	45	0	38	474	
4:30 PM	23	27	3	0	1	88	42	12	0	5	25	101	7	0	9	3	91	33	0	41	511	
4:45 PM	19	29	3	0	3	80	32	6	0	3	23	74	7	0	8	14	94	34	0	35	464	1930
5:00 PM	21	30	2	0	2	72	43	13	0	4	24	83	9	0	5	11	112	47	0	34	512	1961
5:15 PM	25	32	7	0	2	82	32	15	0	5	30	119	11	0	8	9	109	51	0	37	574	2061
5:30 PM	17	30	4	0	2	80	32	13	0	4	25	82	5	0	13	14	105	40	0	45	511	2061
5:45 PM	15	27	2	0	1	81	37	12	0	5	21	87	10	0	8	5	115	37	0	36	499	2096

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	100	128	36	0	8	328	128	80	0	20	120	476	76	0	32	36	436	352	0	148	2504
Heavy Trucks	0	4	0			16	0	0			0	20	0			0	12	24			76
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

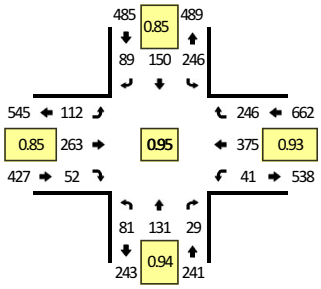
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

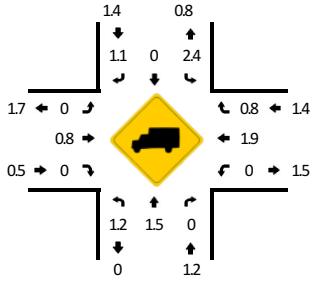
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

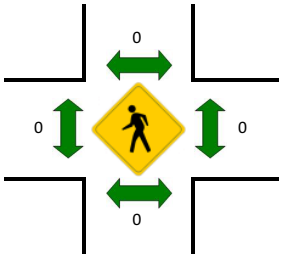
LOCATION: Bridgeview Blvd -- Pole Line Rd
CITY/STATE: Twin Falls, ID

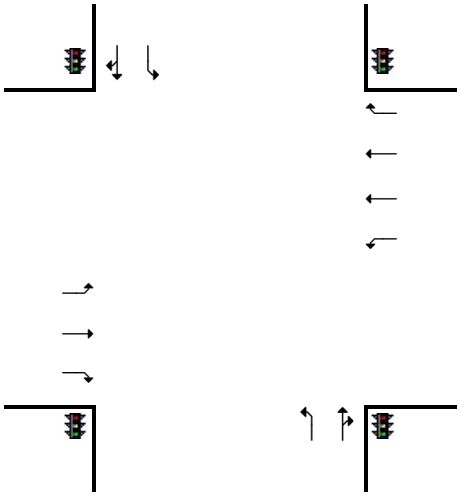
QC JOB #: 17205726
DATE: Sat, Sep 20 2025

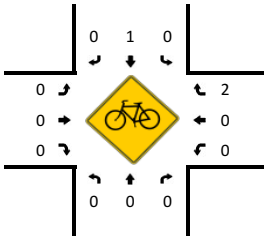
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

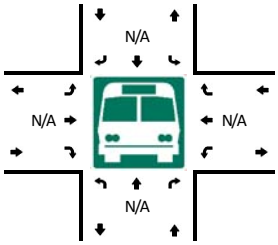


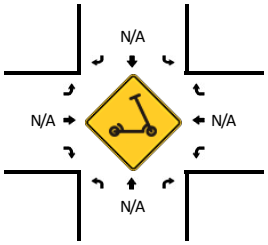












R* = RTOR

15-Min Count Period Beginning At	Bridgeview Blvd (Northbound)					Bridgeview Blvd (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	12	22	5	0	7	54	32	9	0	5	12	64	8	0	1	4	88	28	0	30	381	
11:15 AM	14	38	0	0	1	39	22	13	0	0	18	50	4	0	3	7	91	39	0	29	368	
11:30 AM	15	28	2	0	3	50	29	9	0	7	22	55	6	0	11	4	60	36	0	28	365	
11:45 AM	27	46	3	0	0	60	31	16	0	8	29	58	6	0	4	11	81	29	0	26	435	1549
12:00 PM	25	36	2	0	1	68	42	11	0	11	27	69	9	0	7	5	80	33	0	27	453	1621
12:15 PM	23	36	3	0	2	59	27	10	0	8	20	47	6	0	4	14	95	34	0	35	423	1676
12:30 PM	12	31	5	0	5	53	33	18	0	2	32	79	8	0	6	18	106	31	0	21	460	1771
12:45 PM	21	28	6	0	5	66	48	20	0	9	33	68	8	0	4	4	94	44	0	21	479	1815

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	84	112	44	0	20	264	192	116	0	36	132	272	48	0	16	16	376	260	0	84	2072
Heavy Trucks	0	0	0			4	0	0			0	4	0			0	0	0			8
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	8			8
Scooters																					

Comments:

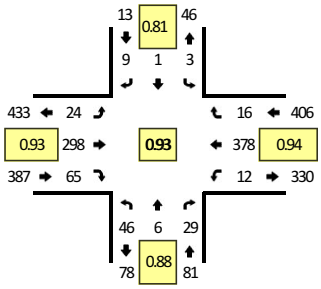
Report generated on 10/3/2025 9:12 AM

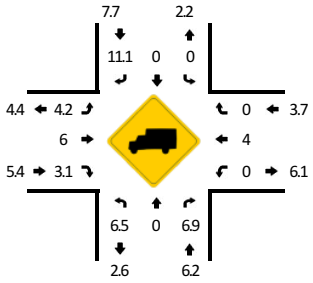
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

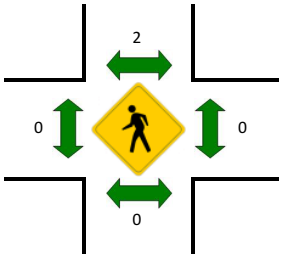
LOCATION: Magic Valley Mall Dwy/Locust St -- Pole Line Rd | **QC JOB #:** 17205727
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

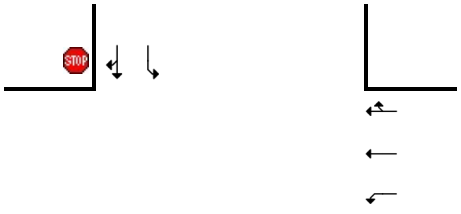
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

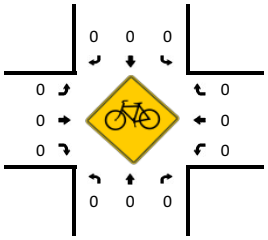


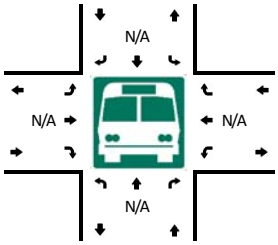


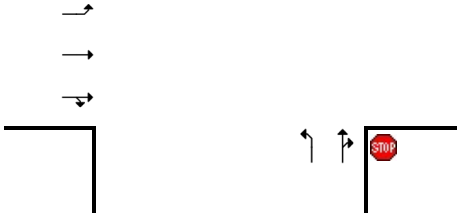
TRUE DATA TO IMPROVE MOBILITY

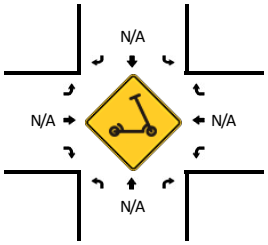












R* = RTOR

15-Min Count Period Beginning At	Magic Valley Mall Dwy/Locust St (Northbound)					Magic Valley Mall Dwy/Locust St (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	6	0	3	0	0	0	0	0	0	0	1	38	6	0	0	1	47	0	0	0	102	
7:15 AM	8	2	3	0	0	1	1	1	0	0	3	46	6	0	0	1	70	0	0	0	142	
7:30 AM	8	1	3	0	0	0	2	0	0	0	3	60	12	0	0	1	102	0	0	0	192	
7:45 AM	10	2	2	0	0	0	0	0	0	0	3	78	30	0	0	3	100	0	0	0	228	664
8:00 AM	10	2	8	0	0	1	0	2	0	0	4	74	21	0	0	0	98	3	0	0	223	785
8:15 AM	12	1	6	0	0	1	1	0	0	0	5	80	14	0	0	5	91	2	0	0	218	861
8:30 AM	8	1	10	0	0	0	0	4	0	0	5	66	14	0	0	6	88	5	0	0	207	876
8:45 AM	16	2	5	0	0	1	0	3	0	0	10	78	16	0	0	1	101	6	0	0	239	887

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	64	8	20	0	0	4	0	12	0	0	40	312	64	0	0	4	404	24	0	0	956
Heavy Trucks	0	0	0			0	0	0			0	28	0			0	16	0			44
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

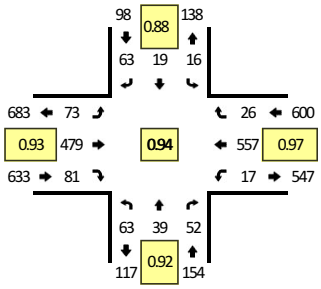
Type of peak hour being reported: Intersection Peak

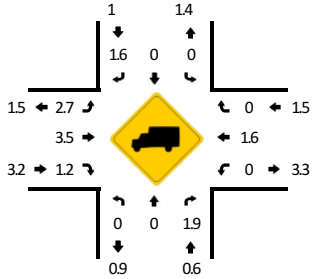
Method for determining peak hour: Total Entering Volume

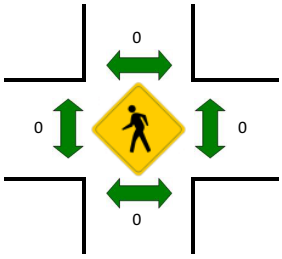
LOCATION: Magic Valley Mall Dwy/Locust St -- Pole Line Rd
CITY/STATE: Twin Falls, ID

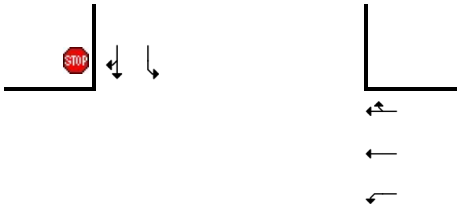
QC JOB #: 17205728
DATE: Thu, Sep 18 2025

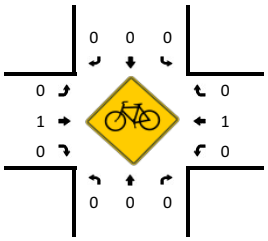
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

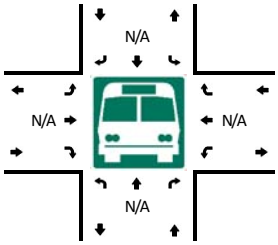


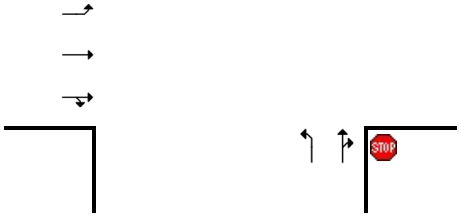


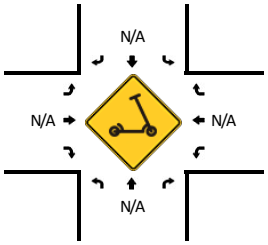












R* = RTOR

15-Min Count Period Beginning At	Magic Valley Mall Dwy/Locust St (Northbound)					Magic Valley Mall Dwy/Locust St (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	13	10	10	0	0	3	1	12	0	0	14	124	25	0	0	4	109	3	0	0	328	
4:15 PM	17	8	17	0	0	3	2	7	0	0	9	87	14	0	0	4	118	6	0	0	292	
4:30 PM	21	12	10	0	0	0	2	10	0	0	16	129	23	0	0	6	123	4	0	0	356	
4:45 PM	15	9	11	0	0	3	3	16	0	0	17	111	30	0	0	5	111	9	0	0	340	1316
5:00 PM	17	12	13	0	0	4	3	21	0	0	14	127	30	0	0	3	143	8	0	0	395	1383
5:15 PM	16	5	15	0	0	5	5	16	0	0	21	125	21	0	0	4	135	7	0	0	375	1466
5:30 PM	14	9	11	0	0	1	5	14	0	0	17	115	20	0	0	5	138	7	0	0	356	1466
5:45 PM	16	13	13	0	0	6	6	12	0	0	21	112	10	0	0	5	141	4	0	0	359	1485

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	68	48	52	0	0	16	12	84	0	0	56	508	120	0	0	12	572	32	0	0	1580
Heavy Trucks	0	0	4			0	0	0			8	20	4			0	12	0			48
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	4	0			0	0	0			4
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

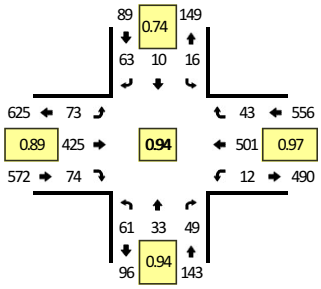
Type of peak hour being reported: Intersection Peak

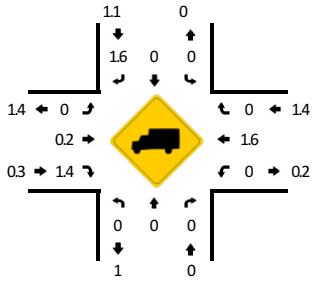
Method for determining peak hour: Total Entering Volume

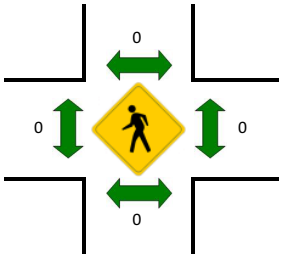
LOCATION: Magic Valley Mall Dwy/Locust St -- Pole Line Rd
CITY/STATE: Twin Falls, ID

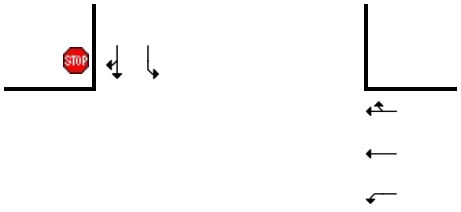
QC JOB #: 17205729
DATE: Sat, Sep 20 2025

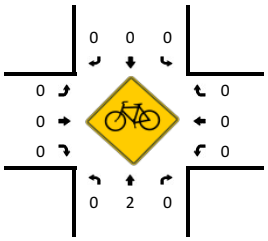
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:00 PM -- 12:15 PM

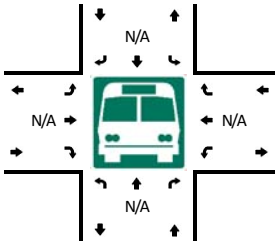


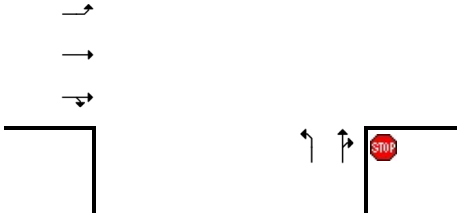


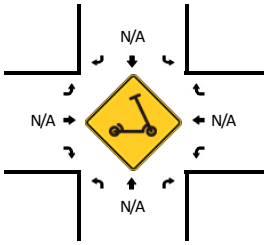












R* = RTOR

15-Min Count Period Beginning At	Magic Valley Mall Dwy/Locust St (Northbound)					Magic Valley Mall Dwy/Locust St (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	16	9	9	0	0	6	4	11	0	0	20	77	17	0	0	5	99	11	0	0	284	
11:15 AM	12	11	14	0	0	0	3	7	0	0	13	86	14	0	0	3	113	13	0	0	289	
11:30 AM	15	6	6	0	0	3	6	18	0	0	21	104	15	0	0	2	86	6	0	0	288	
11:45 AM	14	7	13	0	0	3	2	10	0	0	20	93	15	0	0	3	124	12	0	0	316	1177
12:00 PM	16	10	12	0	0	3	3	24	0	0	24	116	21	0	0	3	114	15	0	0	361	1254
12:15 PM	21	7	10	0	0	4	1	15	0	0	8	86	20	0	0	2	129	8	0	0	311	1276
12:30 PM	12	6	12	0	0	3	3	10	0	0	21	117	13	0	0	5	126	10	0	0	338	1326
12:45 PM	12	10	15	0	0	6	3	14	0	0	20	106	20	0	0	2	132	10	0	0	350	1360

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	64	40	48	0	0	12	12	96	0	0	96	464	84	0	0	12	456	60	0	0	1444
Heavy Trucks	0	0	0			0	0	0			0	4	0			0	16	0			20
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

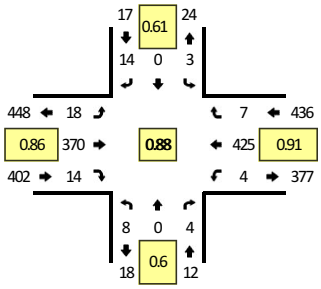
Report generated on 10/3/2025 9:12 AM

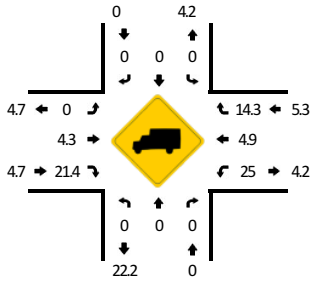
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

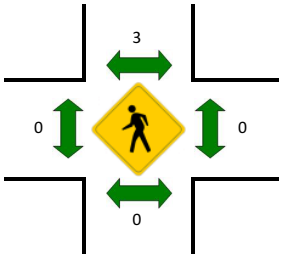
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

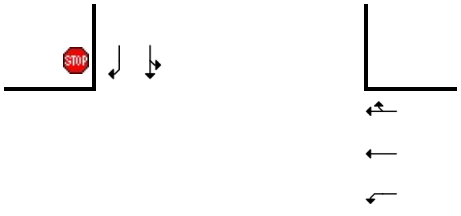
LOCATION: Magic Valley Mall Dwy/Elm St -- Pole Line Rd | **QC JOB #:** 17205730
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

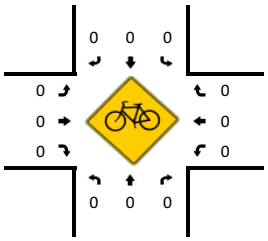
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

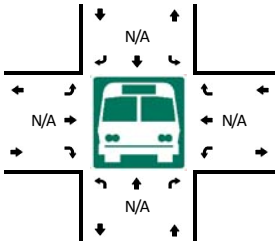




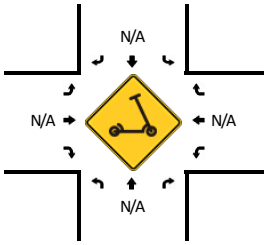












R* = RTOR

15-Min Count Period Beginning At	Magic Valley Mall Dwy/Elm St (Northbound)					Magic Valley Mall Dwy/Elm St (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	2	0	0	0	0	1	0	1	0	0	1	46	0	0	0	0	54	0	0	0	105	
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	57	0	0	0	0	76	1	0	0	136	
7:30 AM	0	0	0	0	0	1	0	1	0	0	2	76	1	0	0	1	110	0	0	0	192	
7:45 AM	1	0	0	0	0	0	0	3	0	0	2	117	4	0	0	0	106	0	0	0	233	666
8:00 AM	3	0	1	0	0	0	0	2	0	0	7	93	5	1	0	0	105	3	0	0	220	781
8:15 AM	1	0	0	0	0	0	0	5	0	0	4	93	1	0	0	2	104	1	0	0	211	856
8:30 AM	1	0	1	0	0	2	0	5	0	0	2	78	1	0	0	1	99	1	0	0	191	855
8:45 AM	3	0	2	0	0	1	0	2	0	0	4	106	7	0	0	1	117	2	0	0	245	867

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	12	0	8	0	0	4	0	8	0	0	16	424	28	0	0	4	468	8	0	0	980
Heavy Trucks	0	0	0			0	0	0			0	28	4			0	20	0			52
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

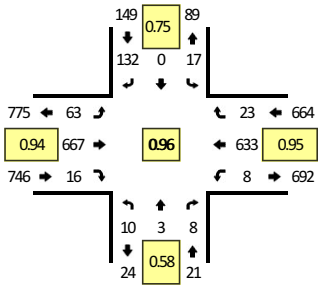
Report generated on 10/3/2025 9:12 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

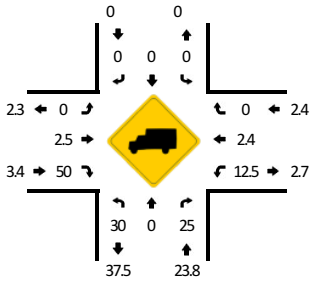
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

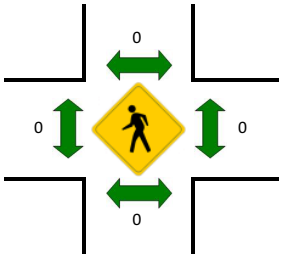
LOCATION: Magic Valley Mall Dwy/Elm St -- Pole Line Rd | **QC JOB #:** 17205731
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

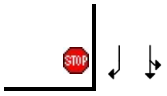
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

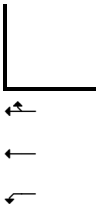
TRUE DATA TO IMPROVE MOBILITY

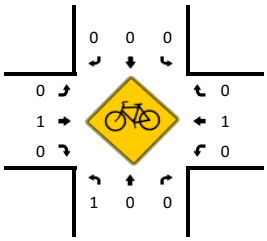


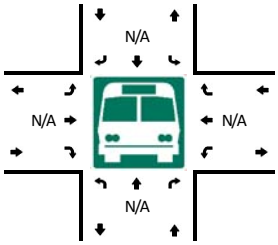


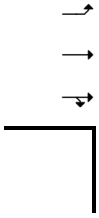


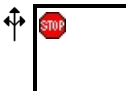


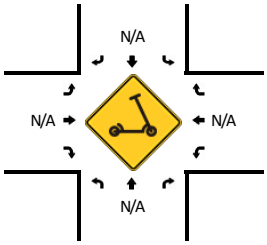












R* = RTOR

15-Min Count Period Beginning At	Magic Valley Mall Dwy/Elm St (Northbound)					Magic Valley Mall Dwy/Elm St (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	4	0	3	0	0	1	1	22	0	0	23	163	3	0	0	0	125	0	0	0	345	
4:15 PM	3	0	0	0	0	1	1	21	0	0	17	120	6	0	0	2	141	3	0	0	315	
4:30 PM	1	0	0	0	0	5	1	26	0	0	21	163	5	0	0	0	155	3	0	0	380	
4:45 PM	4	0	0	0	0	5	0	31	0	0	14	165	1	0	0	1	148	6	0	0	375	1415
5:00 PM	1	0	1	0	0	3	0	25	0	0	17	174	7	0	0	3	165	7	0	0	403	1473
5:15 PM	2	2	2	0	0	4	0	46	0	0	18	163	5	0	0	4	161	4	0	0	411	1569
5:30 PM	3	1	5	0	0	5	0	30	0	0	14	165	3	0	0	0	159	6	0	0	391	1580
5:45 PM	3	1	3	0	0	5	0	32	0	0	18	139	4	0	0	0	159	10	0	0	374	1579

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	8	8	8	0	0	16	0	184	0	0	72	652	20	0	0	16	644	16	0	0	1644
Heavy Trucks	0	0	0			0	0	0			0	12	16			4	12	0			44
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

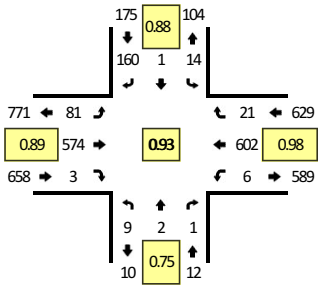
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

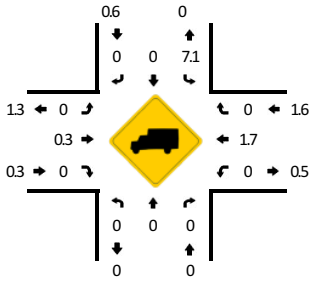
LOCATION: Magic Valley Mall Dwy/Elm St -- Pole Line Rd
CITY/STATE: Twin Falls, ID

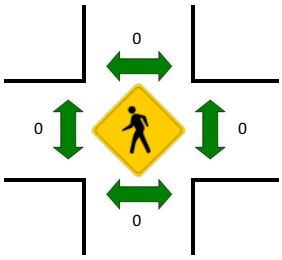
QC JOB #: 17205732
DATE: Sat, Sep 20 2025

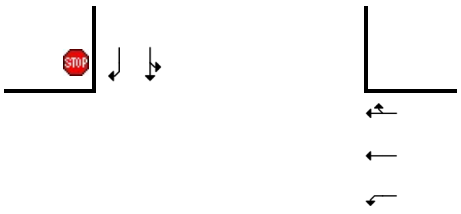
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:30 PM -- 12:45 PM

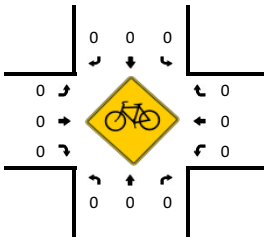


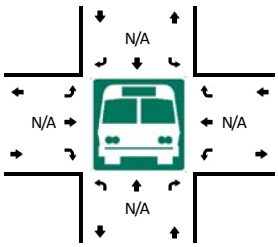


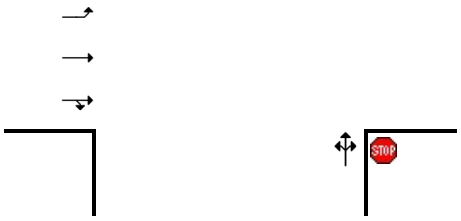


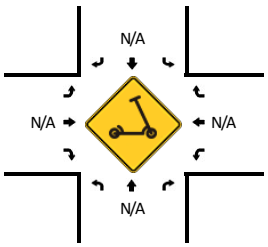












R* = RTOR

15-Min Count Period Beginning At	Magic Valley Mall Dwy/Elm St (Northbound)					Magic Valley Mall Dwy/Elm St (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	0	0	0	0	0	2	0	17	0	0	19	123	0	0	0	1	126	4	0	0	292	
11:15 AM	2	0	1	0	0	0	1	25	0	0	13	115	4	0	0	1	136	3	0	0	301	
11:30 AM	6	0	2	0	0	3	0	44	0	0	18	146	1	0	0	1	117	3	0	0	341	
11:45 AM	3	0	2	0	0	5	0	45	0	0	27	128	0	0	0	0	136	12	0	0	358	1292
12:00 PM	3	0	1	0	0	4	0	32	0	0	15	156	0	0	0	4	141	4	0	0	360	1360
12:15 PM	0	2	0	0	0	2	1	39	0	0	23	115	0	0	0	1	151	7	0	0	341	1400
12:30 PM	4	0	0	0	0	5	0	42	0	0	23	160	1	0	0	1	151	8	0	0	395	1454
12:45 PM	2	0	0	0	0	3	0	47	0	0	20	143	2	0	0	0	159	2	0	0	378	1474

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	16	0	0	0	0	20	0	168	0	0	92	640	4	0	0	4	604	32	0	0	1580
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	12	0			12
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

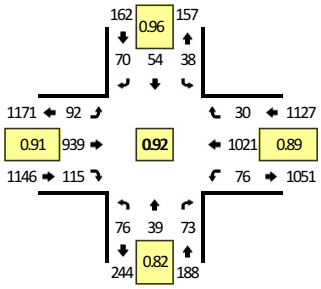
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

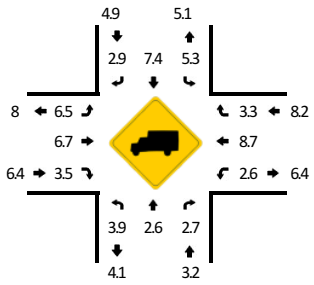
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

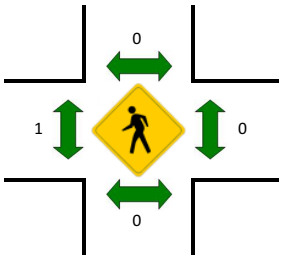
LOCATION: Fillmore St -- Pole Line Rd | **QC JOB #:** 17205733
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

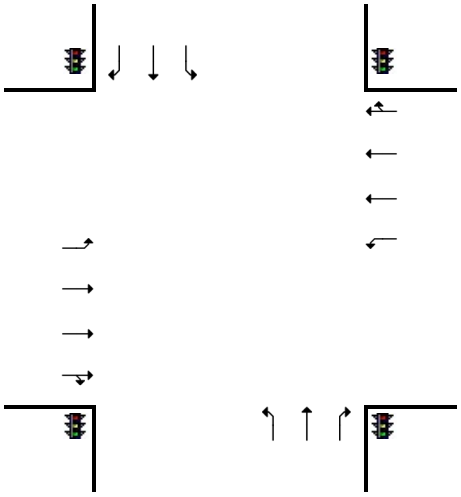
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

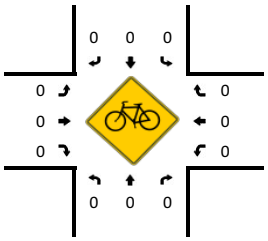
TRUE DATA TO IMPROVE MOBILITY

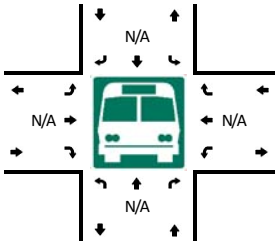


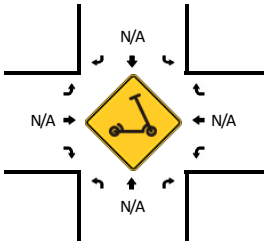












R* = RTOR

15-Min Count Period Beginning At	Fillmore St (Northbound)					Fillmore St (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	4	4	2	0	14	9	1	2	0	7	21	170	8	1	2	12	118	6	0	2	383	
7:15 AM	14	10	5	0	5	8	4	4	0	12	17	187	19	1	2	9	187	6	0	1	491	
7:30 AM	15	6	7	0	12	8	16	3	0	11	9	266	12	1	5	16	266	6	0	0	659	
7:45 AM	19	8	3	0	10	10	10	8	0	14	23	256	29	1	7	27	283	5	0	2	715	2248
8:00 AM	24	15	4	0	14	8	18	4	0	12	24	210	20	0	6	12	258	6	0	0	635	2500
8:15 AM	18	10	9	0	14	12	10	9	0	9	32	207	29	2	7	20	214	10	1	1	614	2623
8:30 AM	22	12	7	0	18	6	9	5	0	17	30	184	25	0	7	22	253	15	0	3	635	2599
8:45 AM	33	22	5	0	11	10	19	8	0	17	29	171	28	1	2	27	217	16	0	2	618	2502

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	76	32	52	0	40	40	40	88	0	56	92	1024	144	4	28	108	1132	28	0	8	2992
Heavy Trucks	4	0	0			0	4	4			4	72	8			0	44	4			144
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

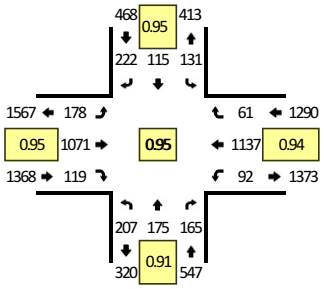
Report generated on 10/3/2025 9:12 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

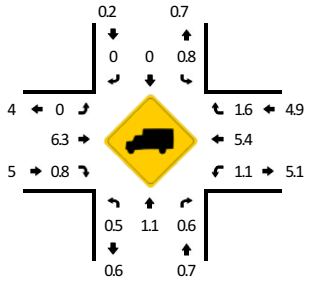
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

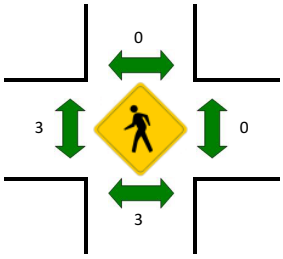
LOCATION: Fillmore St -- Pole Line Rd | **QC JOB #:** 17205734
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

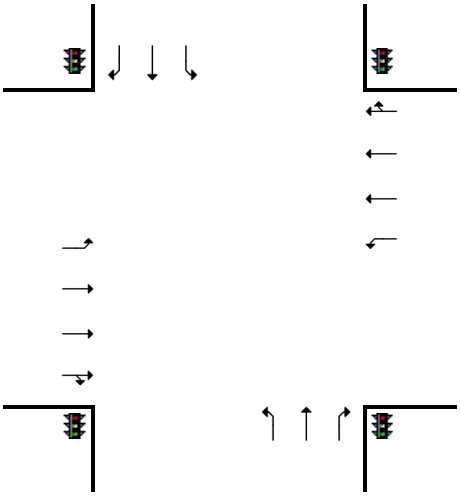
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

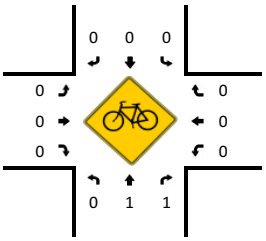
TRUE DATA TO IMPROVE MOBILITY

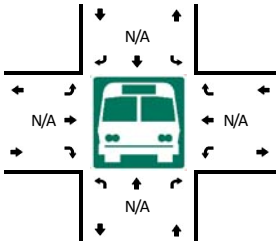


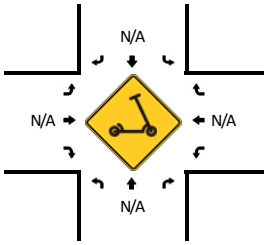












R* = RTOR

15-Min Count Period Beginning At	Fillmore St (Northbound)					Fillmore St (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	63	28	10	0	16	34	19	12	0	35	43	286	31	0	0	23	258	15	0	1	874	
4:15 PM	50	41	13	0	23	35	26	24	0	24	51	231	14	0	4	25	269	20	1	2	853	
4:30 PM	60	39	25	0	26	29	28	18	0	33	54	264	38	1	4	23	260	13	0	1	916	
4:45 PM	52	31	18	0	26	33	30	25	0	35	37	259	24	0	0	25	292	15	2	3	907	3550
5:00 PM	44	44	16	0	19	38	25	33	0	21	46	260	23	0	7	21	282	6	2	1	888	3564
5:15 PM	51	61	19	0	16	31	32	31	0	26	40	288	19	0	4	17	303	21	2	1	962	3673
5:30 PM	49	31	12	0	26	35	30	28	0	23	39	228	16	1	8	21	350	13	1	0	911	3668
5:45 PM	34	27	9	0	19	36	26	35	0	23	39	241	22	1	5	21	279	11	0	2	830	3591

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	204	244	140	0	64	124	128	228	0	104	160	1152	92	0	16	68	1212	88	8	4	4036
Heavy Trucks	0	0	0			0	0	0			0	48	0			0	60	0			108
Buses																					
Pedestrians		4					0					0					0				4
Bicycles	0	4	4			0	0	0			0	0	0			0	0	0			8
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

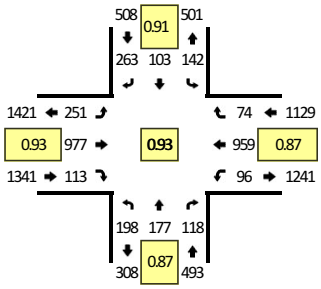
Type of peak hour being reported: Intersection Peak

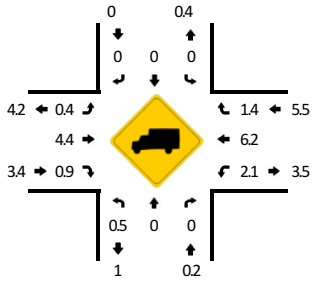
Method for determining peak hour: Total Entering Volume

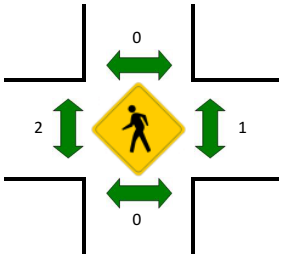
LOCATION: Fillmore St -- Pole Line Rd
CITY/STATE: Twin Falls, ID

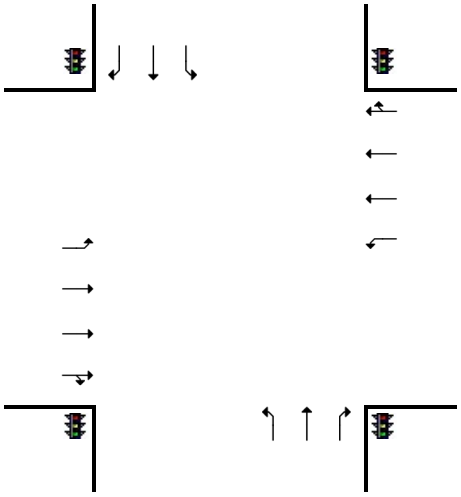
QC JOB #: 17205735
DATE: Sat, Sep 20 2025

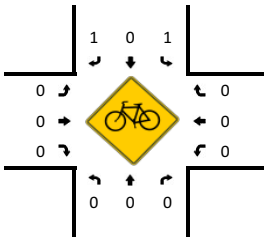
Peak-Hour: 11:45 AM -- 12:45 PM
Peak 15-Min: 12:15 PM -- 12:30 PM

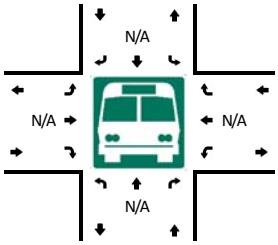


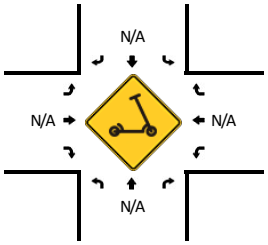












R* = RTOR

15-Min Count Period Beginning At	Fillmore St (Northbound)					Fillmore St (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	55	35	9	0	21	38	15	24	0	24	67	245	15	1	3	19	239	15	0	0	825	
11:15 AM	50	30	2	0	16	32	19	17	0	40	67	226	19	0	3	21	227	10	1	1	781	
11:30 AM	41	30	7	0	15	26	12	17	0	35	59	276	24	0	6	24	232	16	0	0	820	
11:45 AM	44	39	4	0	19	41	21	27	0	36	67	263	25	0	4	26	220	18	2	0	856	3282
12:00 PM	50	38	12	0	24	28	33	36	0	43	58	210	19	0	6	22	207	16	0	0	802	3259
12:15 PM	59	52	10	0	20	34	18	24	0	30	66	257	35	0	1	23	285	16	0	2	932	3410
12:30 PM	45	48	13	0	16	39	31	24	0	43	59	247	17	1	6	21	247	18	2	4	881	3471
12:45 PM	51	46	13	0	16	38	24	26	0	28	60	232	20	0	4	20	226	24	0	1	829	3444

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	236	208	120	0	80	136	72	216	0	120	264	1028	144	0	4	92	1140	72	0	8	3940
Heavy Trucks	0	0	0			0	0	0			0	56	4			0	72	0			132
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

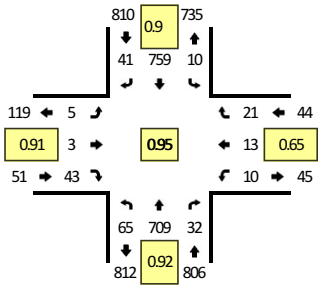
Report generated on 10/3/2025 9:12 AM

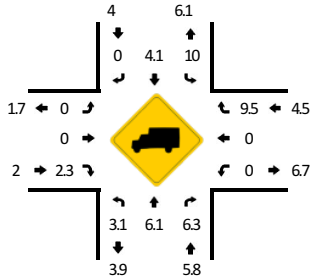
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

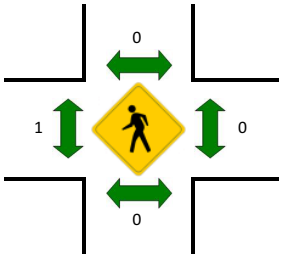
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

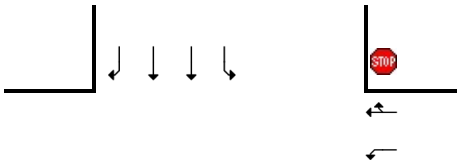
LOCATION: Blue Lakes Blvd -- Cheney Dr | **QC JOB #:** 17205736
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

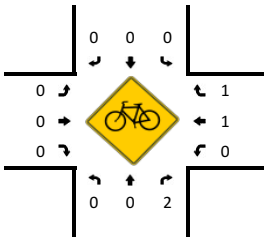
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

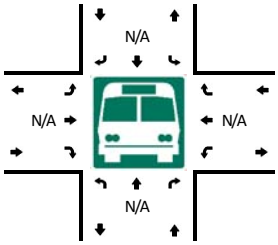


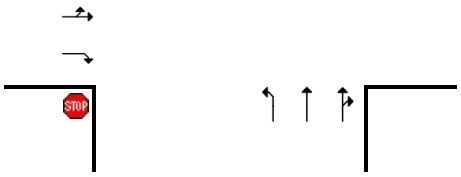


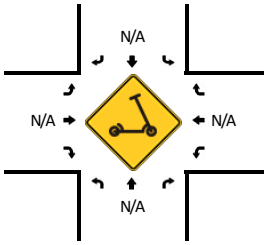












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Cheney Dr (Eastbound)					Cheney Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	5	124	4	0	0	0	108	2	0	0	1	4	8	0	0	2	0	2	0	0	260	
7:15 AM	6	160	2	0	0	0	132	5	0	0	0	2	6	0	0	2	1	4	0	0	320	
7:30 AM	8	171	3	0	0	2	165	4	0	0	1	0	7	0	0	2	3	5	0	0	371	
7:45 AM	16	167	10	0	0	2	211	13	0	0	0	1	11	0	0	2	5	10	0	0	448	1399
8:00 AM	16	174	5	0	0	3	183	3	0	0	1	0	12	0	0	3	2	4	0	0	406	1545
8:15 AM	15	193	11	0	0	3	183	12	0	0	3	2	7	0	0	3	3	3	0	0	438	1663
8:30 AM	18	175	6	0	0	2	182	13	0	0	1	0	13	0	0	2	3	4	0	0	419	1711
8:45 AM	22	163	9	0	0	1	200	17	0	0	1	0	11	0	0	1	4	6	0	0	435	1698

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	64	668	40	0	0	8	844	52	0	0	0	4	44	0	0	8	20	40	0	0	1792
Heavy Trucks	8	56	0			0	48	0			0	0	0			0	0	8			120
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	4			0	0	0			0	0	0			0	4	4			12
Scooters																					

Comments:

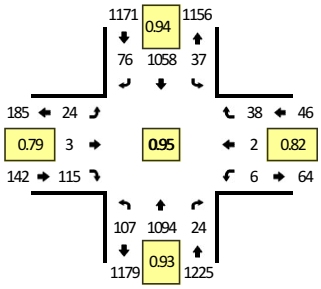
Report generated on 10/3/2025 9:12 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

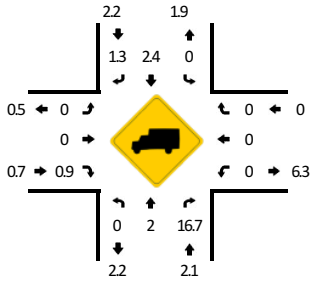
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

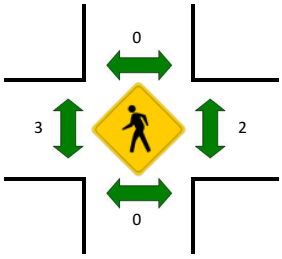
LOCATION: Blue Lakes Blvd -- Cheney Dr
CITY/STATE: Twin Falls, ID

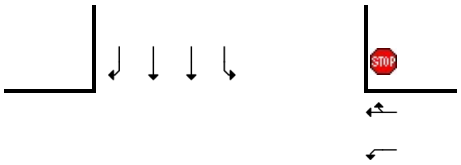
QC JOB #: 17205737
DATE: Thu, Sep 18 2025

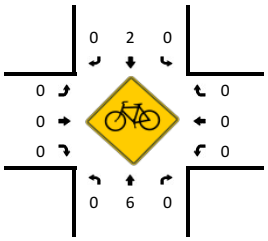
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

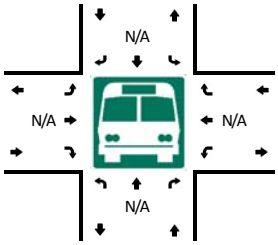


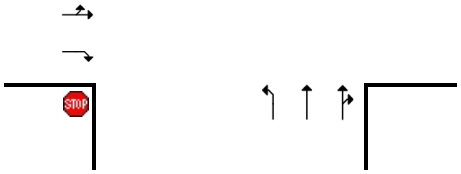


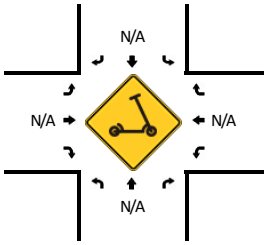












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Cheney Dr (Eastbound)					Cheney Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	22	248	5	1	0	5	271	22	0	0	5	2	24	0	0	0	2	11	0	0	618	
4:15 PM	30	271	5	0	0	2	247	18	0	0	3	0	30	0	0	3	1	6	0	0	616	
4:30 PM	20	268	7	0	0	7	231	8	0	0	3	3	43	0	0	2	4	8	0	0	604	
4:45 PM	17	279	7	0	0	9	274	27	0	0	2	0	27	0	0	2	0	9	0	0	653	2491
5:00 PM	32	291	7	0	0	7	237	17	0	0	10	2	33	0	0	2	0	8	0	0	646	2519
5:15 PM	36	277	6	0	0	7	284	14	0	0	5	1	33	0	0	1	2	11	0	0	677	2580
5:30 PM	22	247	4	0	0	14	263	18	0	0	7	0	22	0	0	1	0	10	0	0	608	2584
5:45 PM	26	244	6	0	0	3	207	12	0	0	3	0	49	0	0	2	2	9	0	0	563	2494

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	144	1108	24	0	0	28	1136	56	0	0	20	4	132	0	0	4	8	44	0	0	2708
Heavy Trucks	0	28	12			0	24	0			0	0	0			0	0	0			64
Buses																					
Pedestrians		0					0					0					4				4
Bicycles	0	8	0			0	0	0			0	0	0			0	0	0			8
Scooters																					

Comments:

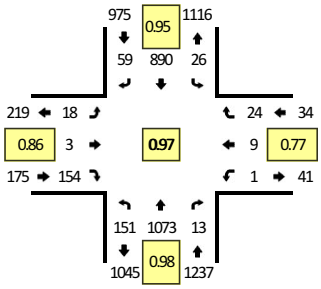
Report generated on 10/3/2025 9:12 AM

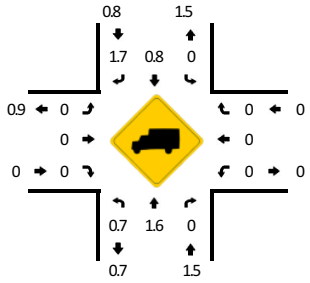
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

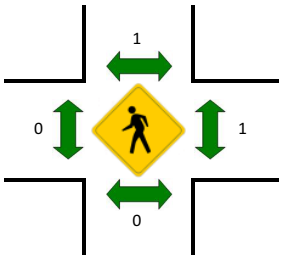
LOCATION: Blue Lakes Blvd -- Cheney Dr | **QC JOB #:** 17205738
CITY/STATE: Twin Falls, ID | **DATE:** Sat, Sep 20 2025

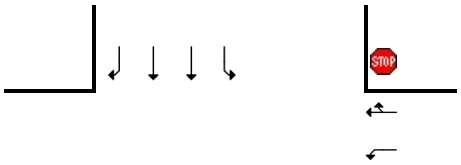
Peak-Hour: 11:45 AM -- 12:45 PM
Peak 15-Min: 11:45 AM -- 12:00 PM

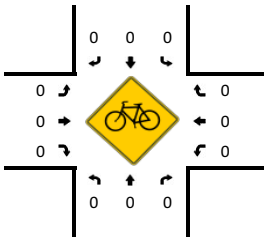


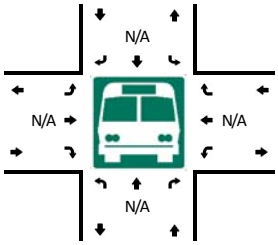


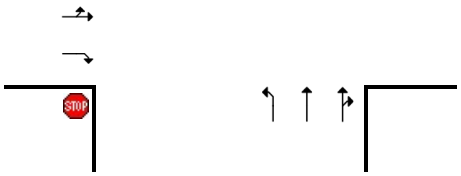
TRUE DATA TO IMPROVE MOBILITY

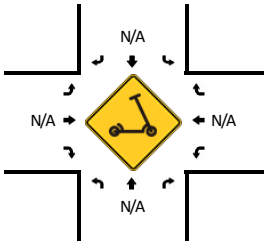












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Cheney Dr (Eastbound)					Cheney Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	35	236	4	1	0	5	171	12	0	0	9	0	32	0	0	3	0	6	0	0	514	
11:15 AM	45	261	5	0	0	2	246	13	1	0	3	1	42	0	0	0	0	6	0	0	625	
11:30 AM	21	244	3	0	0	5	207	19	0	0	4	0	45	0	0	1	0	12	0	0	561	
11:45 AM	40	273	3	0	0	2	244	10	0	0	5	1	34	0	0	0	3	6	0	0	621	2321
12:00 PM	38	253	5	0	0	9	229	15	0	0	6	1	30	0	0	1	1	9	0	0	597	2404
12:15 PM	40	271	2	0	0	5	216	17	1	0	1	0	46	0	0	0	3	4	0	0	606	2385
12:30 PM	33	276	3	0	0	9	201	17	0	0	6	1	44	0	0	0	2	5	0	0	597	2421
12:45 PM	35	253	6	0	0	5	227	24	0	0	8	3	48	0	0	3	2	6	0	0	620	2420

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	160	1092	12	0	0	8	976	40	0	0	20	4	136	0	0	0	12	24	0	0	2484
Heavy Trucks	4	4	0			0	4	0			0	0	0			0	0	0			12
Buses																					
Pedestrians		0					4					0					4				8
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

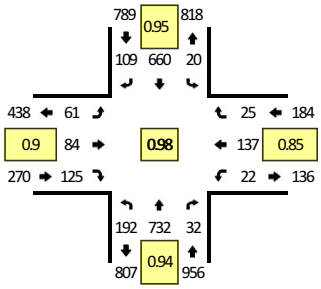
Comments:

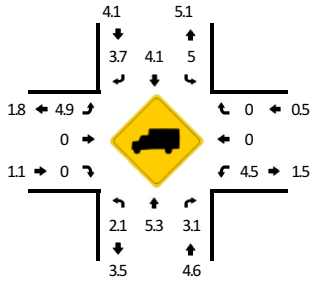
Report generated on 10/3/2025 9:12 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

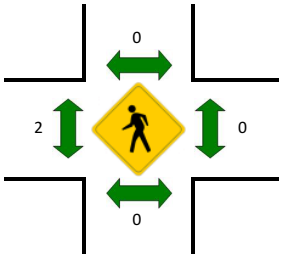
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

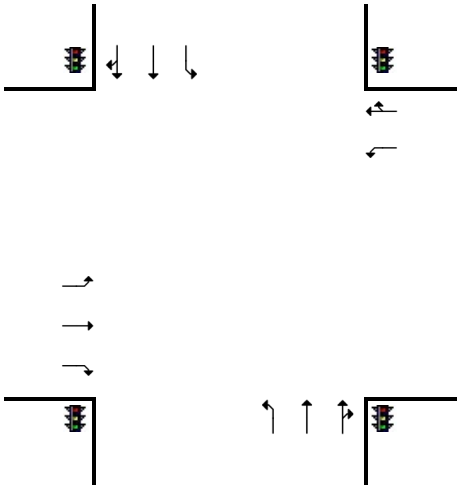
LOCATION: Blue Lakes Blvd -- College Rd | **QC JOB #:** 17205739
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

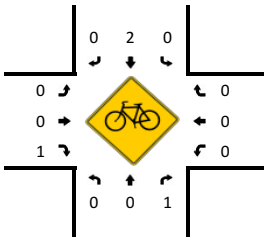
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

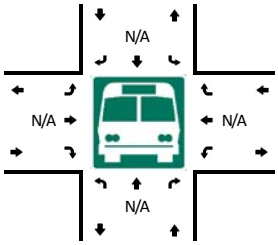


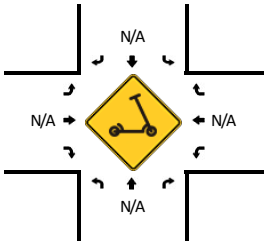












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					College Rd (Eastbound)					College Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	20	131	6	0	0	3	105	9	0	0	7	5	3	0	7	0	12	1	0	1	310	
7:15 AM	28	154	1	0	0	4	130	14	0	1	3	12	2	0	18	5	31	3	0	1	407	
7:30 AM	58	172	3	0	0	4	155	14	0	2	9	12	9	0	21	0	39	2	0	3	503	
7:45 AM	59	173	6	0	2	4	180	21	0	3	13	18	12	0	14	3	38	5	0	2	553	1773
8:00 AM	45	165	2	0	0	3	176	13	0	5	22	22	8	0	23	4	31	3	0	4	526	1989
8:15 AM	49	194	10	0	0	7	142	26	0	4	15	20	14	0	26	7	39	3	0	5	561	2143
8:30 AM	39	200	11	0	1	6	162	30	0	7	11	24	6	0	22	8	29	2	0	1	559	2199
8:45 AM	39	175	5	0	4	6	166	28	0	4	5	22	11	0	22	5	47	5	0	0	544	2190

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	196	776	40	0	0	28	568	120	0	16	60	80	160	0	104	28	156	32	0	20	2384
Heavy Trucks	8	44	0			0	16	0			0	0	0			0	0	0			68
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

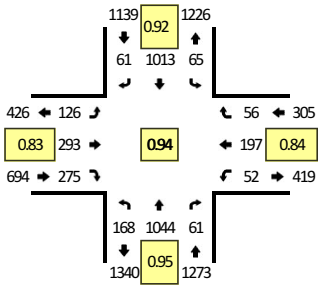
Type of peak hour being reported: Intersection Peak

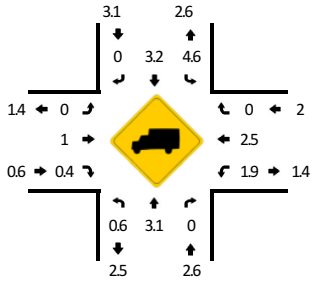
Method for determining peak hour: Total Entering Volume

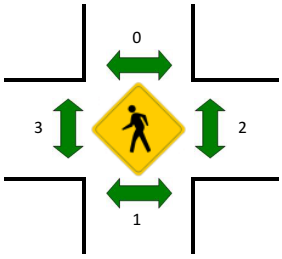
LOCATION: Blue Lakes Blvd -- College Rd
CITY/STATE: Twin Falls, ID

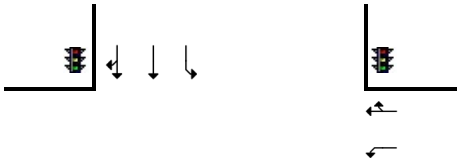
QC JOB #: 17205740
DATE: Thu, Sep 18 2025

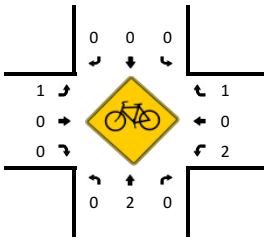
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

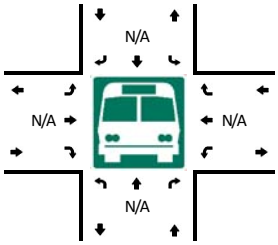


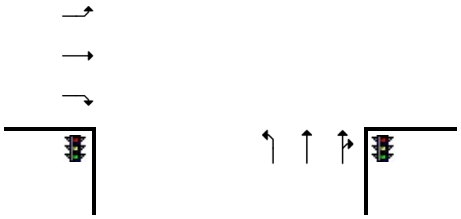


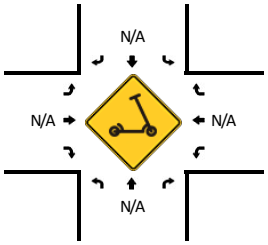












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					College Rd (Eastbound)					College Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	29	244	22	0	2	16	249	19	0	0	22	60	29	0	34	11	44	9	0	1	791	
4:15 PM	32	263	13	0	2	15	249	8	0	1	31	69	33	0	25	12	38	8	0	4	803	
4:30 PM	42	236	13	0	2	21	241	9	0	3	25	65	30	0	26	16	52	17	0	6	804	
4:45 PM	46	273	15	0	0	9	254	19	0	1	30	89	41	0	23	11	41	8	0	5	865	3263
5:00 PM	38	257	13	0	2	19	273	12	0	5	42	74	58	0	34	12	57	12	0	2	910	3382
5:15 PM	42	278	14	0	2	16	245	11	0	1	29	65	39	0	24	13	47	4	0	2	832	3411
5:30 PM	31	242	5	0	1	16	248	17	0	1	22	42	38	0	16	12	41	4	0	4	740	3347
5:45 PM	34	258	10	0	0	8	243	9	0	1	9	44	23	0	28	13	31	2	0	3	716	3198

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	152	1028	60	0	8	76	1092	68	0	20	168	296	368	0	136	48	228	56	0	8	3812
Heavy Trucks	0	28	0			0	20	0			0	8	0			4	4	0			64
Buses																					
Pedestrians		0					0					0					8				8
Bicycles	0	4	0			0	0	0			4	0	0			0	0	0			8
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

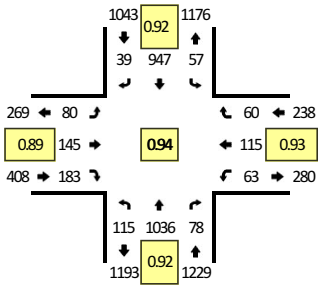
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

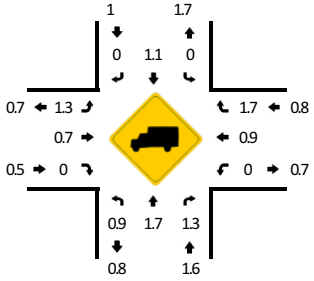
LOCATION: Blue Lakes Blvd -- College Rd
CITY/STATE: Twin Falls, ID

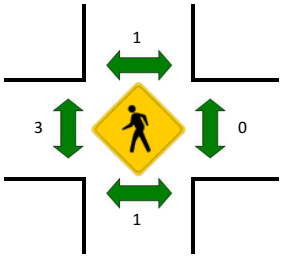
QC JOB #: 17205741
DATE: Sat, Sep 20 2025

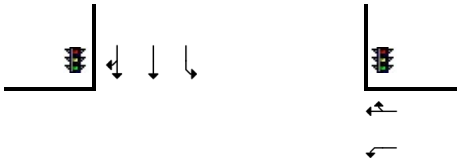
Peak-Hour: 11:30 AM -- 12:30 PM
Peak 15-Min: 12:15 PM -- 12:30 PM

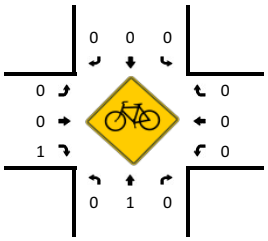


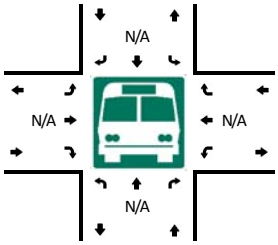


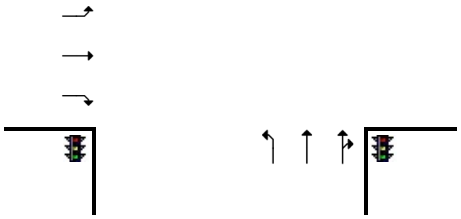


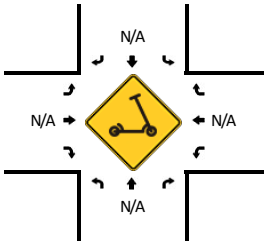












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					College Rd (Eastbound)					College Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	35	255	28	0	2	8	195	7	0	0	17	20	8	0	26	18	15	9	0	8	651	
11:15 AM	25	266	16	0	3	16	230	5	0	2	17	41	24	0	22	18	27	9	0	4	725	
11:30 AM	34	241	11	0	2	9	235	9	0	0	18	34	27	0	16	13	27	12	0	3	691	
11:45 AM	25	280	21	0	1	13	230	12	0	1	15	32	32	0	21	16	26	13	0	5	743	2810
12:00 PM	31	226	21	0	1	20	223	8	0	0	27	49	20	0	19	13	34	10	0	2	704	2863
12:15 PM	25	289	20	0	1	15	259	9	0	0	20	30	25	0	23	21	28	8	0	7	780	2918
12:30 PM	32	252	19	0	3	11	209	10	0	1	18	25	25	0	20	14	34	11	0	1	685	2912
12:45 PM	28	277	21	0	1	17	236	8	0	3	13	27	26	0	18	10	25	9	0	3	722	2891

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	100	1156	84	0	4	60	1036	36	0	0	80	120	192	0	92	84	112	60	0	28	3244
Heavy Trucks	0	16	0			0	4	0			0	0	0			0	4	0			24
Buses																					
Pedestrians		0					0					8					0				8
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

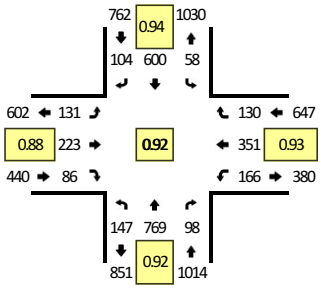
Type of peak hour being reported: Intersection Peak

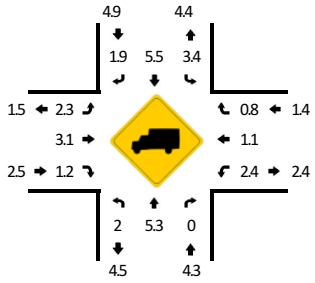
Method for determining peak hour: Total Entering Volume

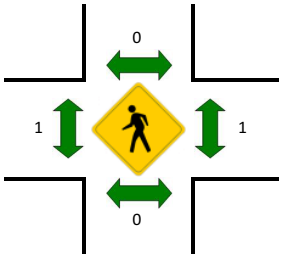
LOCATION: Blue Lakes Blvd -- Falls Ave
CITY/STATE: Twin Falls, ID

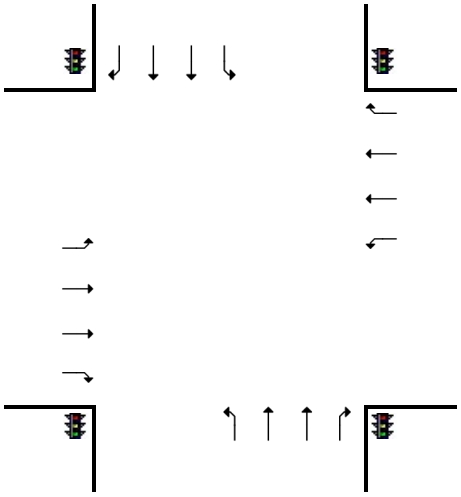
QC JOB #: 17205742
DATE: Thu, Sep 18 2025

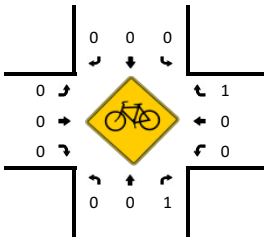
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

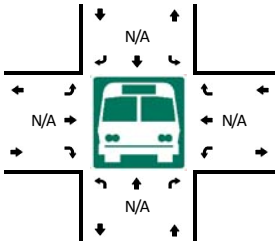


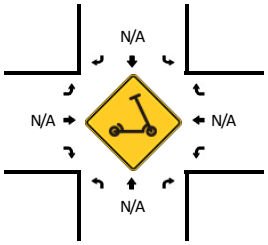












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Falls Ave (Eastbound)					Falls Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	8	122	3	0	4	9	99	5	0	6	27	29	3	0	8	17	39	10	0	11	400	
7:15 AM	19	131	14	0	2	9	112	11	0	4	35	30	3	0	5	26	63	9	0	18	491	
7:30 AM	36	174	16	0	2	17	133	11	0	7	40	43	2	0	10	31	88	20	0	11	641	
7:45 AM	54	195	17	0	10	20	153	16	0	13	30	70	8	0	17	46	99	19	1	9	777	2309
8:00 AM	35	181	15	0	10	14	160	16	0	11	30	58	13	0	11	36	86	22	0	19	717	2626
8:15 AM	35	213	13	0	10	14	146	17	0	4	43	38	8	0	7	45	77	15	0	14	699	2834
8:30 AM	23	180	16	0	7	10	141	15	0	12	28	57	9	0	13	38	89	15	0	17	670	2863
8:45 AM	28	171	13	0	11	13	139	15	0	10	31	58	2	0	11	35	95	22	0	17	671	2757

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	216	780	108	0	40	80	612	116	0	52	120	280	100	0	68	184	396	112	4	36	3304
Heavy Trucks	4	48	0			0	32	4			0	0	0			4	4	4			100
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	4			0	0	0			0	0	0			0	0	4			8
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

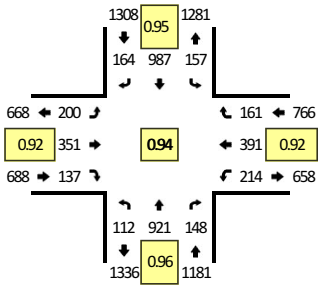
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

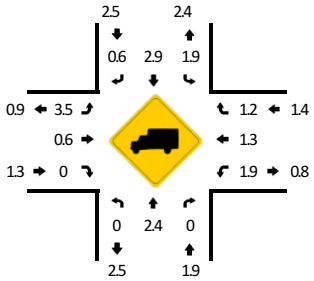
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

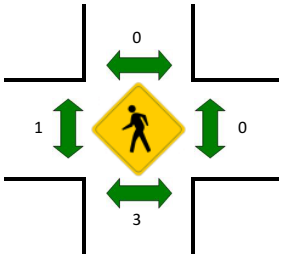
LOCATION: Blue Lakes Blvd -- Falls Ave | **QC JOB #:** 17205743
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

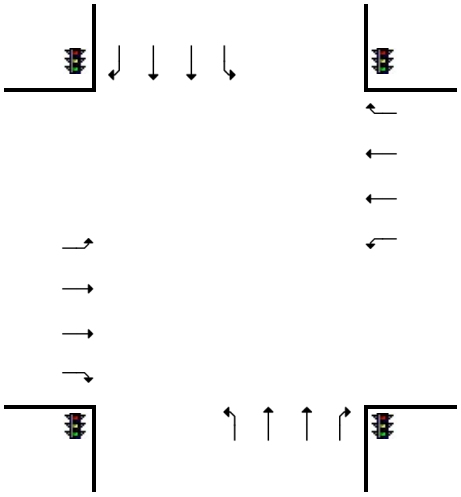
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

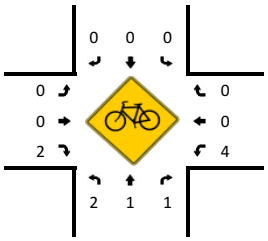
TRUE DATA TO IMPROVE MOBILITY

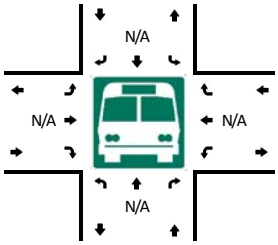


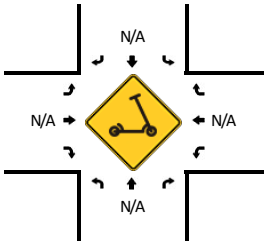












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Falls Ave (Eastbound)					Falls Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	35	205	20	0	8	41	234	21	0	13	50	75	9	0	15	52	89	17	0	29	913	
4:15 PM	38	231	19	0	13	37	239	18	0	12	55	82	18	0	14	47	80	24	0	33	960	
4:30 PM	30	221	13	0	16	32	248	22	0	12	44	77	20	0	14	50	99	21	0	20	939	
4:45 PM	32	233	16	0	15	34	240	23	0	16	52	85	11	0	15	47	91	25	0	21	956	3768
5:00 PM	24	234	26	0	12	53	239	21	0	22	47	90	15	1	31	57	95	22	0	9	998	3853
5:15 PM	26	233	23	0	27	38	260	20	0	28	56	99	17	0	14	58	106	24	2	19	1050	3943
5:30 PM	39	227	21	0	14	33	233	25	0	14	41	74	11	0	21	55	82	16	1	16	923	3927
5:45 PM	29	204	18	0	10	33	216	27	0	17	45	68	9	0	15	37	80	12	0	18	838	3809

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	104	932	200	0	108	152	1040	192	0	112	224	396	124	0	56	232	424	172	8	76	4552
Heavy Trucks	0	36	0			0	16	0			12	0	0			0	0	0			64
Buses																					
Pedestrians		4					0					0					0				4
Bicycles	0	4	0			0	0	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

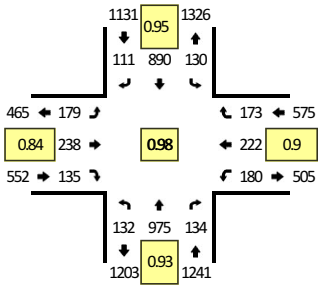
Type of peak hour being reported: Intersection Peak

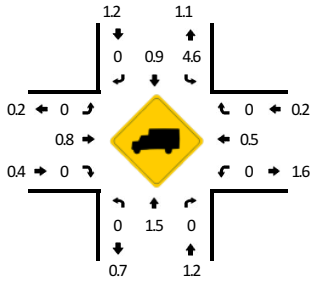
Method for determining peak hour: Total Entering Volume

LOCATION: Blue Lakes Blvd -- Falls Ave
CITY/STATE: Twin Falls, ID

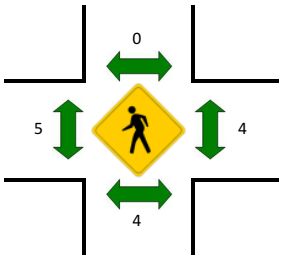
QC JOB #: 17205744
DATE: Sat, Sep 20 2025

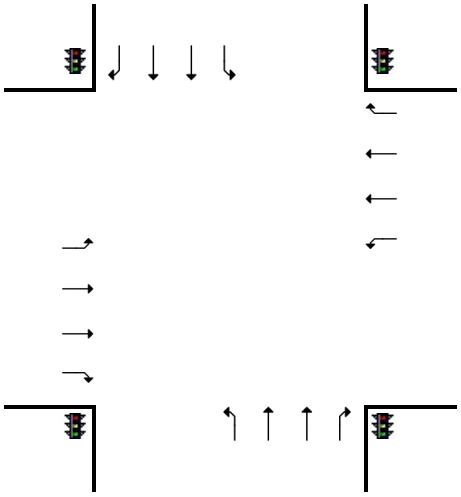
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

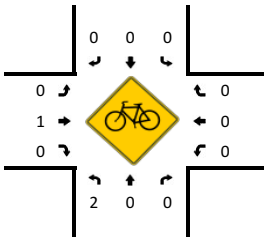


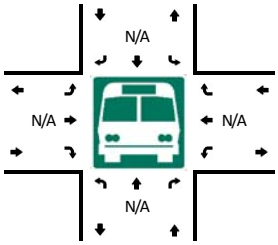


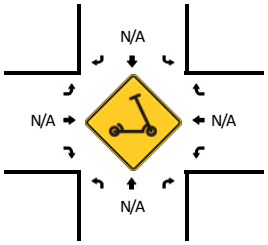
TRUE DATA TO IMPROVE MOBILITY











R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Falls Ave (Eastbound)					Falls Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	29	221	14	1	6	25	173	20	0	6	41	50	8	0	17	27	58	22	1	18	737	
11:15 AM	25	222	11	0	5	32	208	21	0	7	39	58	6	0	12	33	57	16	0	17	769	
11:30 AM	29	237	9	0	7	33	233	20	0	9	42	58	9	0	12	33	33	10	0	25	799	
11:45 AM	33	228	16	0	21	32	191	16	0	9	48	63	16	0	13	41	68	18	0	27	840	3145
12:00 PM	29	259	10	0	15	28	248	20	0	3	38	49	8	0	26	48	57	21	1	21	881	3289
12:15 PM	25	213	24	0	22	32	219	11	0	13	57	66	15	0	23	49	70	23	1	17	880	3400
12:30 PM	40	242	15	0	15	43	226	22	0	6	30	44	11	0	20	40	48	25	1	18	846	3447
12:45 PM	37	261	13	1	20	27	197	26	0	10	53	79	7	1	25	40	47	25	0	23	892	3499

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	148	1044	132	4	80	108	788	144	0	40	212	316	128	4	100	160	188	192	0	92	3880
Heavy Trucks	0	4	0			8	0	0			0	4	0			0	0	0			16
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	8	0	0			0	0	0			0	0	0			0	0	0			8
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

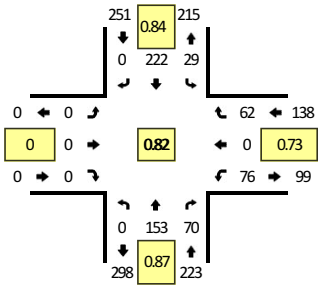
Method for determining peak hour: Total Entering Volume

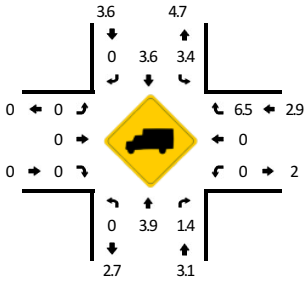
LOCATION: Fillmore St -- Cheney Dr
CITY/STATE: Twin Falls, ID

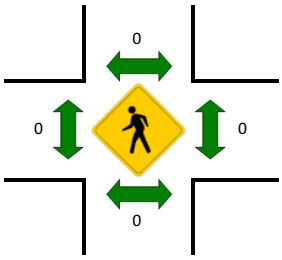
QC JOB #: 17205745
DATE: Thu, Sep 18 2025

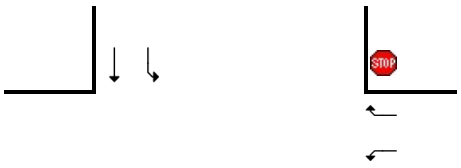
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

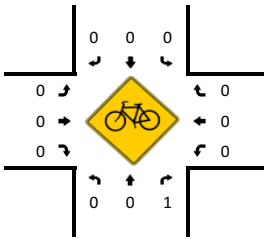
TRUE DATA TO IMPROVE MOBILITY

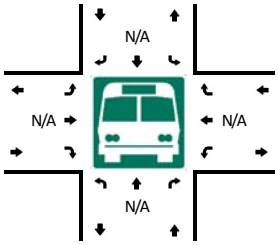




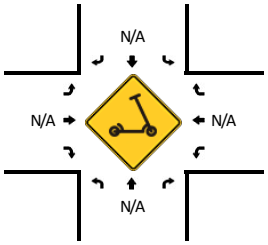












R* = RTOR

15-Min Count Period Beginning At	Fillmore St (Northbound)					Fillmore St (Southbound)					Cheney Dr (Eastbound)					Cheney Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	10	7	0	0	2	22	0	0	0	0	0	0	0	0	8	0	1	0	0	50	
7:15 AM	0	18	9	0	0	5	29	0	0	0	0	0	0	0	0	13	0	4	0	0	78	
7:30 AM	0	15	10	0	0	10	42	0	0	0	0	0	0	0	0	11	0	12	0	0	100	
7:45 AM	0	28	14	0	0	10	63	0	0	0	0	0	0	0	0	14	0	6	0	0	135	363
8:00 AM	0	39	17	0	0	8	50	0	0	0	0	0	0	0	0	10	0	11	0	0	135	448
8:15 AM	0	32	15	0	0	6	59	0	0	0	0	0	0	0	0	20	0	14	0	0	146	516
8:30 AM	0	38	18	0	0	7	46	0	0	0	0	0	0	0	0	18	0	18	0	0	145	561
8:45 AM	0	44	20	0	0	8	67	0	0	0	0	0	0	0	0	28	0	19	0	0	186	612

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	176	80	0	0	32	268	0	0	0	0	0	0	0	0	112	0	76	0	0	744
Heavy Trucks	0	4	0			0	8	0			0	0	0			0	0	0			12
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Fillmore St -- Cheney Dr

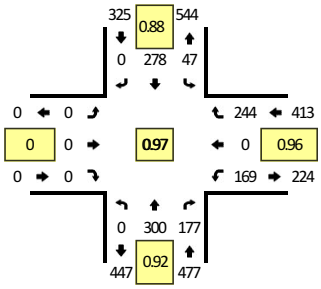
CITY/STATE: Twin Falls, ID

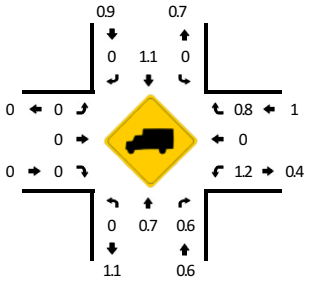
QC JOB #: 17205746

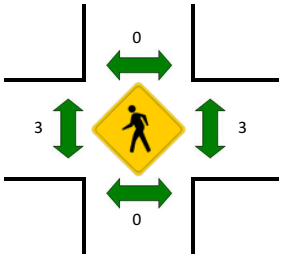
DATE: Thu, Sep 18 2025

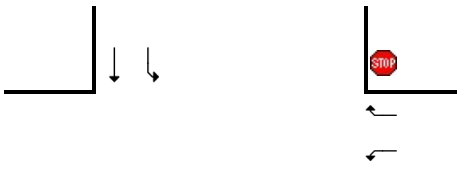
Peak-Hour: 4:30 PM -- 5:30 PM

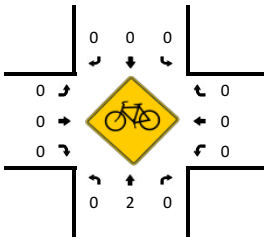
Peak 15-Min: 4:30 PM -- 4:45 PM

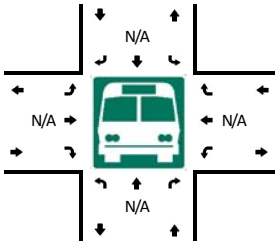




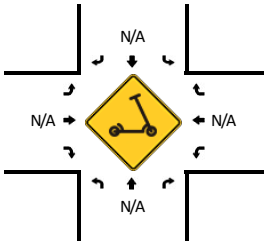












R* = RTOR

15-Min Count Period Beginning At	Fillmore St (Northbound)					Fillmore St (Southbound)					Cheney Dr (Eastbound)					Cheney Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	63	39	0	0	14	68	0	0	0	0	0	0	0	0	44	0	50	0	0	278	
4:15 PM	0	77	47	0	0	10	60	0	0	0	0	0	0	0	0	50	0	47	0	0	291	
4:30 PM	0	77	43	0	0	20	72	0	0	0	0	0	0	0	0	36	0	65	0	0	313	
4:45 PM	0	61	43	0	0	8	64	0	0	0	0	0	0	0	0	47	0	61	0	0	284	1166
5:00 PM	0	79	50	0	0	10	74	0	0	0	0	0	0	0	0	42	0	57	0	0	312	1200
5:15 PM	0	83	41	0	0	9	68	0	0	0	0	0	0	0	0	44	0	61	0	0	306	1215
5:30 PM	0	52	33	0	0	8	53	0	0	0	0	0	0	0	0	32	0	63	0	0	241	1143
5:45 PM	0	56	35	0	0	11	58	0	0	0	0	0	0	0	0	32	0	42	0	0	234	1093

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	308	172	0	0	80	288	0	0	0	0	0	0	0	0	144	0	260	0	0	1252
Heavy Trucks	0	4	0			0	4	0			0	0	0			8	0	0			16
Buses																					
Pedestrians		0					0					8					0				8
Bicycles	0	4	0			0	0	0			0	0	0			0	0	0			4
Scooters																					

Comments:

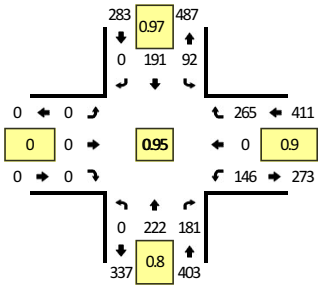
Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

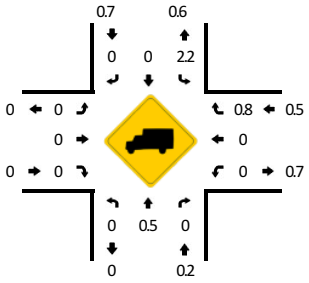
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

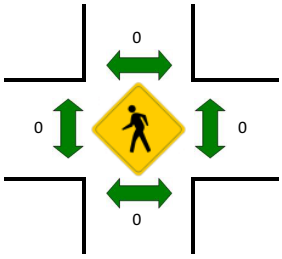
LOCATION: Fillmore St -- Cheney Dr | **QC JOB #:** 17205747
CITY/STATE: Twin Falls, ID | **DATE:** Sat, Sep 20 2025

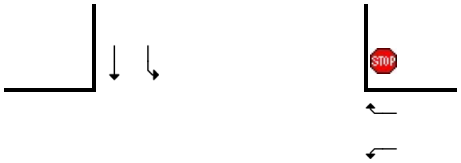
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:00 PM -- 12:15 PM

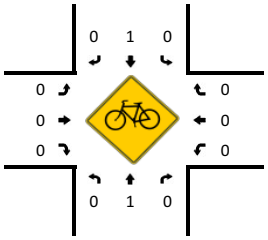


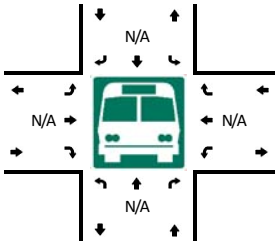




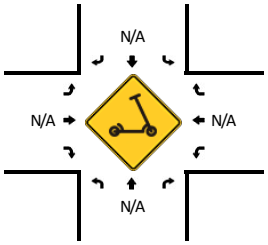












R* = RTOR

15-Min Count Period Beginning At	Fillmore St (Northbound)					Fillmore St (Southbound)					Cheney Dr (Eastbound)					Cheney Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	0	49	33	0	0	22	34	0	0	0	0	0	0	0	0	19	0	65	0	0	222	
11:15 AM	0	35	21	0	0	20	41	0	0	0	0	0	0	0	0	39	0	50	0	0	206	
11:30 AM	0	43	41	0	0	14	43	0	0	0	0	0	0	0	0	29	0	59	0	0	229	
11:45 AM	0	38	38	0	0	16	48	0	0	0	0	0	0	0	0	20	0	45	0	0	205	862
12:00 PM	0	66	60	0	0	22	47	0	0	0	0	0	0	0	0	39	0	55	0	0	289	929
12:15 PM	0	56	48	0	0	25	48	0	0	0	0	0	0	0	0	33	0	71	0	0	281	1004
12:30 PM	0	56	41	0	0	25	45	0	0	0	0	0	0	0	0	30	0	69	0	0	266	1041
12:45 PM	0	44	32	0	0	20	51	0	0	0	0	0	0	0	0	44	0	70	0	0	261	1097

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	264	240	0	0	88	188	0	0	0	0	0	0	0	0	156	0	220	0	0	1156
Heavy Trucks	0	4	0			0	0	0			0	0	0			0	0	8			12
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:12 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

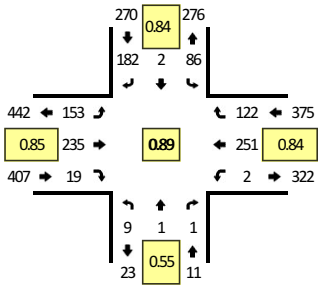
Type of peak hour being reported: Intersection Peak

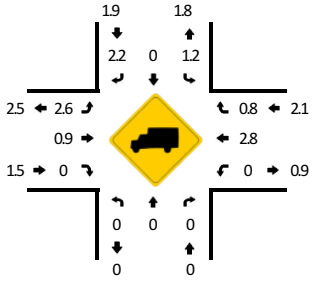
Method for determining peak hour: Total Entering Volume

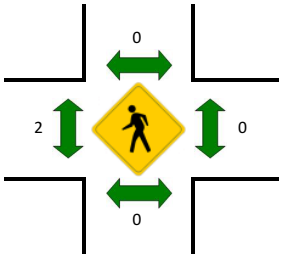
LOCATION: Filmore St -- College Rd
CITY/STATE: Twin Falls, ID

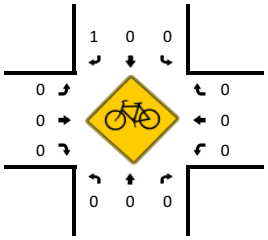
QC JOB #: 17205748
DATE: Thu, Sep 18 2025

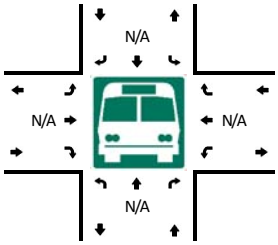
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

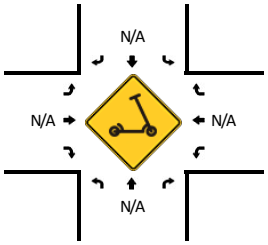












R* = RTOR

15-Min Count Period Beginning At	Filmore St (Northbound)					Filmore St (Southbound)					College Rd (Eastbound)					College Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	0	0	0	4	0	12	0	2	12	21	0	0	0	1	24	7	0	2	85	
7:15 AM	0	0	1	0	0	15	0	14	0	10	19	25	1	0	0	0	48	7	0	9	149	
7:30 AM	1	0	0	0	0	16	3	23	0	9	28	47	12	0	1	0	63	12	0	8	223	
7:45 AM	0	0	1	0	0	14	7	22	0	27	39	62	7	0	0	0	83	9	0	7	278	735
8:00 AM	0	0	0	0	0	11	0	35	0	15	39	71	9	0	1	1	52	14	0	7	255	905
8:15 AM	5	0	0	0	0	27	2	20	0	14	33	55	3	0	0	1	69	13	0	12	254	1010
8:30 AM	2	1	0	0	0	24	0	22	0	20	35	52	2	0	1	0	61	18	0	16	254	1041
8:45 AM	2	0	1	0	0	24	0	31	0	25	46	57	3	0	0	0	69	31	0	11	300	1063

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	8	0	4	0	0	96	0	224	0	100	184	228	12	0	0	0	276	168	0	44	1344
Heavy Trucks	0	0	0			0	0	4			0	0	0			0	8	0			12
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

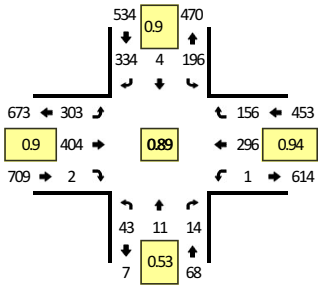
Report generated on 10/3/2025 9:12 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

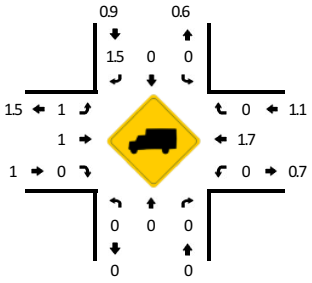
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

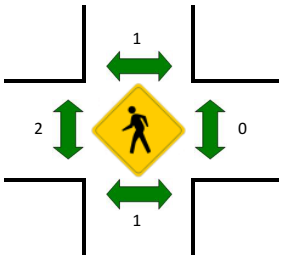
LOCATION: Filmore St -- College Rd | **QC JOB #:** 17205749
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

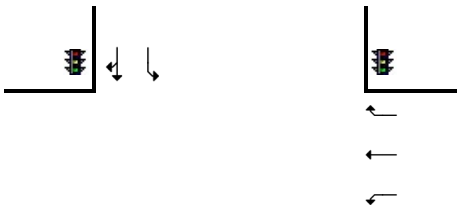
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

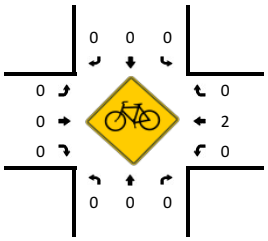


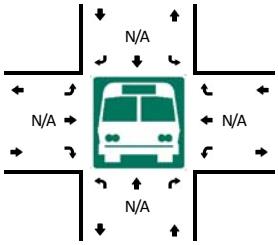
TRUE DATA TO IMPROVE MOBILITY



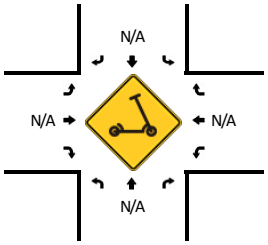












R* = RTOR

15-Min Count Period Beginning At	Filmore St (Northbound)					Filmore St (Southbound)					College Rd (Eastbound)					College Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	3	2	0	0	1	47	1	41	0	34	71	100	1	0	0	0	67	22	0	16	406	
4:15 PM	6	5	1	0	2	45	1	25	0	34	92	106	2	0	0	0	62	12	0	13	406	
4:30 PM	5	5	2	0	3	44	2	42	0	37	81	82	0	0	1	0	81	26	0	14	425	
4:45 PM	5	0	1	0	0	52	2	38	0	38	71	114	0	0	0	1	71	23	0	15	431	1668
5:00 PM	22	6	2	0	2	57	0	59	0	32	79	117	0	0	0	0	76	25	0	18	495	1757
5:15 PM	11	0	2	0	2	43	0	62	0	26	72	91	1	0	0	0	68	21	0	14	413	1764
5:30 PM	2	0	0	0	2	40	1	25	0	33	60	73	1	0	0	0	67	13	0	13	330	1669
5:45 PM	2	0	0	0	1	29	2	34	0	30	61	66	1	0	0	0	50	23	0	13	312	1550

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	88	24	16	0	8	228	0	364	0	128	316	468	0	0	0	0	304	172	0	72	2188
Heavy Trucks	0	0	0			0	0	0			0	12	0			0	4	0			16
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

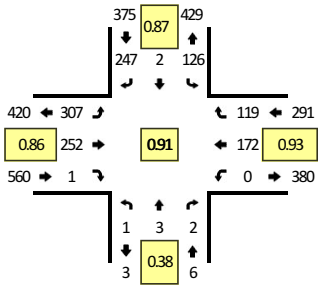
Comments:

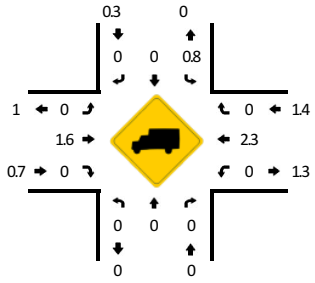
Report generated on 10/3/2025 9:13 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

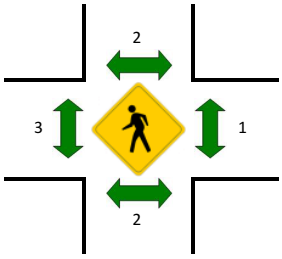
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

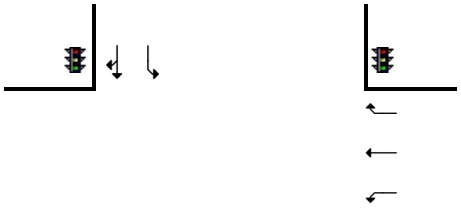
LOCATION: Filmore St -- College Rd | **QC JOB #:** 17205750
CITY/STATE: Twin Falls, ID | **DATE:** Sat, Sep 20 2025

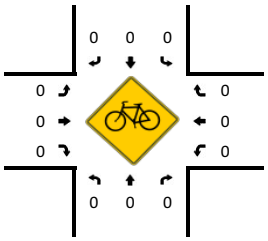
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:00 PM -- 12:15 PM

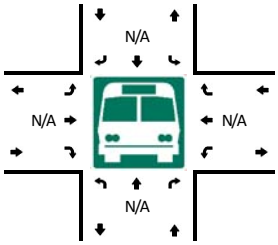




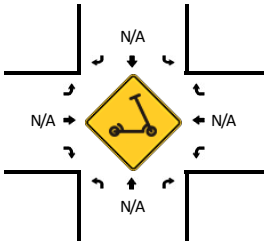












R* = RTOR

15-Min Count Period Beginning At	Filmore St (Northbound)					Filmore St (Southbound)					College Rd (Eastbound)					College Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	1	0	0	0	0	16	0	20	0	23	58	54	0	0	0	0	34	18	0	10	234	
11:15 AM	0	1	0	0	1	28	2	29	0	29	48	69	1	0	0	1	40	11	0	10	270	
11:30 AM	0	0	1	0	0	28	0	20	0	34	57	63	0	0	0	0	43	17	0	17	280	
11:45 AM	0	0	1	0	0	33	0	18	0	26	62	73	0	0	0	0	41	22	0	10	286	1070
12:00 PM	0	2	1	0	1	38	0	27	0	35	91	71	0	0	0	0	37	18	0	18	339	1175
12:15 PM	0	0	0	0	0	29	1	22	0	34	79	69	0	0	0	0	43	17	0	11	305	1210
12:30 PM	0	0	0	0	0	27	0	25	0	29	74	54	1	0	0	0	43	20	0	15	288	1218
12:45 PM	1	1	0	0	0	32	1	38	0	37	63	58	0	0	0	0	49	8	0	12	300	1232

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	8	8	0	4	152	0	248	0	140	364	284	0	0	0	0	148	144	0	72	1572
Heavy Trucks	0	0	0			0	0	0			0	8	0			0	4	0			12
Buses																					
Pedestrians		8					0					0					4				12
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Locust St -- College Rd/Juniper St

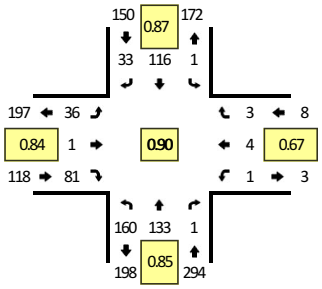
CITY/STATE: Twin Falls, ID

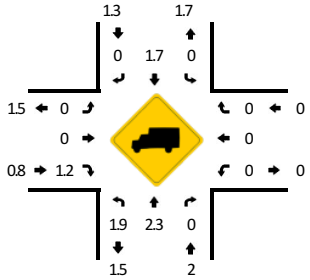
QC JOB #: 17205751

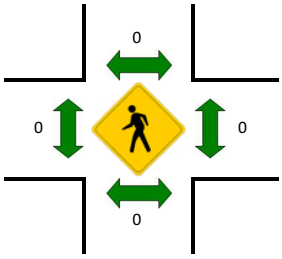
DATE: Thu, Sep 18 2025

Peak-Hour: 8:00 AM -- 9:00 AM

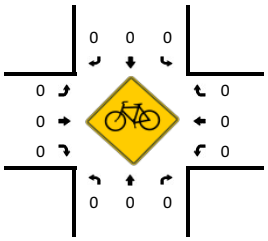
Peak 15-Min: 8:45 AM -- 9:00 AM

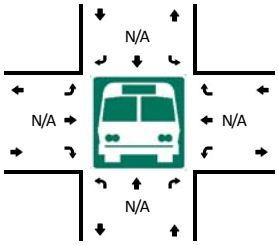


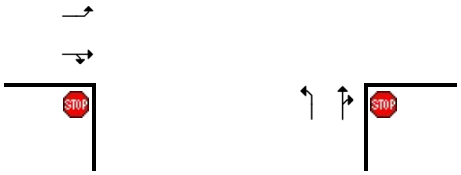


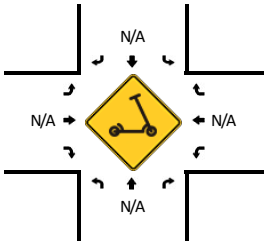












R* = RTOR

15-Min Count Period Beginning At	Locust St (Northbound)					Locust St (Southbound)					College Rd/Juniper St (Eastbound)					College Rd/Juniper St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	12	20	1	0	0	0	8	5	0	0	5	1	7	0	0	0	0	0	0	0	59	
7:15 AM	34	27	0	0	0	0	13	3	0	0	2	1	14	0	0	1	4	0	0	0	99	
7:30 AM	36	32	0	0	0	0	27	10	0	0	5	0	12	0	0	3	2	0	0	0	127	
7:45 AM	35	31	0	0	0	0	44	7	0	0	13	0	15	0	0	0	3	0	0	0	148	433
8:00 AM	39	32	0	0	0	0	30	9	0	0	7	0	15	0	0	0	0	2	0	0	134	508
8:15 AM	38	35	0	0	0	1	20	10	0	0	6	0	26	0	0	1	0	1	0	0	138	547
8:30 AM	31	33	0	0	0	0	36	7	0	0	10	1	18	0	0	0	3	0	0	0	139	559
8:45 AM	52	33	1	0	0	0	30	7	0	0	13	0	22	0	0	0	1	0	0	0	159	570

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	208	132	4	0	0	0	120	28	0	0	52	0	88	0	0	0	4	0	0	0	636
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

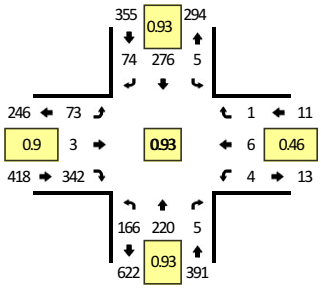
Report generated on 10/3/2025 9:13 AM

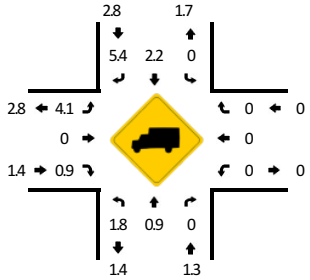
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

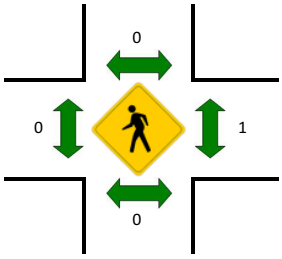
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

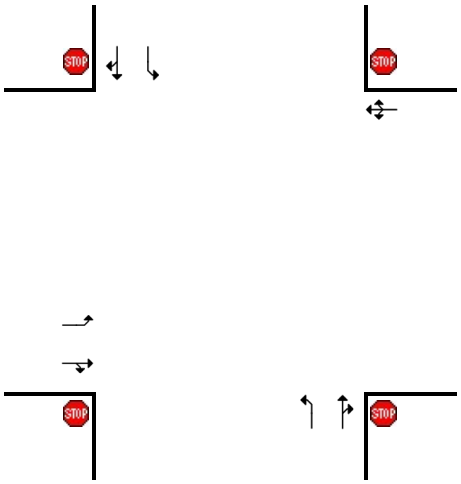
LOCATION: Locust St -- College Rd/Juniper St | **QC JOB #:** 17205752
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

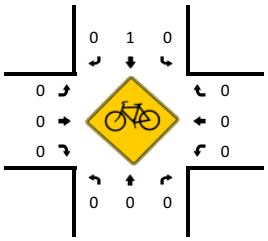
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

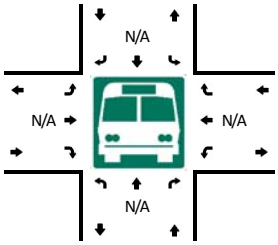


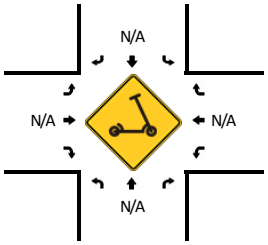












R* = RTOR

15-Min Count Period Beginning At	Locust St (Northbound)					Locust St (Southbound)					College Rd/Juniper St (Eastbound)					College Rd/Juniper St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	41	56	1	0	0	1	65	23	0	0	12	1	81	0	0	0	2	1	0	0	284	
4:15 PM	40	61	0	0	0	2	51	14	0	0	15	2	62	0	0	0	1	1	0	0	249	
4:30 PM	43	57	1	0	0	2	71	16	0	0	23	1	84	0	0	1	2	0	0	0	301	
4:45 PM	46	46	0	0	0	0	61	15	0	0	21	1	85	0	0	1	1	0	0	0	277	1111
5:00 PM	46	56	3	0	0	0	71	24	0	0	21	0	95	0	0	0	0	0	0	0	316	1143
5:15 PM	31	61	1	0	0	3	73	19	0	0	8	1	78	0	0	2	3	1	0	0	281	1175
5:30 PM	27	53	0	0	0	1	54	18	0	0	16	0	57	0	0	1	2	1	0	0	230	1104
5:45 PM	23	54	4	0	0	1	53	20	0	0	16	1	55	0	0	1	3	1	0	0	232	1059

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	184	224	12	0	0	0	284	96	0	0	84	0	380	0	0	0	0	0	0	0	1264
Heavy Trucks	4	0	0			0	8	0			4	0	4			0	0	0			20
Buses																					
Pedestrians		0					0					0					4				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

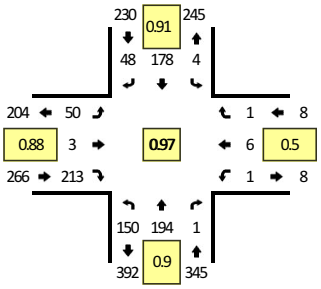
Type of peak hour being reported: Intersection Peak

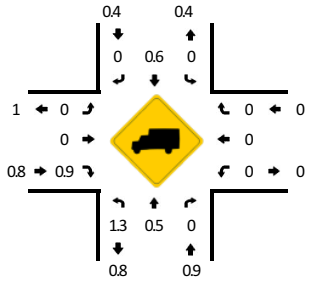
Method for determining peak hour: Total Entering Volume

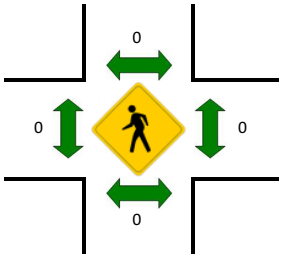
LOCATION: Locust St -- College Rd/Juniper St
CITY/STATE: Twin Falls, ID

QC JOB #: 17205753
DATE: Sat, Sep 20 2025

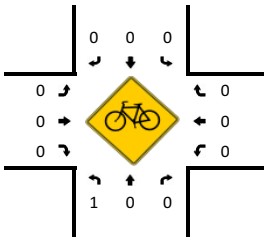
Peak-Hour: 11:30 AM -- 12:30 PM
Peak 15-Min: 12:15 PM -- 12:30 PM

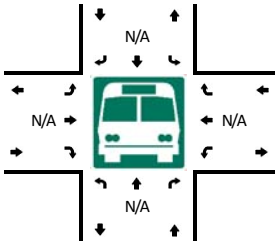




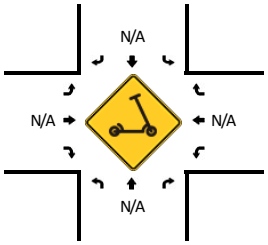












R* = RTOR

15-Min Count Period Beginning At	Locust St (Northbound)					Locust St (Southbound)					College Rd/Juniper St (Eastbound)					College Rd/Juniper St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	29	41	0	0	0	0	34	21	0	0	15	0	31	0	0	0	0	1	0	0	172	
11:15 AM	25	40	0	0	0	2	34	20	0	0	17	0	53	0	0	0	1	0	0	0	192	
11:30 AM	39	45	0	0	0	0	45	11	0	0	9	0	52	0	0	0	1	0	0	0	202	
11:45 AM	34	46	0	0	0	3	45	15	0	0	14	0	51	0	0	0	3	1	0	0	212	778
12:00 PM	37	47	1	0	0	1	43	10	0	0	17	1	58	0	0	1	1	0	0	0	217	823
12:15 PM	40	56	0	0	0	0	45	12	0	0	10	2	52	0	0	0	1	0	0	0	218	849
12:30 PM	33	43	1	0	0	0	55	13	0	0	12	0	33	0	0	0	1	0	0	0	191	838
12:45 PM	25	43	1	0	0	0	42	17	0	0	17	3	59	0	0	1	1	0	0	0	209	835

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	160	224	0	0	0	0	180	48	0	0	40	8	208	0	0	0	4	0	0	0	872
Heavy Trucks	4	0	0			0	4	0			0	0	4			0	0	0			12
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

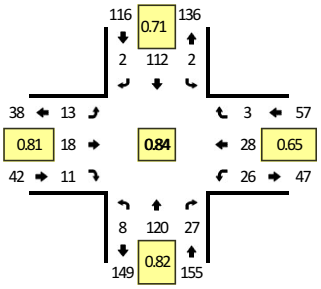
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

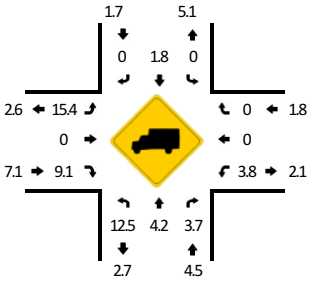
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

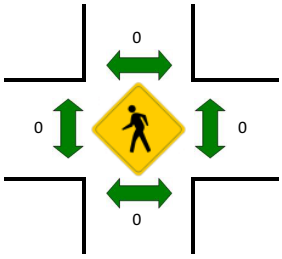
LOCATION: Locust St -- Cheney Dr | **QC JOB #:** 17205754
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

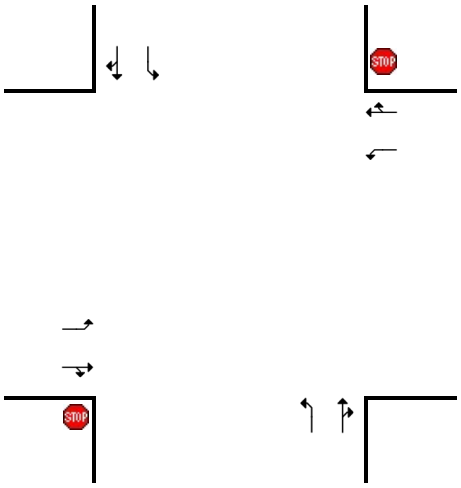
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

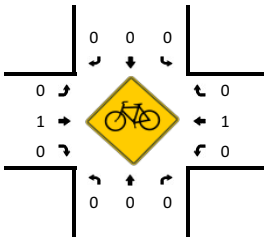
TRUE DATA TO IMPROVE MOBILITY

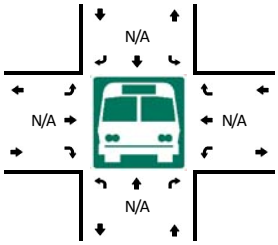


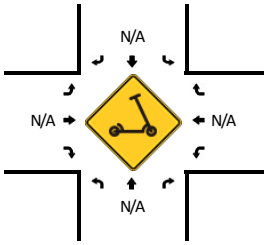












R* = RTOR

15-Min Count Period Beginning At	Locust St (Northbound)					Locust St (Southbound)					Cheney Dr (Eastbound)					Cheney Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	2	16	3	0	0	0	9	1	0	0	2	2	2	0	0	3	3	0	0	0	43	
7:15 AM	1	21	4	0	0	1	8	2	0	0	0	5	2	0	0	2	4	0	0	0	50	
7:30 AM	0	29	9	0	0	1	22	1	0	0	1	3	1	0	0	9	7	0	0	0	83	
7:45 AM	2	37	8	0	0	0	29	0	0	0	4	4	4	0	0	12	10	0	0	0	110	286
8:00 AM	1	26	6	0	0	1	22	0	0	0	6	2	3	0	0	6	8	1	0	0	82	325
8:15 AM	4	25	5	0	0	1	21	1	0	0	3	6	4	0	0	5	2	2	0	0	79	354
8:30 AM	1	32	8	0	0	0	40	1	0	0	0	6	0	0	0	3	8	0	0	0	99	370
8:45 AM	5	33	8	0	0	0	26	2	0	0	3	3	3	0	0	6	7	2	0	0	98	358

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	8	148	32	0	0	0	116	0	0	0	16	16	16	0	0	48	40	0	0	0	440
Heavy Trucks	4	4	4			0	4	0			0	0	0			0	0	0			16
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	4	0			4
Scooters																					

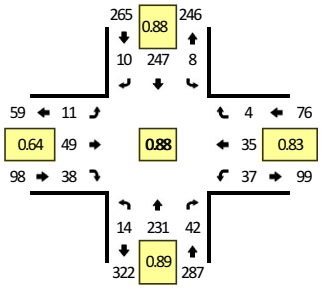
Comments:

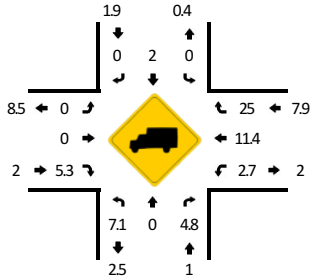
Report generated on 10/3/2025 9:13 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

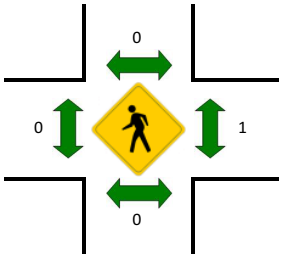
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

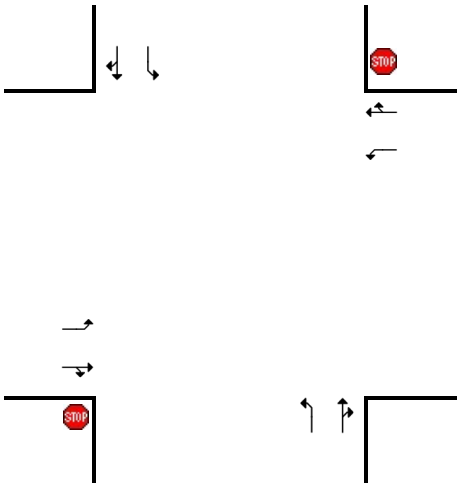
LOCATION: Locust St -- Cheney Dr | **QC JOB #:** 17205755
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

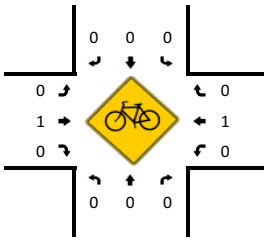
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

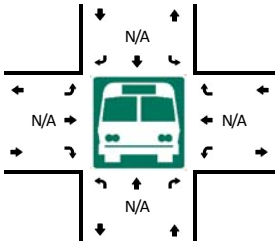


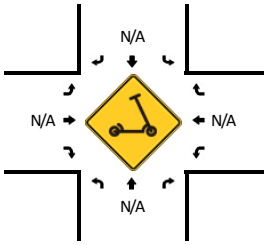












R* = RTOR

15-Min Count Period Beginning At	Locust St (Northbound)					Locust St (Southbound)					Cheney Dr (Eastbound)					Cheney Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	2	49	13	0	0	1	71	5	0	0	4	3	7	0	0	12	8	1	0	0	176	
4:15 PM	2	67	5	0	0	1	54	1	0	0	2	2	1	0	0	7	7	2	0	0	151	
4:30 PM	4	66	11	0	0	2	69	2	0	0	2	10	7	0	0	5	9	1	0	0	188	
4:45 PM	4	52	9	0	0	1	47	2	0	0	4	12	8	0	0	8	6	1	0	0	154	669
5:00 PM	4	63	12	0	0	2	62	3	0	0	4	16	18	0	0	12	9	2	0	0	207	700
5:15 PM	2	50	10	0	0	3	69	3	0	0	1	11	5	0	0	12	11	0	0	0	177	726
5:30 PM	4	52	14	0	0	1	53	4	0	0	3	14	9	0	0	10	5	0	0	0	169	707
5:45 PM	2	59	12	0	0	1	48	3	0	0	1	8	9	0	0	10	8	0	0	0	161	714

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	16	252	48	0	0	8	248	12	0	0	16	64	72	0	0	48	36	8	0	0	828
Heavy Trucks	0	0	0			0	4	0			0	0	4			0	4	0			12
Buses																					
Pedestrians		0					0					0					4				4
Bicycles	0	0	0			0	0	0			0	0	0			0	4	0			4
Scooters																					

Comments:

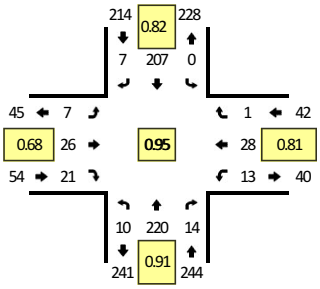
Report generated on 10/3/2025 9:13 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

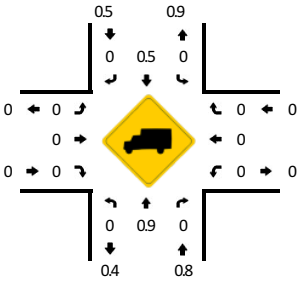
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

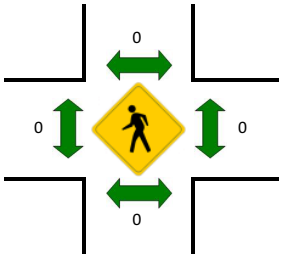
LOCATION: Locust St -- Cheney Dr
CITY/STATE: Twin Falls, ID

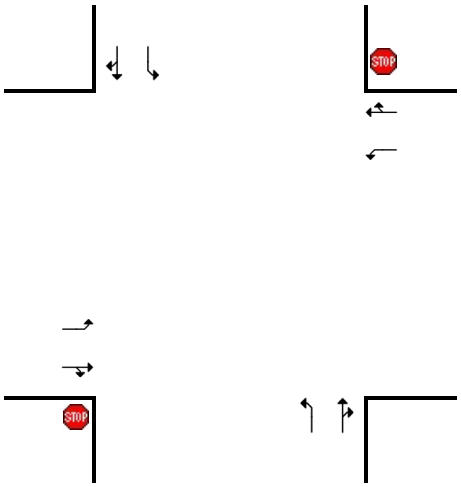
QC JOB #: 17205756
DATE: Sat, Sep 20 2025

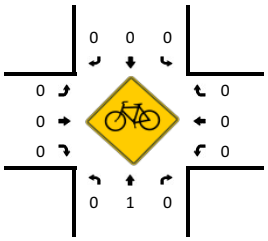
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

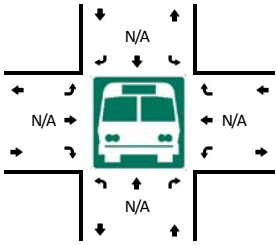


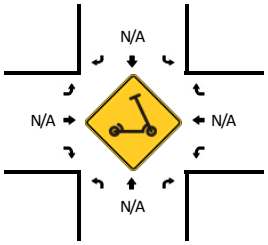












R* = RTOR

15-Min Count Period Beginning At	Locust St (Northbound)					Locust St (Southbound)					Cheney Dr (Eastbound)					Cheney Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	3	51	2	0	0	0	52	4	0	0	2	7	4	0	0	1	3	1	0	0	130	
11:15 AM	2	51	4	0	0	1	42	3	0	0	0	10	3	0	0	3	4	1	0	0	124	
11:30 AM	5	41	5	0	0	1	44	2	0	0	1	8	6	0	0	3	10	2	0	0	128	
11:45 AM	2	54	5	0	0	1	51	3	0	0	1	3	5	0	0	6	7	1	0	0	139	521
12:00 PM	3	60	2	0	0	0	42	2	0	0	2	10	8	0	0	4	8	0	0	0	141	532
12:15 PM	4	51	4	0	0	0	51	0	0	0	2	2	5	0	0	4	5	1	0	0	129	537
12:30 PM	1	49	3	0	0	0	61	4	0	0	1	7	5	0	0	3	4	0	0	0	138	547
12:45 PM	2	60	5	0	0	0	53	1	0	0	2	7	3	0	0	2	11	0	0	0	146	554

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	8	240	20	0	0	0	212	4	0	0	8	28	12	0	0	8	44	0	0	0	584
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	4	0			0	0	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

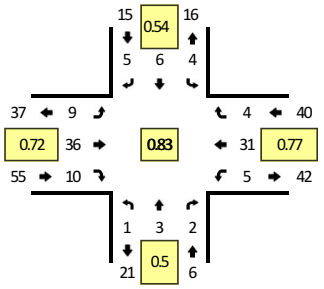
Method for determining peak hour: Total Entering Volume

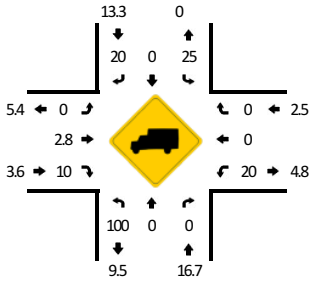
LOCATION: Elm St -- Cheney Dr
CITY/STATE: Twin Falls, ID

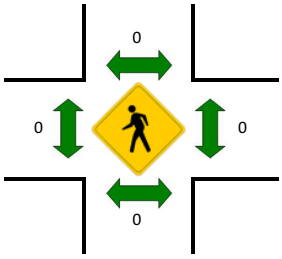
QC JOB #: 17205757
DATE: Thu, Sep 18 2025

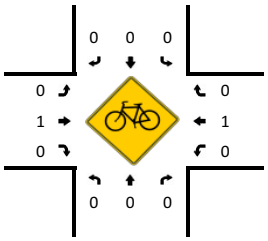
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

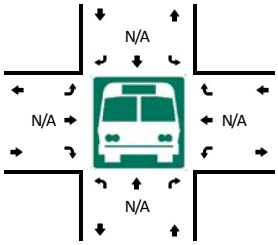
TRUE DATA TO IMPROVE MOBILITY

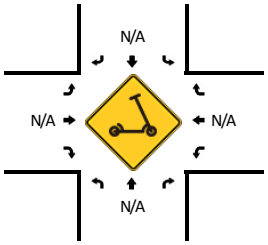












R* = RTOR

15-Min Count Period Beginning At	Elm St (Northbound)					Elm St (Southbound)					Cheney Dr (Eastbound)					Cheney Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	1	0	0	0	3	0	1	0	0	0	4	1	0	0	1	4	1	0	0	16	
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	3	2	0	0	12	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	1	6	1	0	0	14	
7:45 AM	1	0	1	0	0	1	2	2	0	0	3	10	2	0	0	3	10	0	0	0	35	77
8:00 AM	0	1	0	0	0	2	3	2	0	0	2	9	2	0	0	0	7	2	0	0	30	91
8:15 AM	0	0	0	0	0	0	1	0	0	0	3	13	3	0	0	2	5	1	0	0	28	107
8:30 AM	0	2	1	0	0	1	0	1	0	0	1	4	3	0	0	0	9	1	0	0	23	116
8:45 AM	0	1	0	0	0	3	0	5	0	0	1	7	2	0	0	0	10	3	0	0	32	113

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	4	0	4	0	0	4	8	8	0	0	12	40	8	0	0	12	40	0	0	0	140
Heavy Trucks	4	0	0			0	0	0			0	0	0			4	0	0			8
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	4	0			4
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

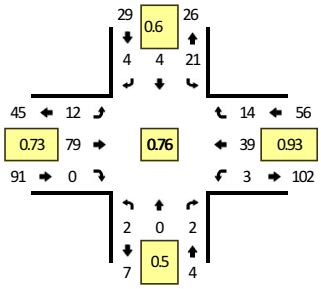
Method for determining peak hour: Total Entering Volume

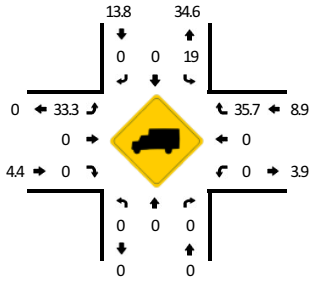
LOCATION: Elm St -- Cheney Dr
CITY/STATE: Twin Falls, ID

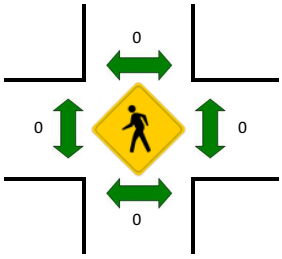
QC JOB #: 17205758
DATE: Thu, Sep 18 2025

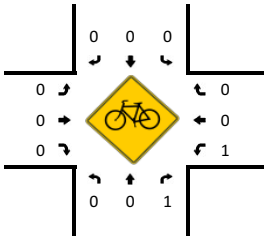
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

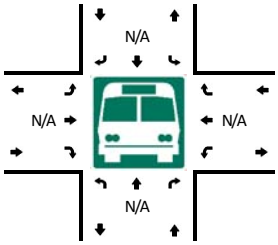
TRUE DATA TO IMPROVE MOBILITY

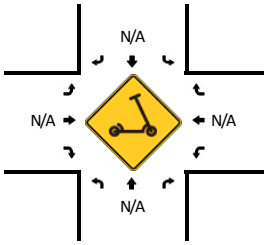












R* = RTOR

15-Min Count Period Beginning At	Elm St (Northbound)					Elm St (Southbound)					Cheney Dr (Eastbound)					Cheney Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	1	0	2	0	0	1	1	0	0	0	3	11	5	0	0	1	10	2	0	0	37	
4:15 PM	1	0	1	0	0	0	1	3	0	0	1	5	0	0	0	1	6	3	0	0	22	
4:30 PM	2	0	3	0	0	2	1	0	0	0	2	14	0	0	0	2	12	2	0	0	40	
4:45 PM	0	0	0	0	0	4	0	0	0	0	3	19	0	0	0	0	9	3	0	0	38	137
5:00 PM	0	0	1	0	0	7	2	3	0	0	2	29	0	0	0	2	8	5	0	0	59	159
5:15 PM	2	0	0	0	0	6	2	0	0	0	4	11	0	0	0	1	12	2	0	0	40	177
5:30 PM	0	0	1	0	0	4	0	1	0	0	3	20	0	0	0	0	10	4	0	0	43	180
5:45 PM	0	2	0	0	0	8	1	2	0	0	2	11	0	0	0	0	9	3	0	0	38	180

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	4	0	0	28	8	12	0	0	8	116	0	0	0	8	32	20	0	0	236
Heavy Trucks	0	0	0			4	0	0			0	0	0			0	0	4			8
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			4	0	0			4
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

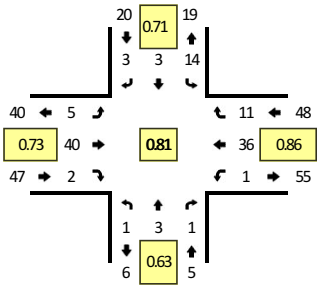
Type of peak hour being reported: Intersection Peak

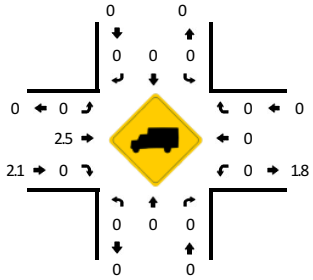
Method for determining peak hour: Total Entering Volume

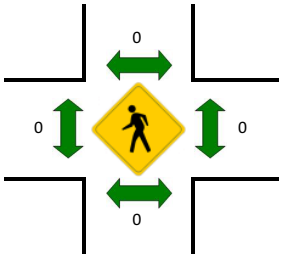
LOCATION: Elm St -- Cheney Dr
CITY/STATE: Twin Falls, ID

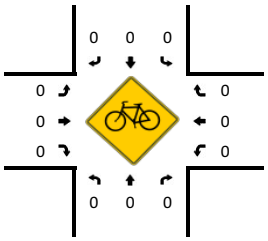
QC JOB #: 17205759
DATE: Sat, Sep 20 2025

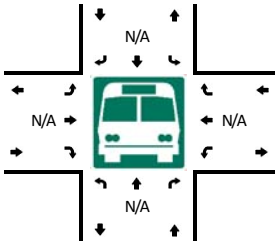
Peak-Hour: 11:15 AM -- 12:15 PM
Peak 15-Min: 12:00 PM -- 12:15 PM

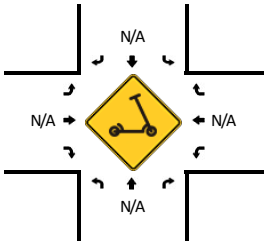












R* = RTOR

15-Min Count Period Beginning At	Elm St (Northbound)					Elm St (Southbound)					Cheney Dr (Eastbound)					Cheney Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	0	0	1	0	0	2	1	1	0	0	0	8	0	0	0	0	9	1	0	0	23	
11:15 AM	0	0	0	0	0	6	0	0	0	0	0	8	1	0	0	0	9	0	0	0	24	
11:30 AM	0	1	0	0	0	2	1	2	0	0	3	11	0	0	0	1	8	5	0	0	34	
11:45 AM	0	2	0	0	0	2	0	0	0	0	2	5	1	0	0	0	10	3	0	0	25	106
12:00 PM	1	0	1	0	0	4	2	1	0	0	0	16	0	0	0	0	9	3	0	0	37	120
12:15 PM	1	1	0	0	0	3	0	0	0	0	0	5	0	0	0	1	6	1	0	0	18	114
12:30 PM	0	1	0	0	0	2	0	0	0	0	1	10	0	0	0	0	7	2	0	0	23	103
12:45 PM	0	0	1	0	0	1	1	1	0	0	0	10	0	0	0	0	9	3	0	0	26	104

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	4	0	4	0	0	16	8	4	0	0	0	64	0	0	0	0	36	12	0	0	148
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

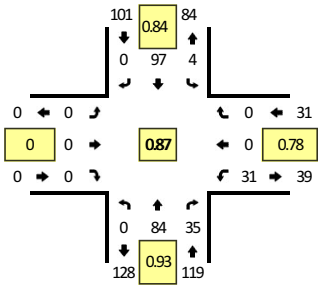
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

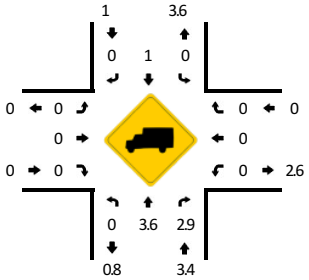
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

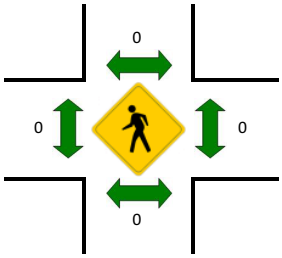
LOCATION: Locust St/Madrona St -- Bridgeview Blvd | **QC JOB #:** 17205760
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

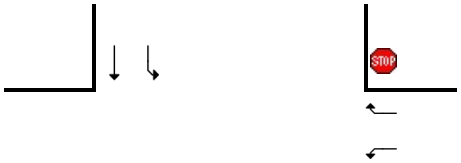
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

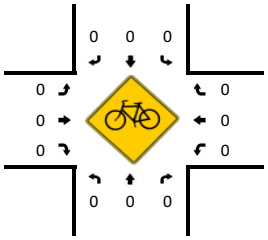
TRUE DATA TO IMPROVE MOBILITY

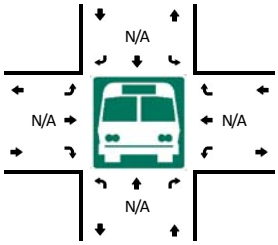




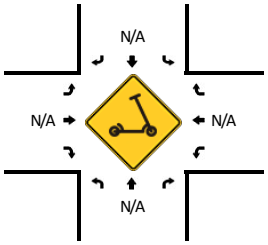












R* = RTOR

15-Min Count Period Beginning At	Locust St/Madrona St (Northbound)					Locust St/Madrona St (Southbound)					Bridgeview Blvd (Eastbound)					Bridgeview Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	10	5	0	0	0	5	0	0	0	0	0	0	0	0	6	0	0	0	0	26	
7:15 AM	0	10	7	0	0	0	9	0	0	0	0	0	0	0	0	4	0	0	0	0	30	
7:30 AM	0	19	8	0	0	0	13	0	0	0	0	0	0	0	0	10	0	1	0	0	51	
7:45 AM	0	20	11	0	0	3	25	0	0	0	0	0	0	0	0	8	0	0	0	0	67	174
8:00 AM	0	25	5	0	0	0	21	0	0	0	0	0	0	0	0	7	0	0	0	0	58	206
8:15 AM	0	19	7	0	0	1	21	0	0	0	0	0	0	0	0	6	0	0	0	0	54	230
8:30 AM	0	20	12	0	0	0	30	0	0	0	0	0	0	0	0	10	0	0	0	0	72	251
8:45 AM	0	31	5	0	0	0	23	0	0	0	0	0	0	0	0	4	0	2	0	0	65	249

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	80	48	0	0	0	120	0	0	0	0	0	0	0	0	40	0	0	0	0	288
Heavy Trucks	0	4	4			0	4	0			0	0	0			0	0	0			12
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

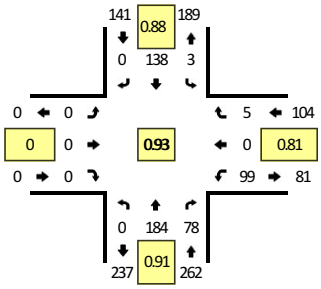
Comments:

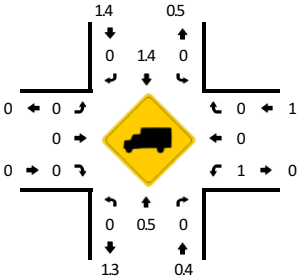
Report generated on 10/3/2025 9:13 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

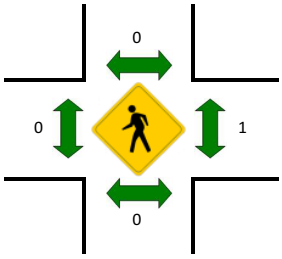
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

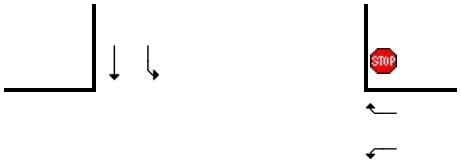
LOCATION: Locust St/Madrona St -- Bridgeview Blvd | **QC JOB #:** 17205761
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

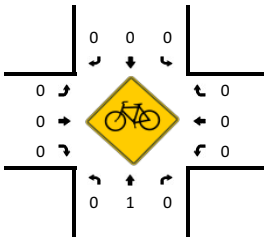
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

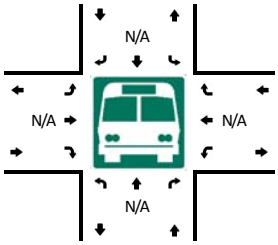




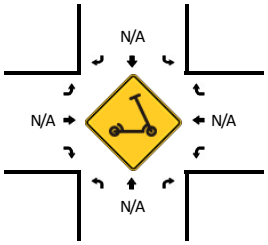












R* = RTOR

15-Min Count Period Beginning At	Locust St/Madrona St (Northbound)					Locust St/Madrona St (Southbound)					Bridgeview Blvd (Eastbound)					Bridgeview Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	41	10	0	0	1	42	0	0	0	0	0	0	0	0	30	0	1	0	0	125	
4:15 PM	0	47	25	0	0	0	27	0	0	0	0	0	0	0	0	27	0	0	0	0	126	
4:30 PM	0	47	18	0	0	0	39	0	0	0	0	0	0	0	0	30	0	2	0	0	136	
4:45 PM	0	42	16	0	0	3	32	0	0	0	0	0	0	0	0	18	0	1	0	0	112	499
5:00 PM	0	48	19	0	0	0	40	0	0	0	0	0	0	0	0	24	0	2	0	0	133	507
5:15 PM	0	34	19	0	0	0	41	0	0	0	0	0	0	0	0	28	0	2	0	0	124	505
5:30 PM	0	39	15	0	0	3	32	0	0	0	0	0	0	0	0	23	0	1	0	0	113	482
5:45 PM	0	44	14	0	0	0	24	0	0	0	0	0	0	0	0	21	0	3	0	0	106	476

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	188	72	0	0	0	156	0	0	0	0	0	0	0	0	120	0	8	0	0	544
Heavy Trucks	0	0	0			0	4	0			0	0	0			4	0	0			8
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

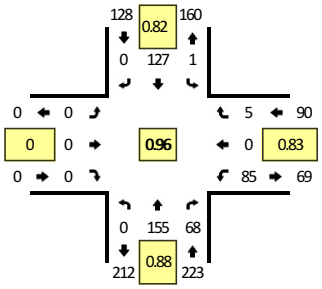
Comments:

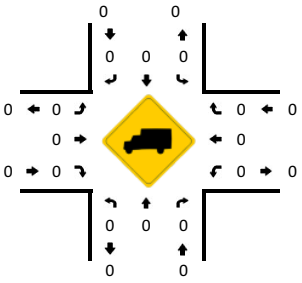
Report generated on 10/3/2025 9:13 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

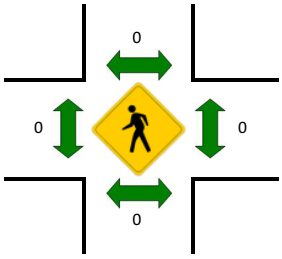
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

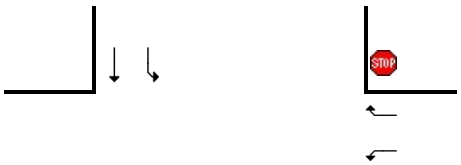
LOCATION: Locust St/Madrona St -- Bridgeview Blvd | **QC JOB #:** 17205762
CITY/STATE: Twin Falls, ID | **DATE:** Sat, Sep 20 2025

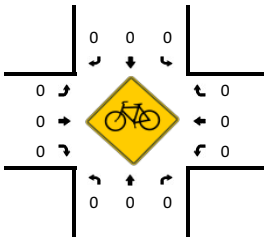
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:30 PM -- 12:45 PM

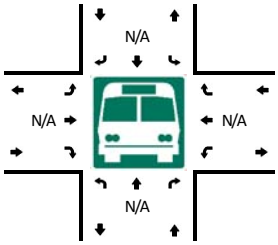




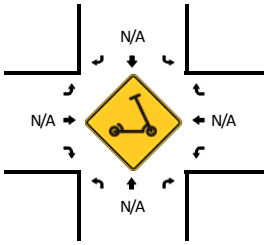












R* = RTOR

15-Min Count Period Beginning At	Locust St/Madrona St (Northbound)					Locust St/Madrona St (Southbound)					Bridgeview Blvd (Eastbound)					Bridgeview Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	0	43	11	0	0	0	43	0	0	0	0	0	0	0	0	14	0	0	0	0	111	
11:15 AM	0	37	14	0	0	0	30	0	0	0	0	0	0	0	0	14	0	0	0	0	95	
11:30 AM	0	35	10	0	0	0	29	0	0	0	0	0	0	0	0	18	0	0	0	0	92	
11:45 AM	0	42	14	0	0	1	32	0	0	0	0	0	0	0	0	23	0	1	0	0	113	411
12:00 PM	0	40	23	0	0	0	27	0	0	0	0	0	0	0	0	18	0	0	0	0	108	408
12:15 PM	0	36	17	0	0	0	29	0	0	0	0	0	0	0	0	20	0	2	0	0	104	417
12:30 PM	0	33	16	0	0	0	39	0	0	0	0	0	0	0	0	25	0	2	0	0	115	440
12:45 PM	0	46	12	0	0	1	32	0	0	0	0	0	0	0	0	22	0	1	0	0	114	441

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	132	64	0	0	0	156	0	0	0	0	0	0	0	0	100	0	8	0	0	460
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Bridgeview Blvd -- Home Depot Dwy/Madrona St

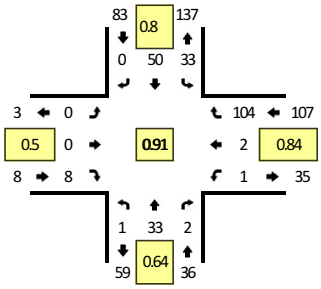
CITY/STATE: Twin Falls, ID

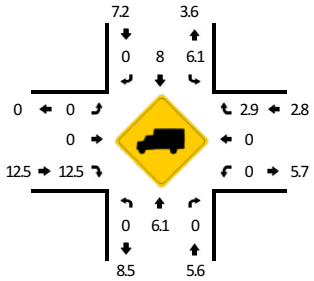
QC JOB #: 17205763

DATE: Thu, Sep 18 2025

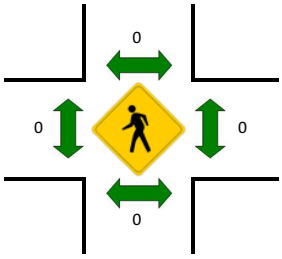
Peak-Hour: 7:15 AM -- 8:15 AM

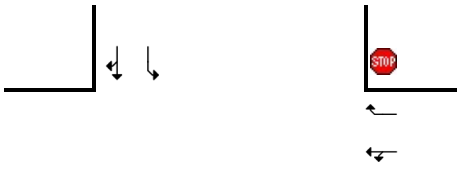
Peak 15-Min: 7:45 AM -- 8:00 AM

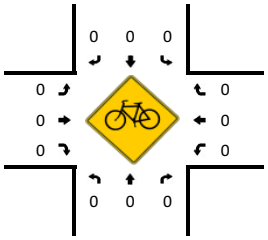


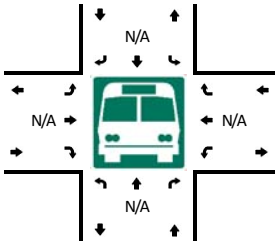


TRUE DATA TO IMPROVE MOBILITY

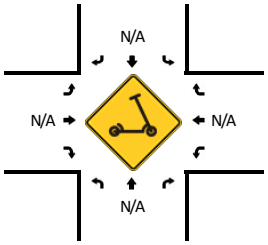












R* = RTOR

15-Min Count Period Beginning At	Bridgeview Blvd (Northbound)					Bridgeview Blvd (Southbound)					Home Depot Dwy/Madrona St (Eastbound)					Home Depot Dwy/Madrona St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	5	0	0	0	7	5	0	0	0	1	1	0	0	0	0	2	22	0	0	43	
7:15 AM	0	7	0	0	0	10	7	0	0	0	0	0	0	0	0	0	0	23	0	0	47	
7:30 AM	0	8	1	0	0	10	10	0	0	0	0	0	2	0	0	0	0	32	0	0	63	
7:45 AM	1	12	1	0	0	5	15	0	0	0	0	0	4	0	0	1	1	24	0	0	64	217
8:00 AM	0	6	0	0	0	8	18	0	0	0	0	0	2	0	0	0	1	25	0	0	60	234
8:15 AM	0	6	0	0	0	6	12	0	0	0	0	0	0	0	0	0	1	17	0	0	42	229
8:30 AM	1	11	0	0	0	8	15	0	0	0	0	0	0	0	0	0	2	17	0	0	54	220
8:45 AM	0	4	1	0	0	11	8	0	0	0	2	0	0	0	0	0	1	21	0	0	48	204

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	4	48	4	0	0	20	60	0	0	0	0	0	16	0	0	4	4	96	0	0	256
Heavy Trucks	0	0	0			0	4	0			0	0	0			0	0	4			8
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

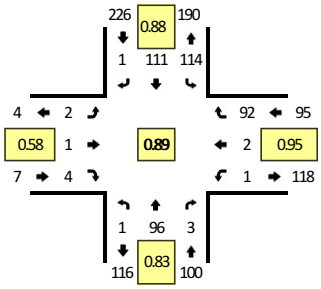
Report generated on 10/3/2025 9:13 AM

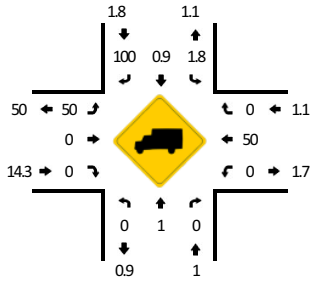
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

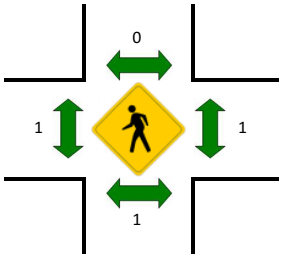
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

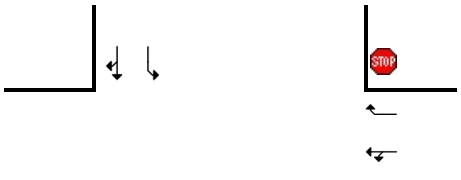
LOCATION: Bridgeview Blvd -- Home Depot Dwy/Madrona St | **QC JOB #:** 17205764
CITY/STATE: Twin Falls, ID | **DATE:** Thu, Sep 18 2025

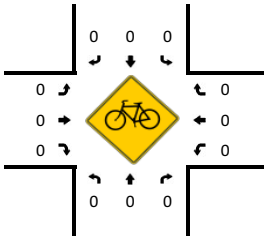
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

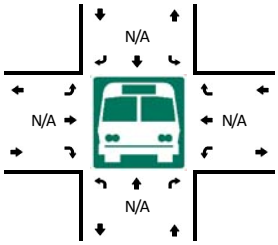




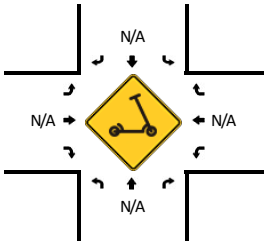












R* = RTOR

15-Min Count Period Beginning At	Bridgeview Blvd (Northbound)					Bridgeview Blvd (Southbound)					Home Depot Dwy/Madrona St (Eastbound)					Home Depot Dwy/Madrona St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	16	0	0	0	30	31	1	0	0	0	0	2	0	0	0	0	24	0	0	104	
4:15 PM	0	28	2	0	0	35	28	1	0	0	0	0	1	0	0	1	0	24	0	0	120	
4:30 PM	0	26	0	0	0	23	33	0	0	0	2	0	1	0	0	0	0	24	0	0	109	
4:45 PM	1	21	0	0	0	23	22	0	0	0	0	0	1	0	0	0	1	22	0	0	91	424
5:00 PM	0	21	1	0	0	33	28	0	0	0	0	1	1	0	0	0	1	22	0	0	108	428
5:15 PM	0	26	0	0	0	29	28	0	0	0	0	0	0	0	0	1	3	21	0	0	108	416
5:30 PM	1	21	1	0	0	27	29	0	0	0	0	1	0	0	0	1	0	19	0	0	100	407
5:45 PM	0	15	0	0	0	28	28	0	0	0	0	0	1	0	0	2	0	22	0	0	96	412

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	112	8	0	0	140	112	4	0	0	0	0	4	0	0	4	0	96	0	0	480
Heavy Trucks	0	0	0			0	0	4			0	0	0			0	0	0			4
Buses																					
Pedestrians		0					0					0					4				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Bridgeview Blvd -- Home Depot Dwy/Madrona St

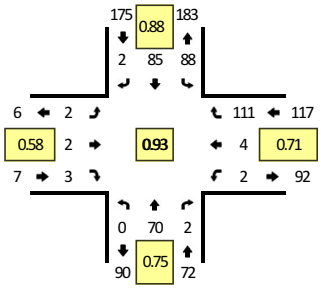
CITY/STATE: Twin Falls, ID

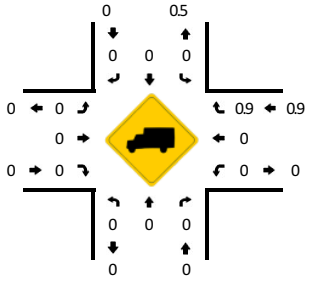
QC JOB #: 17205765

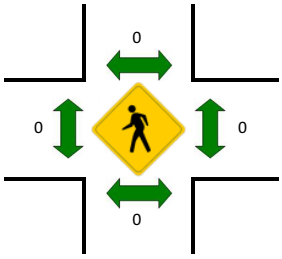
DATE: Sat, Sep 20 2025

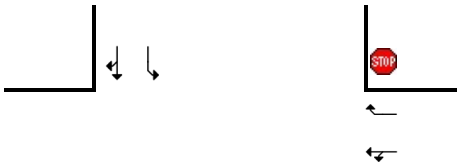
Peak-Hour: 11:45 AM -- 12:45 PM

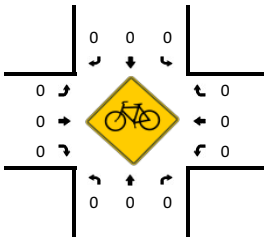
Peak 15-Min: 11:45 AM -- 12:00 PM

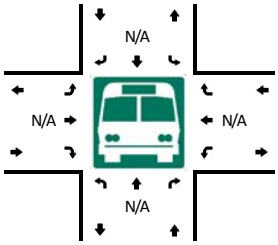




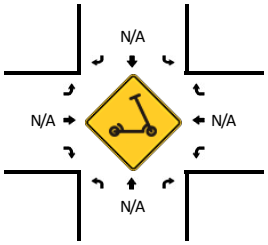












R* = RTOR

15-Min Count Period Beginning At	Bridgeview Blvd (Northbound)					Bridgeview Blvd (Southbound)					Home Depot Dwy/Madrona St (Eastbound)					Home Depot Dwy/Madrona St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	0	10	0	0	0	13	11	0	0	0	0	0	0	0	0	1	0	17	0	0	52	
11:15 AM	0	13	0	0	0	15	13	2	0	0	0	1	0	0	0	0	0	20	0	0	64	
11:30 AM	1	12	0	0	0	18	19	0	0	0	0	3	0	0	0	0	1	25	0	0	79	
11:45 AM	0	14	1	0	0	19	22	0	0	0	0	1	2	0	0	0	1	40	0	0	100	295
12:00 PM	0	23	1	0	0	30	16	0	0	0	0	0	1	0	0	0	0	21	0	0	92	335
12:15 PM	0	17	0	0	0	15	22	1	0	0	0	0	0	0	0	1	1	33	0	0	90	361
12:30 PM	0	16	0	0	0	24	25	1	0	0	2	1	0	0	0	1	2	17	0	0	89	371
12:45 PM	0	13	0	0	0	20	27	0	0	0	0	1	1	0	0	0	2	24	0	0	88	359

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	56	4	0	0	76	88	0	0	0	0	4	8	0	0	0	4	160	0	0	400
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

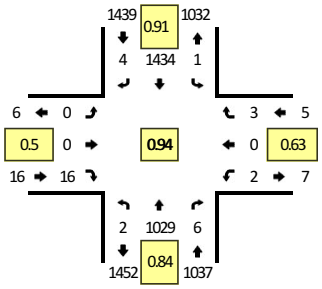
Type of peak hour being reported: Intersection Peak

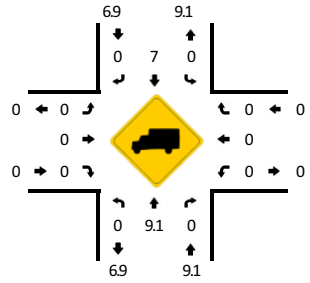
Method for determining peak hour: Total Entering Volume

LOCATION: Blue Lakes Blvd -- Perrine St
CITY/STATE: Twin Falls, ID

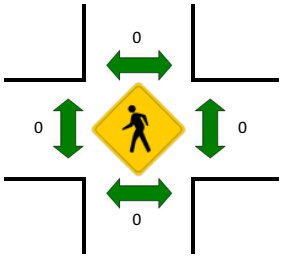
QC JOB #: 17205766
DATE: Thu, Sep 18 2025

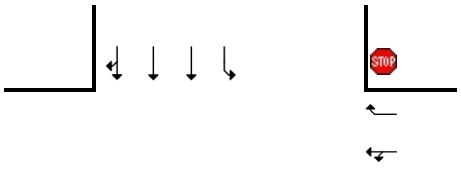
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

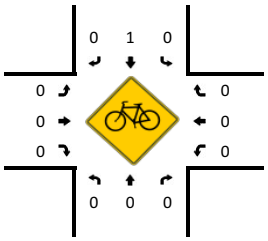


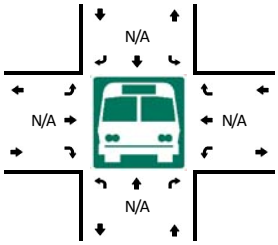


TRUE DATA TO IMPROVE MOBILITY

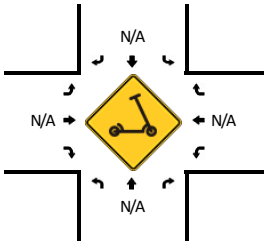












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Perrine St (Eastbound)					Perrine St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	1	247	2	0	0	1	176	0	0	0	0	0	0	0	0	1	0	0	0	0	428	
7:15 AM	0	246	3	0	0	1	265	0	0	0	0	0	1	0	0	0	0	0	0	0	516	
7:30 AM	0	308	1	0	0	0	351	1	0	0	0	0	3	0	0	1	0	0	0	0	665	
7:45 AM	0	234	1	0	0	1	392	2	0	0	0	0	1	0	0	1	0	1	0	0	633	2242
8:00 AM	1	229	3	0	0	0	335	1	0	0	0	0	4	0	0	0	0	0	0	0	573	2387
8:15 AM	1	258	1	0	0	0	356	0	0	0	0	0	8	0	0	0	0	2	0	0	626	2497
8:30 AM	2	217	3	0	0	0	341	3	0	0	1	0	2	0	0	0	0	0	0	0	569	2401
8:45 AM	3	194	8	0	0	1	354	9	0	0	0	0	10	0	0	1	0	1	0	0	581	2349

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	1232	4	0	0	0	1404	4	0	0	0	0	12	0	0	4	0	0	0	0	2660
Heavy Trucks	0	116	0			0	84	0			0	0	0			0	0	0			200
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

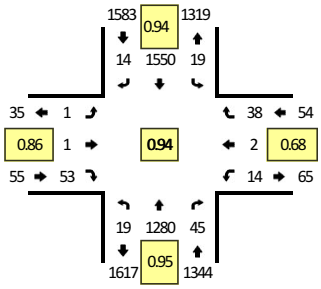
Type of peak hour being reported: Intersection Peak

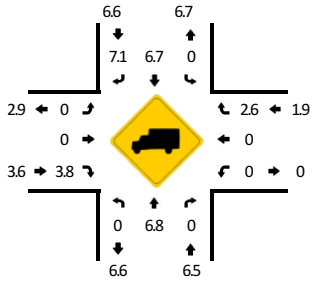
Method for determining peak hour: Total Entering Volume

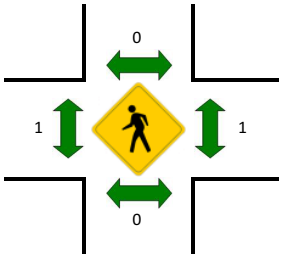
LOCATION: Blue Lakes Blvd -- Perrine St
CITY/STATE: Twin Falls, ID

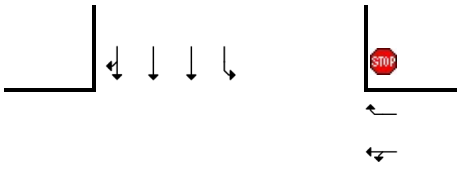
QC JOB #: 17205767
DATE: Thu, Sep 18 2025

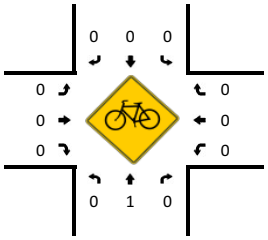
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

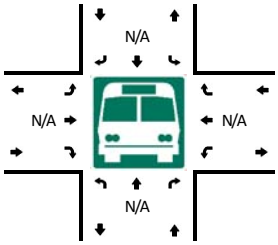




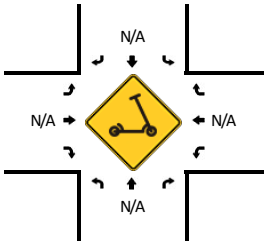












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Perrine St (Eastbound)					Perrine St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	2	301	13	0	0	5	388	1	0	0	0	0	13	0	0	0	1	6	0	0	730	
4:15 PM	9	280	10	0	0	2	339	3	0	0	0	0	13	0	0	3	0	5	0	0	664	
4:30 PM	8	303	11	0	0	6	375	6	0	0	0	1	14	0	0	4	0	6	0	0	734	
4:45 PM	6	306	6	0	0	5	408	3	0	0	0	0	9	0	0	0	1	12	0	0	756	2884
5:00 PM	4	335	14	0	0	2	356	2	0	0	1	0	14	0	0	4	1	6	0	0	739	2893
5:15 PM	1	336	14	0	0	6	411	3	0	0	0	0	16	0	0	6	0	14	0	0	807	3036
5:30 PM	4	319	12	0	0	0	364	1	0	0	0	0	7	0	0	1	0	7	0	0	715	3017
5:45 PM	7	287	11	0	0	5	373	7	0	0	1	0	11	0	0	7	0	7	0	0	716	2977

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	4	1344	56	0	0	24	1644	12	0	0	0	0	64	0	0	24	0	56	0	0	3228
Heavy Trucks	0	84	0			0	112	4			0	0	4			0	0	4			208
Buses																					
Pedestrians		0					0					0					4				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

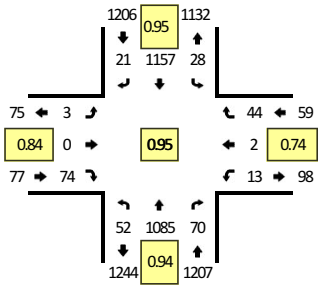
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

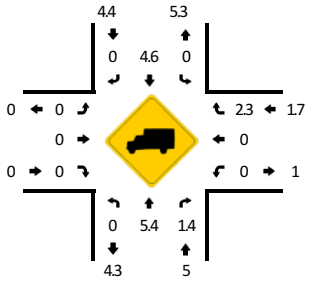
LOCATION: Blue Lakes Blvd -- Perrine St
CITY/STATE: Twin Falls, ID

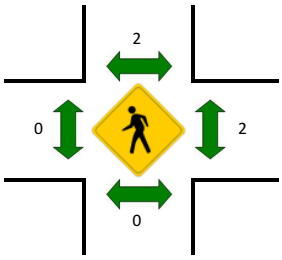
QC JOB #: 17205768
DATE: Sat, Sep 20 2025

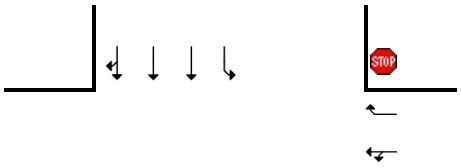
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:00 PM -- 12:15 PM

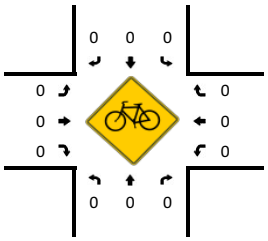


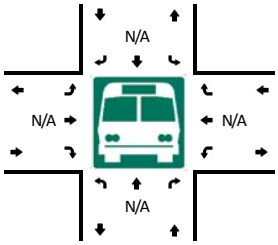




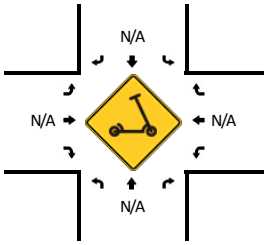












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Perrine St (Eastbound)					Perrine St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	5	224	7	0	0	8	286	2	0	0	1	0	14	0	0	2	1	3	0	0	553	
11:15 AM	8	234	21	0	0	5	273	3	0	0	1	2	12	0	0	4	1	10	0	0	574	
11:30 AM	5	243	10	0	0	9	304	3	0	0	0	0	12	0	0	2	0	9	0	0	597	
11:45 AM	12	263	14	0	0	9	279	4	0	0	0	1	18	0	0	3	0	10	0	0	613	2337
12:00 PM	16	277	17	0	0	8	308	3	0	0	0	0	22	0	0	5	1	14	0	0	671	2455
12:15 PM	15	280	26	0	0	7	289	5	0	0	2	0	14	0	0	1	1	8	0	0	648	2529
12:30 PM	10	256	17	0	0	3	273	7	0	0	1	0	22	0	0	4	0	15	0	0	608	2540
12:45 PM	11	272	10	0	0	10	287	6	0	0	0	0	16	0	0	3	0	7	0	0	622	2549

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	64	1108	68	0	0	32	1232	12	0	0	0	0	88	0	0	20	4	56	0	0	2684
Heavy Trucks	0	72	0			0	60	0			0	0	0			0	0	0			132
Buses																					
Pedestrians		0					8					0					4				12
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

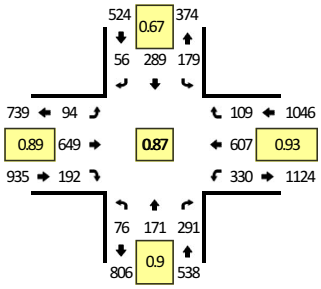
Type of peak hour being reported: Intersection Peak

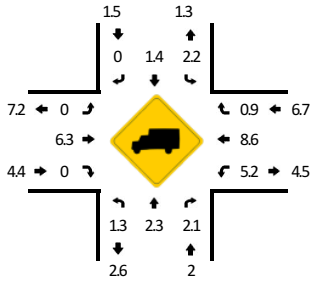
Method for determining peak hour: Total Entering Volume

LOCATION: Washington St -- Pole Line Rd
CITY/STATE: Twin Falls, ID

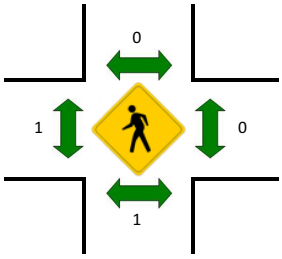
QC JOB #: 17205769
DATE: Thu, Sep 18 2025

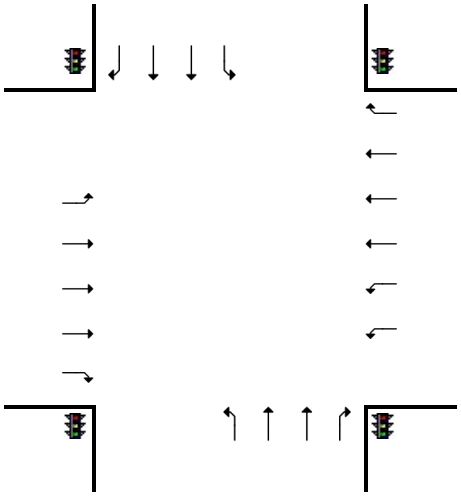
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

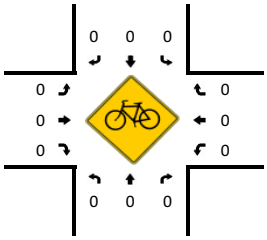


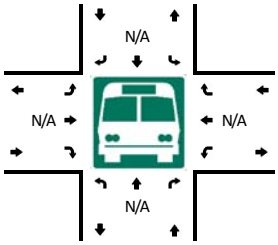


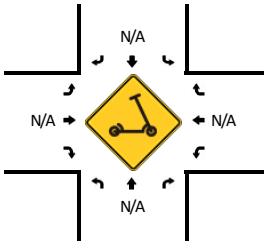
TRUE DATA TO IMPROVE MOBILITY











R* = RTOR

15-Min Count Period Beginning At	Washington St (Northbound)					Washington St (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	8	13	10	0	34	42	29	3	0	5	4	230	8	0	18	21	81	8	0	5	519	
7:15 AM	24	27	9	0	43	33	35	6	0	3	10	133	15	0	16	49	111	8	0	7	529	
7:30 AM	20	46	39	0	38	48	66	9	0	9	26	165	23	0	28	78	170	14	1	18	798	
7:45 AM	19	59	25	0	47	63	117	2	0	13	25	172	36	0	30	85	156	18	0	10	877	2723
8:00 AM	16	37	35	0	24	43	58	5	0	11	25	168	28	0	19	81	155	10	1	13	729	2933
8:15 AM	21	29	46	0	37	25	48	1	0	6	18	144	9	0	19	81	126	7	3	19	639	3043
8:30 AM	16	32	29	0	48	31	40	1	0	3	14	130	19	0	26	75	129	14	0	26	633	2878
8:45 AM	18	45	51	0	24	37	55	1	0	6	22	120	19	0	14	83	138	5	1	7	646	2647

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	76	236	288	0	188	252	468	60	0	52	100	688	264	0	120	340	624	112	0	40	3908
Heavy Trucks	0	8	4			4	12	0			0	44	0			4	28	0			104
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Washington St -- Pole Line Rd

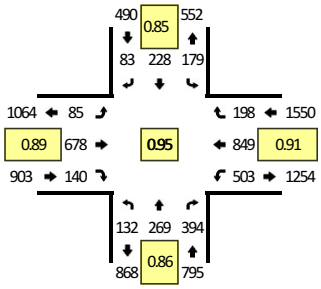
CITY/STATE: Twin Falls, ID

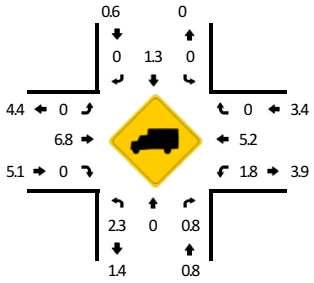
QC JOB #: 17205770

DATE: Thu, Sep 18 2025

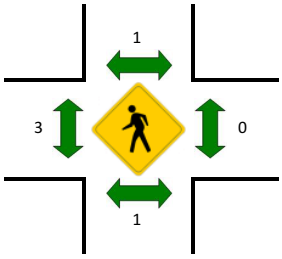
Peak-Hour: 4:45 PM -- 5:45 PM

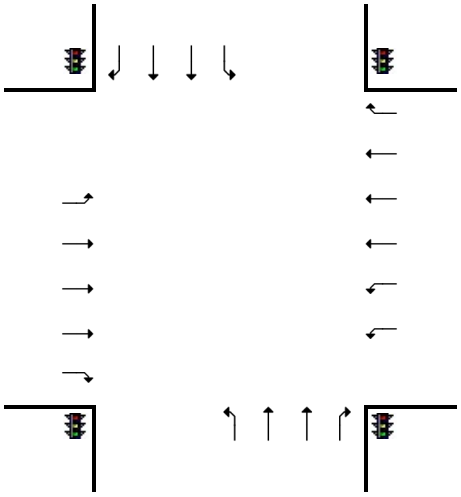
Peak 15-Min: 5:00 PM -- 5:15 PM

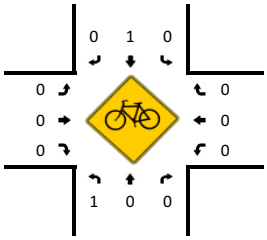


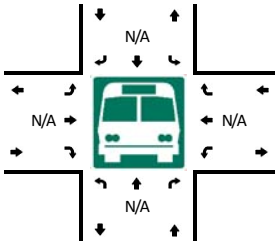


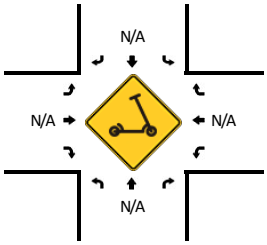
TRUE DATA TO IMPROVE MOBILITY











R* = RTOR

15-Min Count Period Beginning At	Washington St (Northbound)					Washington St (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	34	47	19	0	60	45	52	6	0	18	19	188	13	0	21	107	181	27	6	16	859	
4:15 PM	34	56	35	0	74	44	47	6	0	10	15	167	14	0	25	111	149	29	0	20	836	
4:30 PM	29	57	28	0	62	55	59	2	0	11	16	169	16	0	22	131	175	15	2	18	867	
4:45 PM	25	68	36	0	55	52	62	7	0	23	19	169	17	0	17	119	187	25	2	22	905	3467
5:00 PM	37	83	45	0	65	40	65	1	0	12	23	187	11	0	33	118	210	24	0	31	985	3593
5:15 PM	40	54	34	0	68	44	54	7	0	14	23	171	13	0	17	140	236	27	0	25	967	3724
5:30 PM	30	64	17	0	74	43	47	6	0	13	20	151	6	0	26	123	216	25	1	19	881	3738
5:45 PM	32	56	27	0	52	50	60	5	0	34	14	146	15	0	27	86	144	13	1	16	778	3611

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	148	332	440	0	260	160	260	52	0	48	92	748	176	0	132	472	840	220	0	124	4504
Heavy Trucks	4	0	8			0	0	0			0	48	0			12	52	0			124
Buses																					
Pedestrians		0					0					4					0				4
Bicycles	0	0	0			0	4	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

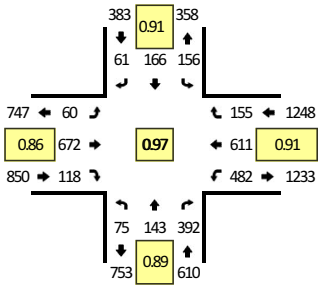
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

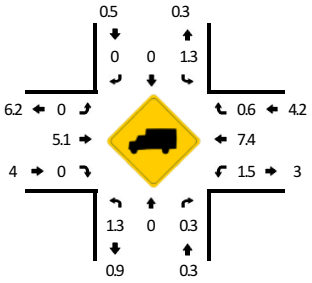
LOCATION: Washington St -- Pole Line Rd
CITY/STATE: Twin Falls, ID

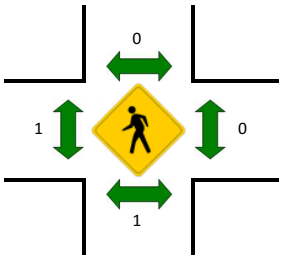
QC JOB #: 17205771
DATE: Sat, Sep 20 2025

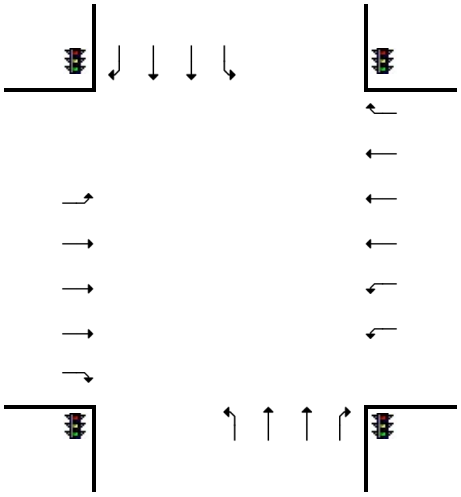
Peak-Hour: 11:30 AM -- 12:30 PM
Peak 15-Min: 11:45 AM -- 12:00 PM

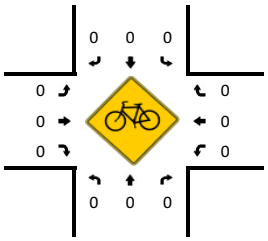


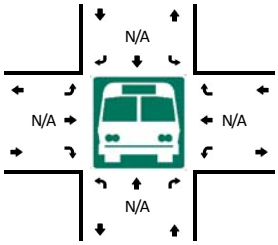


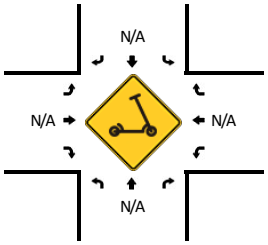












R* = RTOR

15-Min Count Period Beginning At	Washington St (Northbound)					Washington St (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	25	30	34	0	60	45	27	5	0	12	13	174	18	0	9	101	159	32	1	19	764	
11:15 AM	23	38	20	0	65	40	47	3	0	9	15	161	21	0	8	103	149	9	1	13	725	
11:30 AM	14	45	18	0	94	37	37	0	0	13	17	198	14	0	19	98	138	20	6	19	787	
11:45 AM	16	25	22	0	82	37	48	8	0	12	16	183	17	0	21	122	138	24	3	19	793	3069
12:00 PM	24	42	10	0	72	41	48	5	0	8	16	134	10	0	11	117	162	24	1	13	738	3043
12:15 PM	21	31	15	0	79	41	33	3	0	12	11	157	11	0	15	132	173	19	3	17	773	3091
12:30 PM	16	44	16	0	73	47	26	6	0	21	13	174	8	0	19	107	138	24	1	21	754	3058
12:45 PM	19	30	15	0	87	41	33	4	0	9	22	158	11	0	24	120	172	22	1	22	790	3055

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	64	100	416	0	328	148	192	80	0	48	64	732	152	0	84	488	552	172	12	76	3708
Heavy Trucks	4	0	0			8	0	0			0	16	0			12	64	0			104
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

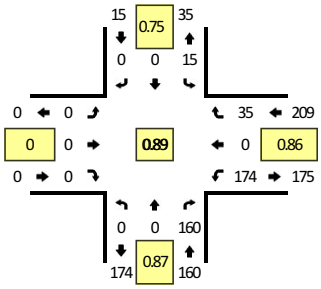
Report generated on 10/3/2025 9:13 AM

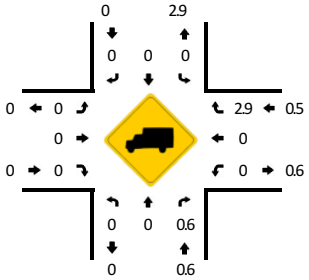
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

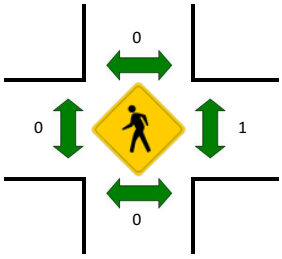
LOCATION: Fillmore St -- Costco Dwy | **QC JOB #:** 17205789
CITY/STATE: Twin Falls, ID | **DATE:** Wed, Sep 17 2025

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

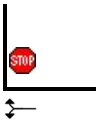


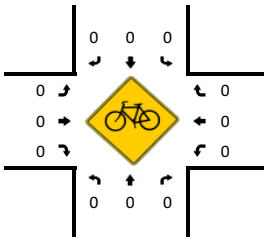


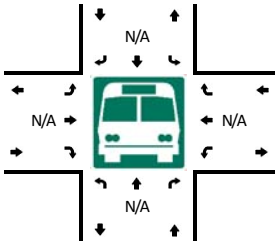
TRUE DATA TO IMPROVE MOBILITY



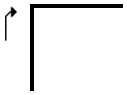


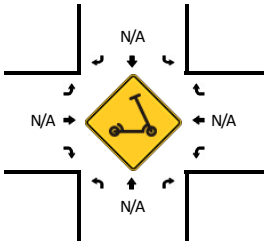












R* = RTOR

15-Min Count Period Beginning At	Fillmore St (Northbound)					Fillmore St (Southbound)					Costco Dwy (Eastbound)					Costco Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	0	0	43	0	0	4	0	0	0	0	0	0	0	0	0	52	0	9	0	0	108	
5:15 PM	0	0	46	0	0	5	0	0	0	0	0	0	0	0	0	34	0	7	0	0	92	
5:30 PM	0	0	33	0	0	2	0	0	0	0	0	0	0	0	0	51	0	7	0	0	93	
5:45 PM	0	0	38	0	0	4	0	0	0	0	0	0	0	0	0	37	0	12	0	0	91	384

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	172	0	0	16	0	0	0	0	0	0	0	0	0	208	0	36	0	0	432
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

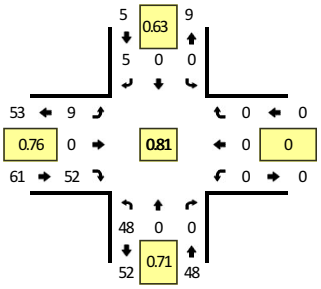
Type of peak hour being reported: Intersection Peak

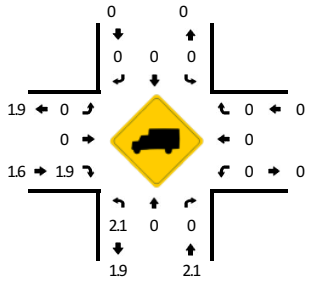
Method for determining peak hour: Total Entering Volume

LOCATION: Fillmore St -- Shopping Center South Dwy
CITY/STATE: Twin Falls, ID

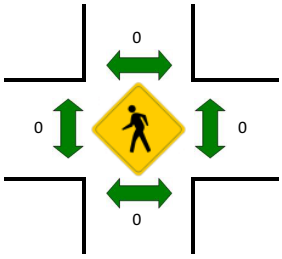
QC JOB #: 17205790
DATE: Wed, Sep 17 2025

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

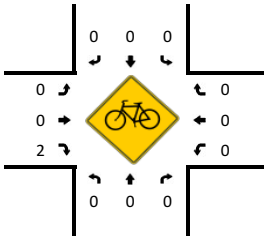


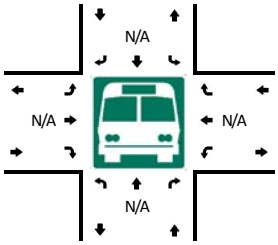


TRUE DATA TO IMPROVE MOBILITY

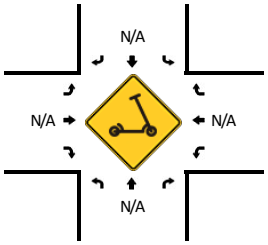












R* = RTOR

15-Min Count Period Beginning At	Fillmore St (Northbound)					Fillmore St (Southbound)					Shopping Center South Dwy (Eastbound)					Shopping Center South Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	11	0	0	0	0	0	0	0	0	0	1	0	19	0	0	0	0	0	0	0	31	
5:15 PM	17	0	0	0	0	0	0	2	0	0	2	0	14	0	0	0	0	0	0	0	35	
5:30 PM	10	0	0	0	0	0	0	1	0	0	2	0	10	0	0	0	0	0	0	0	23	
5:45 PM	10	0	0	0	0	0	0	2	0	0	4	0	9	0	0	0	0	0	0	0	25	114

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	68	0	0	0	0	0	0	8	0	0	8	0	56	0	0	0	0	0	0	0	140
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

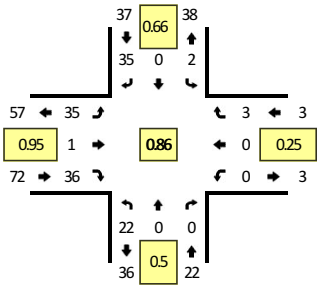
Type of peak hour being reported: Intersection Peak

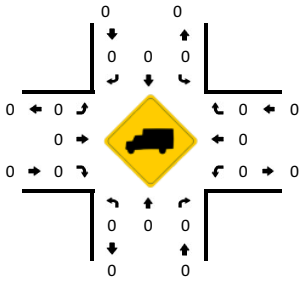
Method for determining peak hour: Total Entering Volume

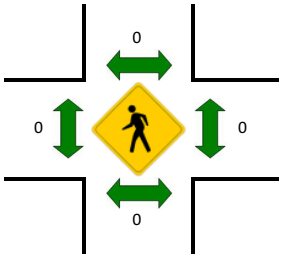
LOCATION: Fillmore St -- Shopping Center North Dwy
CITY/STATE: Twin Falls, ID

QC JOB #: 17205791
DATE: Wed, Sep 17 2025

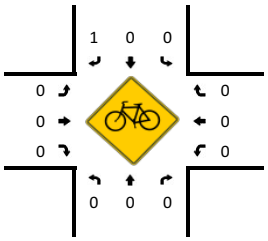
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

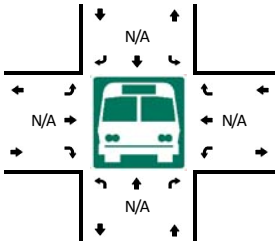




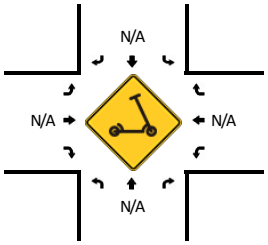












R* = RTOR

15-Min Count Period Beginning At	Fillmore St (Northbound)					Fillmore St (Southbound)					Shopping Center North Dwy (Eastbound)					Shopping Center North Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	11	0	0	0	0	1	0	5	0	0	9	0	10	0	0	0	0	3	0	0	39	
5:15 PM	5	0	0	0	0	0	0	8	0	0	9	0	9	0	0	0	0	0	0	0	31	
5:30 PM	2	0	0	0	0	1	0	13	0	0	7	0	10	0	0	0	0	0	0	0	33	
5:45 PM	4	0	0	0	0	0	0	9	0	0	10	1	7	0	0	0	0	0	0	0	31	134

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	44	0	0	0	0	4	0	20	0	0	36	0	40	0	0	0	0	12	0	0	156
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

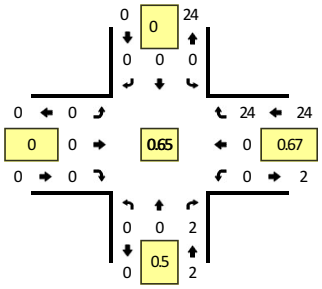
Type of peak hour being reported: Intersection Peak

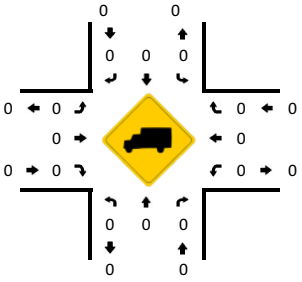
Method for determining peak hour: Total Entering Volume

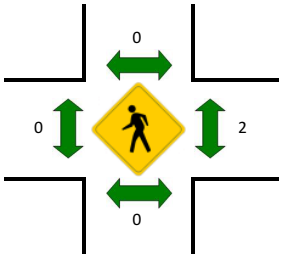
LOCATION: Blue Lakes Blvd -- Gas Station North Dwy
CITY/STATE: Twin Falls, ID

QC JOB #: 17205792
DATE: Wed, Sep 17 2025

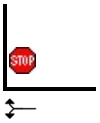
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

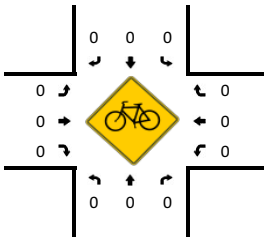


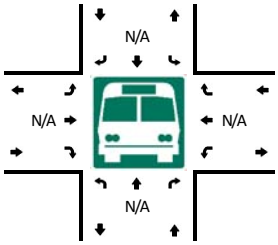




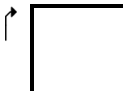


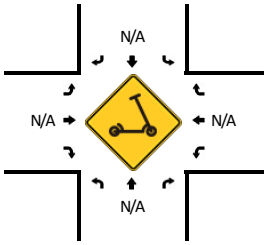












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Gas Station North Dwy (Eastbound)					Gas Station North Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	10	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	6	26

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	40
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

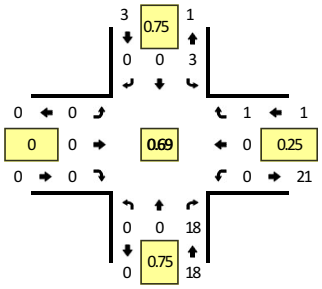
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

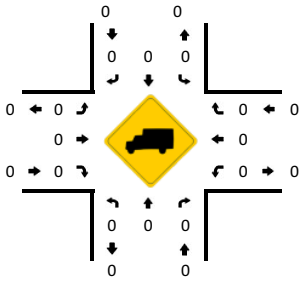
LOCATION: Blue Lakes Blvd -- Gas Station South Dwy
CITY/STATE: Twin Falls, ID

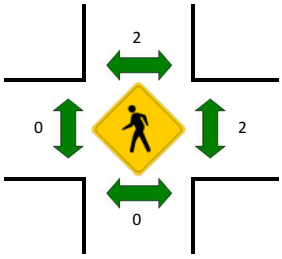
QC JOB #: 17205793
DATE: Wed, Sep 17 2025

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

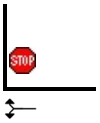
TRUE DATA TO IMPROVE MOBILITY

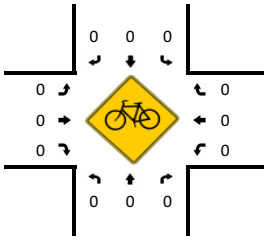


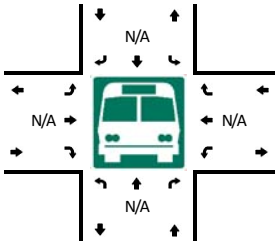




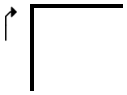


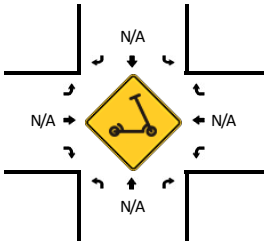












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Gas Station South Dwy (Eastbound)					Gas Station South Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
5:15 PM	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
5:30 PM	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
5:45 PM	0	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	8	22

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	24	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	32
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					8					0					8				16
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

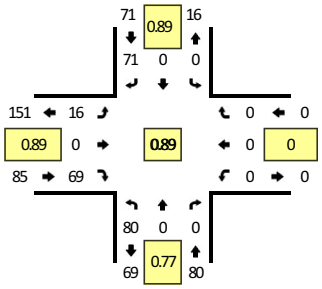
Method for determining peak hour: Total Entering Volume

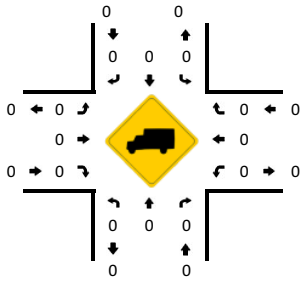
LOCATION: Blue Lakes Blvd -- Target Plaza Dwy
CITY/STATE: Twin Falls, ID

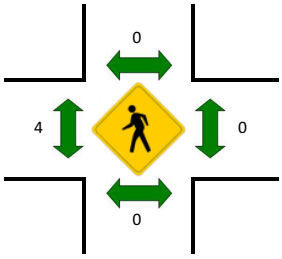
QC JOB #: 17205794
DATE: Wed, Sep 17 2025

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

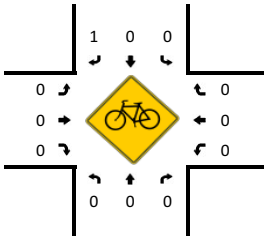
TRUE DATA TO IMPROVE MOBILITY

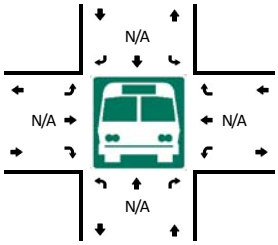




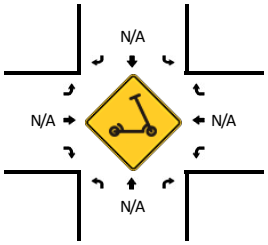












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Target Plaza Dwy (Eastbound)					Target Plaza Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	22	0	0	0	0	0	0	17	0	0	5	0	17	0	0	0	0	0	0	0	61	
5:15 PM	26	0	0	0	0	0	0	16	0	0	2	0	22	0	0	0	0	0	0	0	66	
5:30 PM	15	0	0	0	0	0	0	18	0	0	3	0	18	0	0	0	0	0	0	0	54	
5:45 PM	17	0	0	0	0	0	0	20	0	0	6	0	12	0	0	0	0	0	0	0	55	236

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	104	0	0	0	0	0	0	64	0	0	8	0	88	0	0	0	0	0	0	0	264
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					8					0				8
Bicycles	0	0	0			0	0	4			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

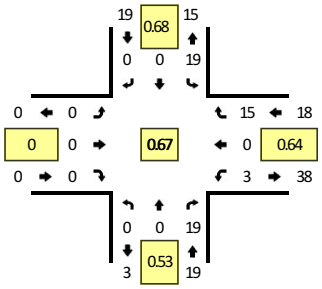
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

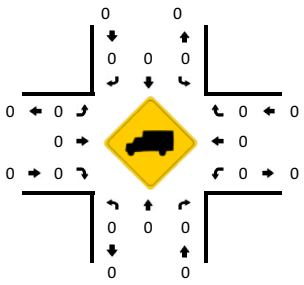
LOCATION: Blue Lakes Blvd -- Holiday Inn Dwy
CITY/STATE: Twin Falls, ID

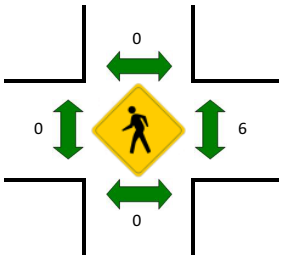
QC JOB #: 17205795
DATE: Wed, Sep 17 2025

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

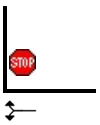


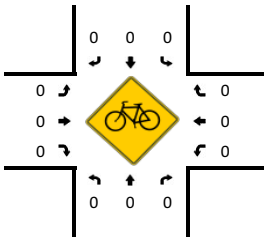


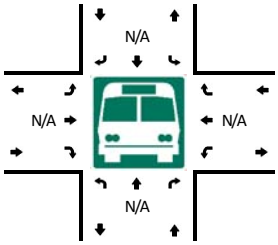




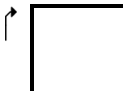


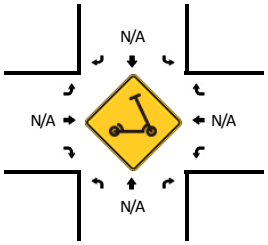












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Holiday Inn Dwy (Eastbound)					Holiday Inn Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	0	0	5	0	0	6	0	0	0	0	0	0	0	0	0	1	0	5	0	0	17	
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	3	0	0	6	
5:30 PM	0	0	4	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	12	
5:45 PM	0	0	9	0	0	5	0	0	0	0	0	0	0	0	0	1	0	6	0	0	21	56

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	36	0	0	20	0	0	0	0	0	0	0	0	0	4	0	24	0	0	84
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					8				8
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

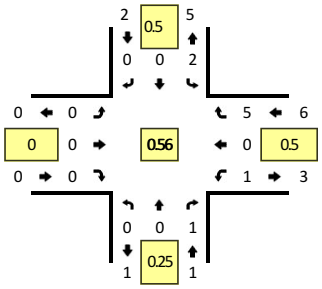
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Blue Lakes Blvd -- Volkswagon Dealership Dwy
CITY/STATE: Twin Falls, ID

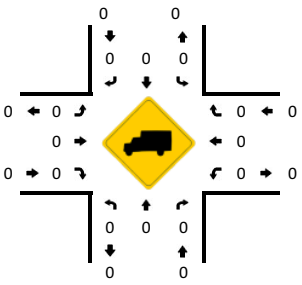
QC JOB #: 17205796
DATE: Wed, Sep 17 2025

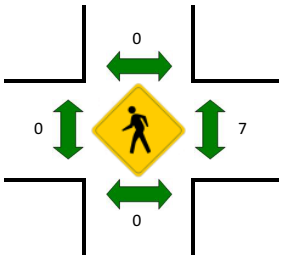
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



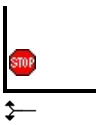


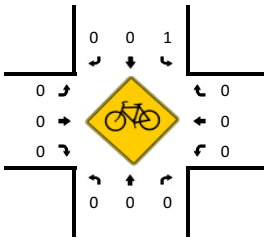
TRUE DATA TO IMPROVE MOBILITY

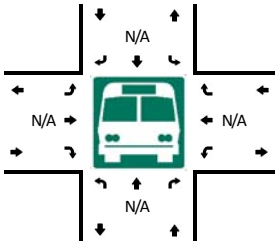




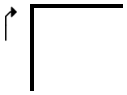


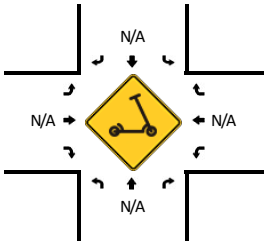












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Volkswagon Dealership Dwy (Eastbound)					Volkswagon Dealership Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	4	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	12	0	0	16
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

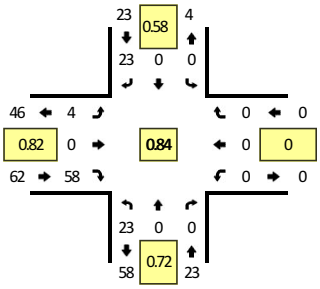
Type of peak hour being reported: Intersection Peak

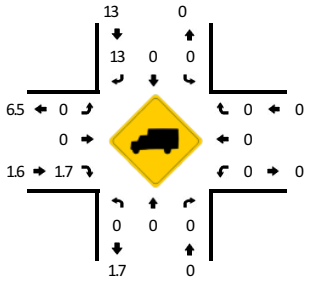
Method for determining peak hour: Total Entering Volume

LOCATION: Blue Lakes Blvd -- Target Plaza South Dwy
CITY/STATE: Twin Falls, ID

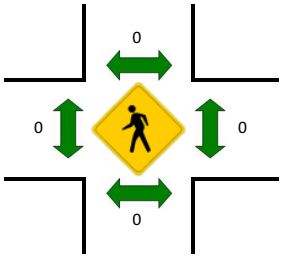
QC JOB #: 17205797
DATE: Wed, Sep 17 2025

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

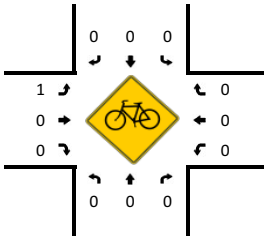


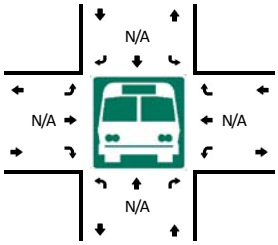


TRUE DATA TO IMPROVE MOBILITY

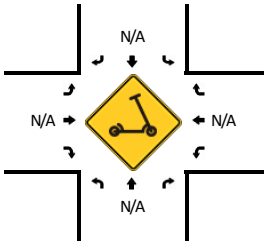












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Target Plaza South Dwy (Eastbound)					Target Plaza South Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	8	0	0	0	0	0	0	6	0	0	1	0	10	0	0	0	0	0	0	0	25	
5:15 PM	7	0	0	0	0	0	0	10	0	0	0	0	15	0	0	0	0	0	0	0	32	
5:30 PM	5	0	0	0	0	0	0	4	0	0	2	0	17	0	0	0	0	0	0	0	28	
5:45 PM	3	0	0	0	0	0	0	3	0	0	1	0	16	0	0	0	0	0	0	0	23	108

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	28	0	0	0	0	0	0	40	0	0	0	0	60	0	0	0	0	0	0	0	128
Heavy Trucks	0	0	0			0	0	8			0	0	0			0	0	0			8
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			4	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

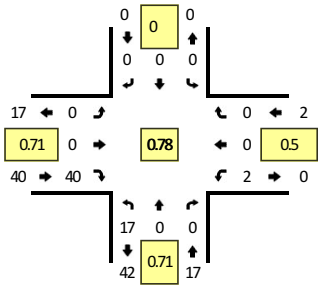
Type of peak hour being reported: Intersection Peak

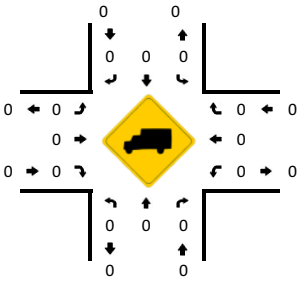
Method for determining peak hour: Total Entering Volume

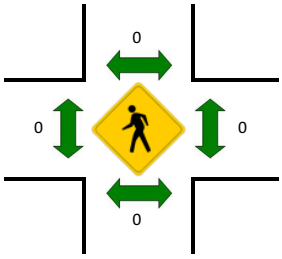
LOCATION: Home Depot Dwy -- Pole Line Dwy
CITY/STATE: Twin Falls, ID

QC JOB #: 17205798
DATE: Wed, Sep 17 2025

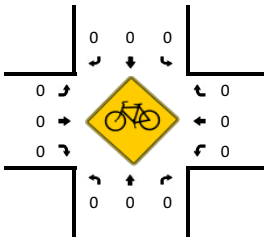
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

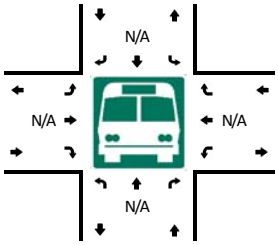




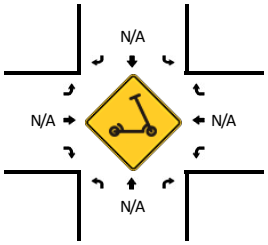












R* = RTOR

15-Min Count Period Beginning At	Home Depot Dwy (Northbound)					Home Depot Dwy (Southbound)					Pole Line Dwy (Eastbound)					Pole Line Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	5	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	19	
5:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	0	8	
5:30 PM	4	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	17	
5:45 PM	6	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	0	15	59

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	20	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	0	0	0	0	76
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Bridgeview Blvd -- Bridgeview Estates North Dwy

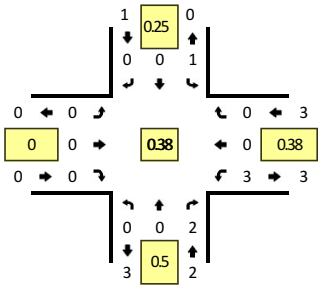
QC JOB #: 17205799

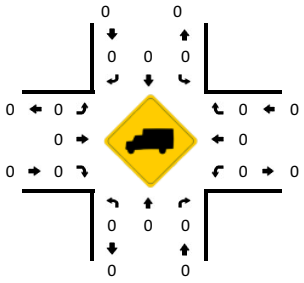
CITY/STATE: Twin Falls, ID

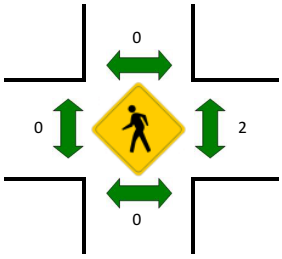
DATE: Wed, Sep 17 2025

Peak-Hour: 5:00 PM -- 6:00 PM

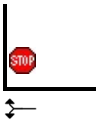
Peak 15-Min: 5:30 PM -- 5:45 PM

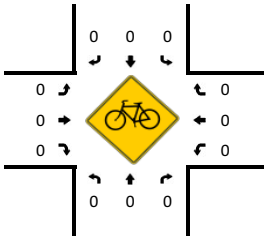


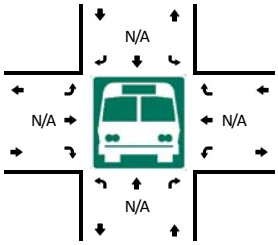




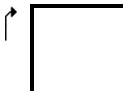


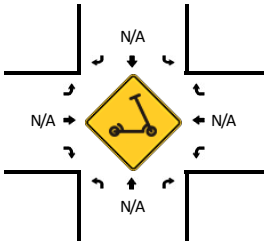












R* = RTOR

15-Min Count Period Beginning At	Bridgeview Blvd (Northbound)					Bridgeview Blvd (Southbound)					Bridgeview Estates North Dwy (Eastbound)					Bridgeview Estates North Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
5:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	8	0	0	0	0	16
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					4				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

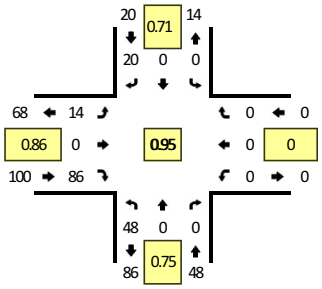
Type of peak hour being reported: Intersection Peak

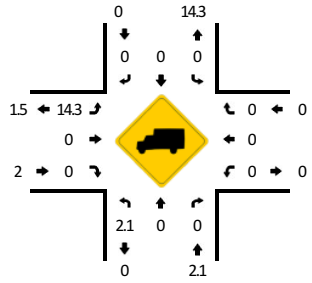
Method for determining peak hour: Total Entering Volume

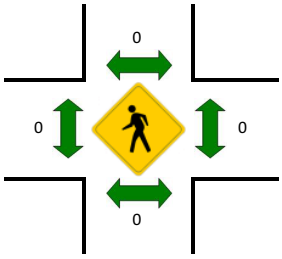
LOCATION: Bridgeview Blvd -- Magic Valley Mall Dwy
CITY/STATE: Twin Falls, ID

QC JOB #: 172057100
DATE: Wed, Sep 17 2025

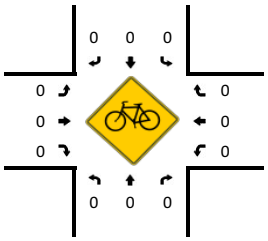
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

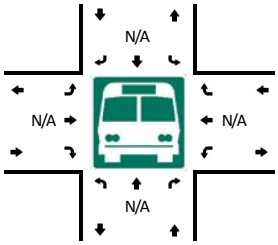




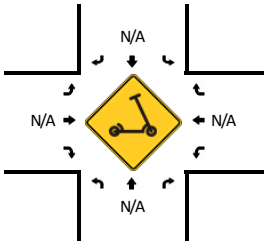












R* = RTOR

15-Min Count Period Beginning At	Bridgeview Blvd (Northbound)					Bridgeview Blvd (Southbound)					Magic Valley Mall Dwy (Eastbound)					Magic Valley Mall Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	10	0	0	0	0	0	0	5	0	0	4	0	25	0	0	0	0	0	0	0	44	
5:15 PM	12	0	0	0	0	0	0	7	0	0	3	0	17	0	0	0	0	0	0	0	39	
5:30 PM	10	0	0	0	0	0	0	4	0	0	5	0	22	0	0	0	0	0	0	0	41	
5:45 PM	16	0	0	0	0	0	0	4	0	0	2	0	22	0	0	0	0	0	0	0	44	168

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	40	0	0	0	0	0	0	20	0	0	16	0	100	0	0	0	0	0	0	0	176
Heavy Trucks	0	0	0			0	0	0			8	0	0			0	0	0			8
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Bridgeview Blvd -- Bridgeview Estates South Dwy

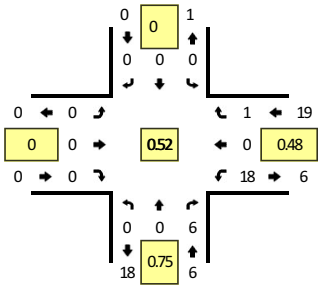
QC JOB #: 172057101

CITY/STATE: Twin Falls, ID

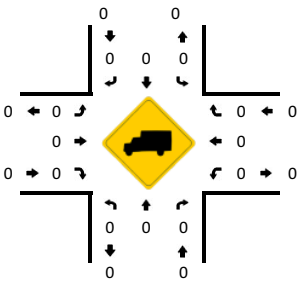
DATE: Wed, Sep 17 2025

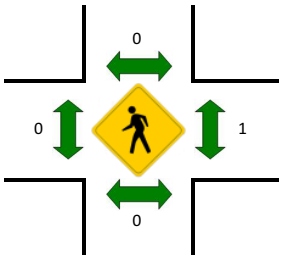
Peak-Hour: 5:00 PM -- 6:00 PM

Peak 15-Min: 5:30 PM -- 5:45 PM

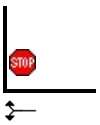


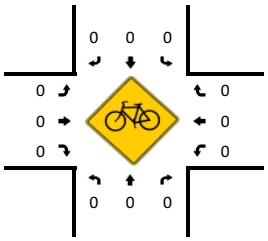


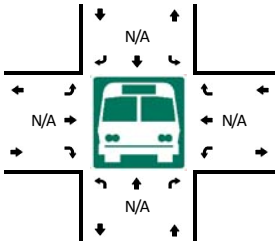




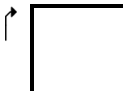


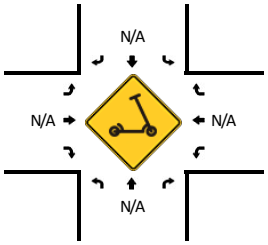












R* = RTOR

15-Min Count Period Beginning At	Bridgeview Blvd (Northbound)					Bridgeview Blvd (Southbound)					Bridgeview Estates South Dwy (Eastbound)					Bridgeview Estates South Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	4	
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	7	
5:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	12	
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	36	0	4	0	0	48
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

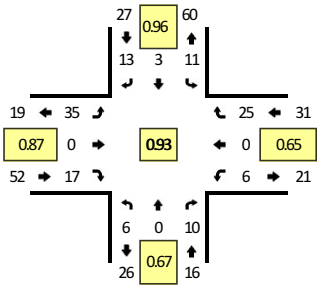
Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

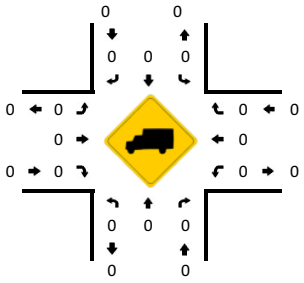
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

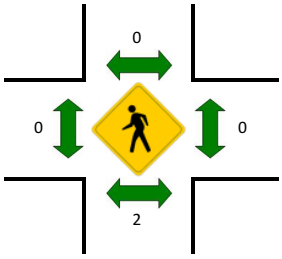
LOCATION: Texas Roadhouse/Harbor Freight Dwys -- Pole Line Rd | **QC JOB #:** 172057102
CITY/STATE: Twin Falls, ID | **DATE:** Wed, Sep 17 2025

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

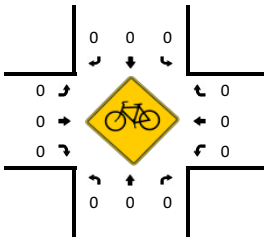


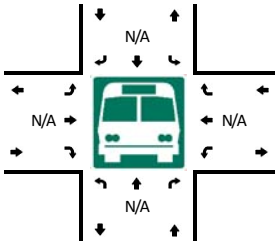




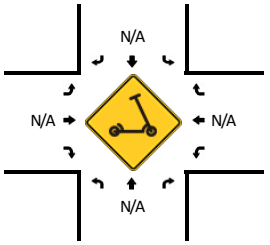












R* = RTOR

15-Min Count Period Beginning At	Texas Roadhouse/Harbor Freight Dwys (Northbound)					Texas Roadhouse/Harbor Freight Dwys (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	1	0	2	0	0	4	0	3	0	0	8	0	4	0	0	0	0	5	0	0	27	
5:15 PM	2	0	3	0	0	1	1	4	0	0	7	0	4	0	0	3	0	9	0	0	34	
5:30 PM	1	0	1	0	0	2	1	4	0	0	10	0	4	0	0	1	0	9	0	0	33	
5:45 PM	2	0	4	0	0	4	1	2	0	0	10	0	5	0	0	2	0	2	0	0	32	126

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	8	0	12	0	0	4	4	16	0	0	28	0	16	0	0	12	0	36	0	0	136
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

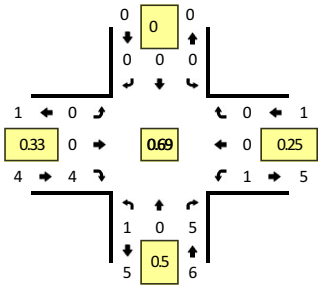
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

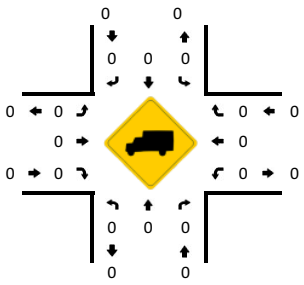
LOCATION: Dealership Dwy -- Pole Line Rd
CITY/STATE: Twin Falls, ID

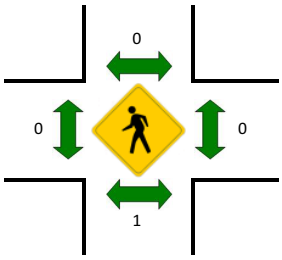
QC JOB #: 172057103
DATE: Wed, Sep 17 2025

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

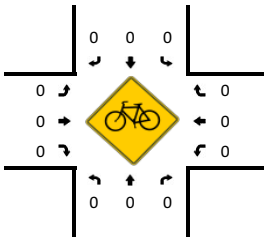


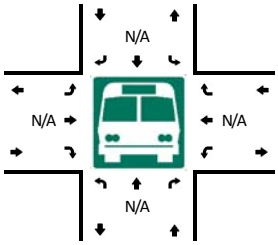




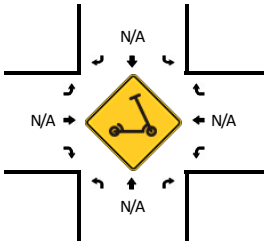












R* = RTOR

15-Min Count Period Beginning At	Dealership Dwy (Northbound)					Dealership Dwy (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4	
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	11

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	4	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	16
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Chrysler Dealership Dwy -- Pole Line Rd

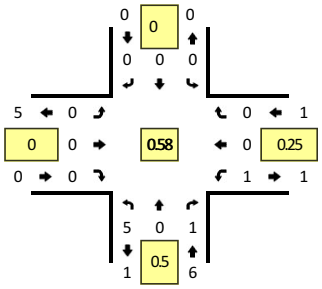
QC JOB #: 172057104

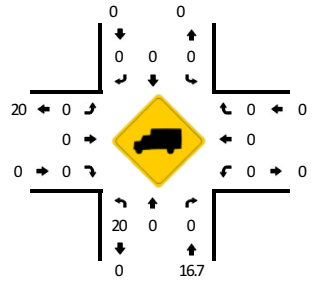
CITY/STATE: Twin Falls, ID

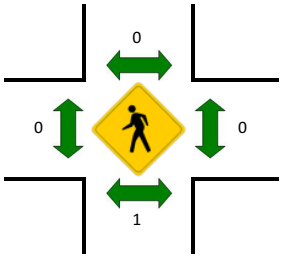
DATE: Wed, Sep 17 2025

Peak-Hour: 5:00 PM -- 6:00 PM

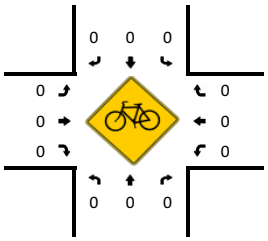
Peak 15-Min: 5:30 PM -- 5:45 PM

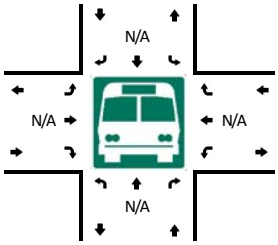




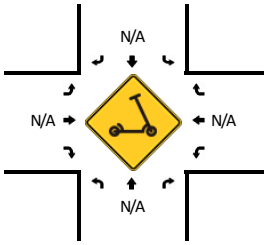












R* = RTOR

15-Min Count Period Beginning At	Chrysler Dealership Dwy (Northbound)					Chrysler Dealership Dwy (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:30 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	7

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Heavy Trucks	4	0	0			0	0	0			0	0	0			0	0	0			4
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

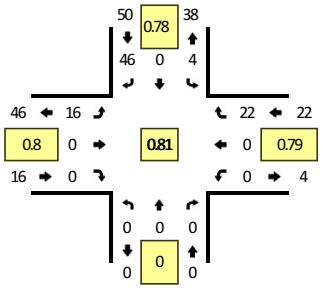
Type of peak hour being reported: Intersection Peak

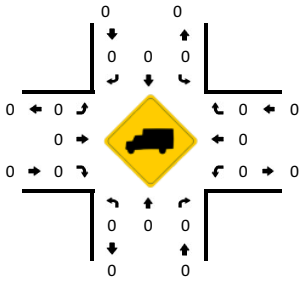
Method for determining peak hour: Total Entering Volume

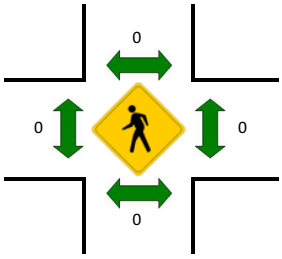
LOCATION: Magic Valley Mall Dwy -- Pole Line Rd
CITY/STATE: Twin Falls, ID

QC JOB #: 172057105
DATE: Wed, Sep 17 2025

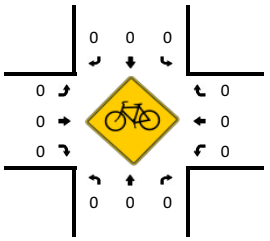
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

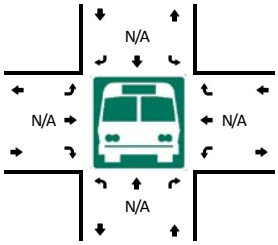




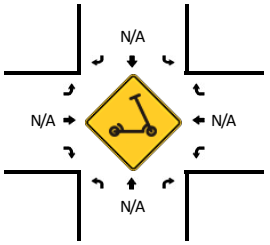












R* = RTOR

15-Min Count Period Beginning At	Magic Valley Mall Dwy (Northbound)					Magic Valley Mall Dwy (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	0	0	0	0	0	1	0	9	0	0	4	0	0	0	0	0	0	3	0	0	17	
5:15 PM	0	0	0	0	0	1	0	13	0	0	3	0	0	0	0	0	0	6	0	0	23	
5:30 PM	0	0	0	0	0	1	0	9	0	0	5	0	0	0	0	0	0	6	0	0	21	
5:45 PM	0	0	0	0	0	1	0	15	0	0	4	0	0	0	0	0	0	7	0	0	27	88

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	4	0	60	0	0	16	0	0	0	0	0	0	28	0	0	108
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

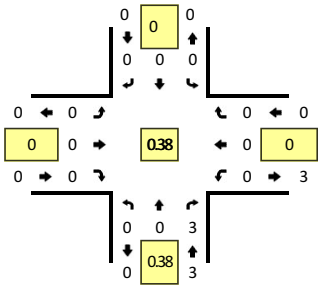
Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Blue Lakes Blvd -- Chrysler Dealership Dwy | **QC JOB #:** 172057106
CITY/STATE: Twin Falls, ID | **DATE:** Wed, Sep 17 2025

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM


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0
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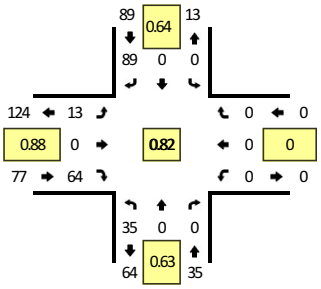
Type of peak hour being reported: Intersection Peak

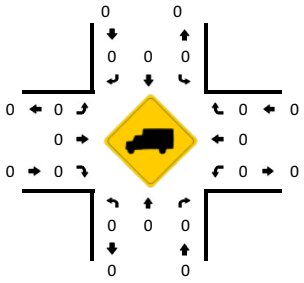
Method for determining peak hour: Total Entering Volume

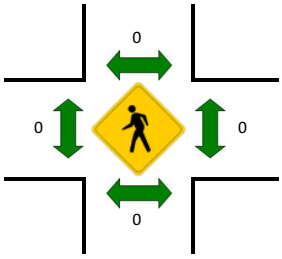
LOCATION: Blue Lakes Blvd -- Target Plaza North Dwy
CITY/STATE: Twin Falls, ID

QC JOB #: 172057107
DATE: Wed, Sep 17 2025

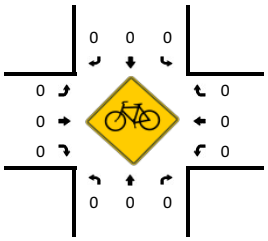
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

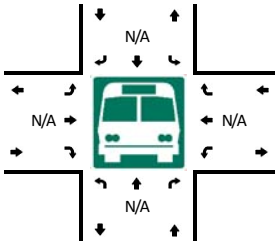




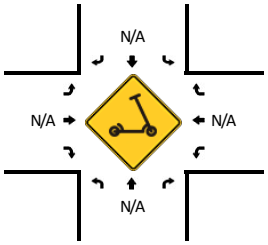












R* = RTOR

15-Min Count Period Beginning At	Blue Lakes Blvd (Northbound)					Blue Lakes Blvd (Southbound)					Target Plaza North Dwy (Eastbound)					Target Plaza North Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	11	0	0	0	0	0	0	10	0	0	4	0	18	0	0	0	0	0	0	0	43	
5:15 PM	5	0	0	0	0	0	0	35	0	0	4	0	17	0	0	0	0	0	0	0	61	
5:30 PM	5	0	0	0	0	0	0	22	0	0	3	0	13	0	0	0	0	0	0	0	43	
5:45 PM	14	0	0	0	0	0	0	22	0	0	2	0	16	0	0	0	0	0	0	0	54	201

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	20	0	0	0	0	0	0	140	0	0	16	0	68	0	0	0	0	0	0	0	244
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

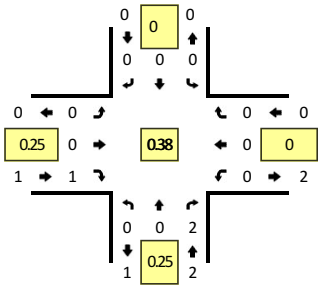
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

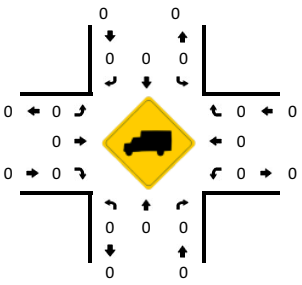
LOCATION: Target Dwy -- Pole Line Rd
CITY/STATE: Twin Falls, ID

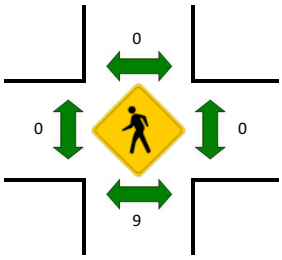
QC JOB #: 172057108
DATE: Wed, Sep 17 2025

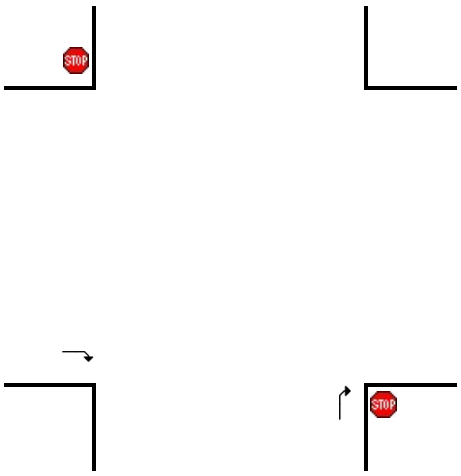
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

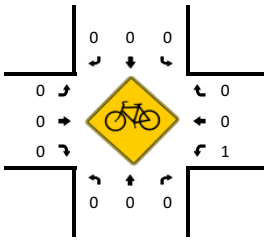


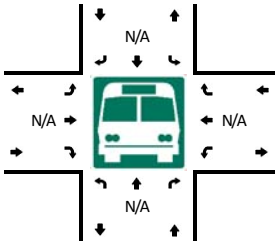


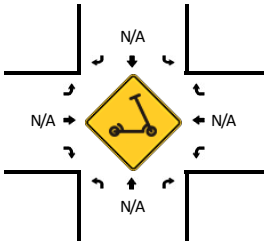












R* = RTOR

15-Min Count Period Beginning At	Target Dwy (Northbound)					Target Dwy (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
5:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		4					0					0					0				4
Bicycles	0	0	0			0	0	0			0	0	0			4	0	0			4
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Costco Dwy/Target Dwy -- Pole Line Rd

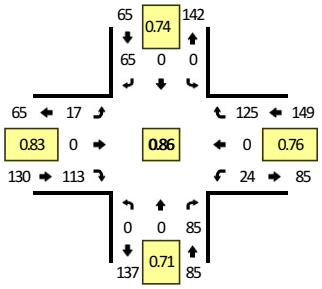
QC JOB #: 172057109

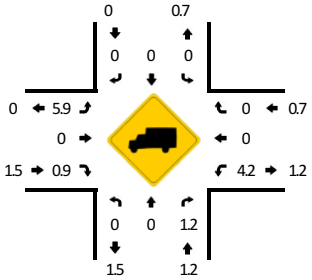
CITY/STATE: Twin Falls, ID

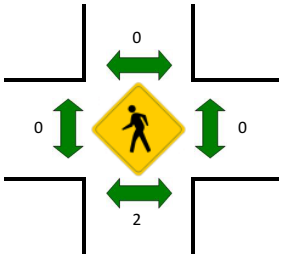
DATE: Wed, Sep 17 2025

Peak-Hour: 5:00 PM -- 6:00 PM

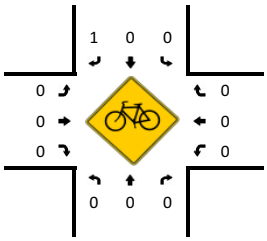
Peak 15-Min: 5:30 PM -- 5:45 PM

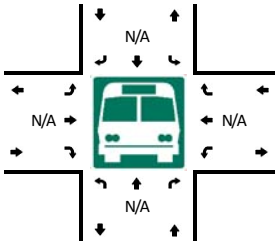


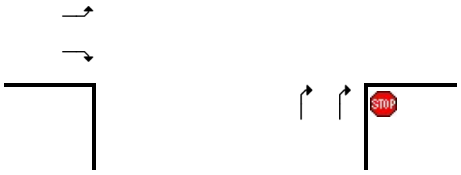


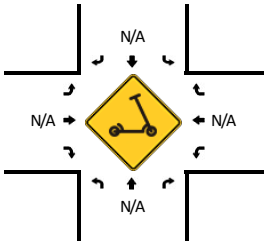












R* = RTOR

15-Min Count Period Beginning At	Costco Dwy/Target Dwy (Northbound)					Costco Dwy/Target Dwy (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	0	0	15	0	0	0	0	22	0	0	3	0	35	0	0	5	0	26	0	0	106	
5:15 PM	0	0	21	0	0	0	0	14	0	0	6	0	18	0	0	7	0	27	0	0	93	
5:30 PM	0	0	19	0	0	0	0	17	0	0	5	0	34	0	0	7	0	42	0	0	124	
5:45 PM	0	0	30	0	0	0	0	12	0	0	3	0	26	0	0	5	0	30	0	0	106	429

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	76	0	0	0	0	68	0	0	20	0	136	0	0	28	0	168	0	0	496
Heavy Trucks	0	0	0			0	0	0			0	0	0			4	0	0			4
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

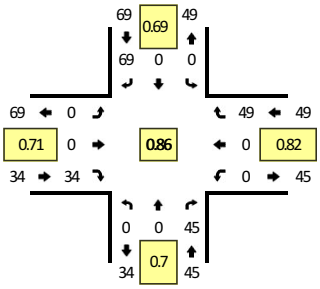
Type of peak hour being reported: Intersection Peak

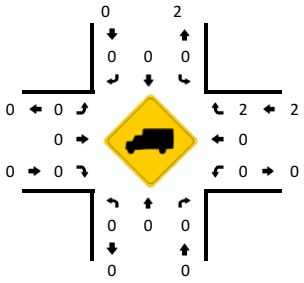
Method for determining peak hour: Total Entering Volume

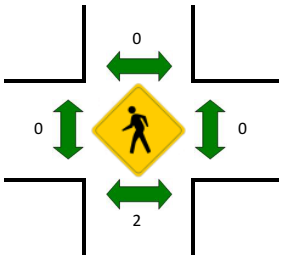
LOCATION: McDonald's Dwy/Target Plaza East Dwy -- Pole Line Rd
CITY/STATE: Twin Falls, ID

QC JOB #: 172057110
DATE: Wed, Sep 17 2025

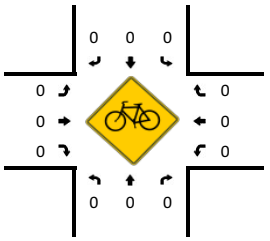
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

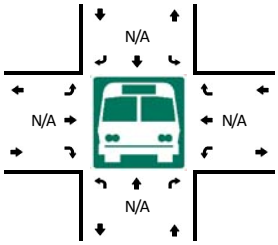




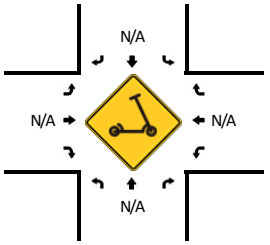












R* = RTOR

15-Min Count Period Beginning At	McDonald's Dwy/Target Plaza East Dwy (Northbound)					McDonald's Dwy/Target Plaza East Dwy (Southbound)					Pole Line Rd (Eastbound)					Pole Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	0	0	7	0	0	0	0	21	0	0	0	0	8	0	0	0	0	15	0	0	51	
5:15 PM	0	0	12	0	0	0	0	25	0	0	0	0	6	0	0	0	0	14	0	0	57	
5:30 PM	0	0	10	0	0	0	0	12	0	0	0	0	8	0	0	0	0	8	0	0	38	
5:45 PM	0	0	16	0	0	0	0	11	0	0	0	0	12	0	0	0	0	12	0	0	51	197

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	48	0	0	0	0	100	0	0	0	0	24	0	0	0	0	56	0	0	228
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

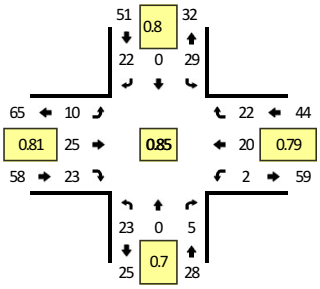
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

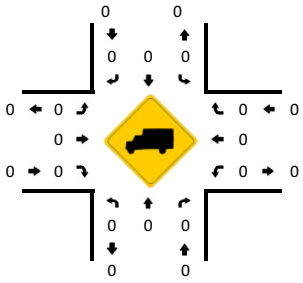
LOCATION: Fillmore St -- Shopping Center Middle Dwy
CITY/STATE: Twin Falls, ID

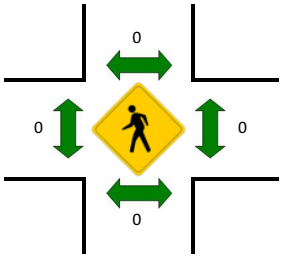
QC JOB #: 172057111
DATE: Wed, Sep 17 2025

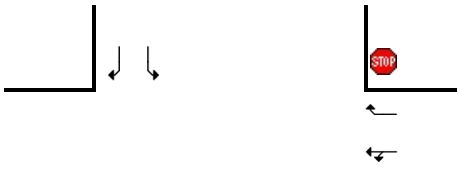
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

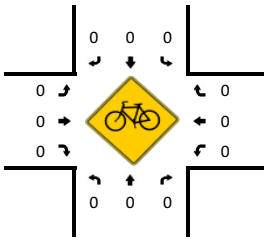


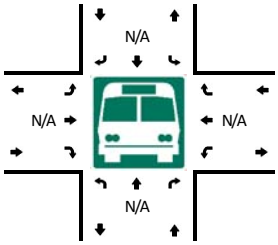




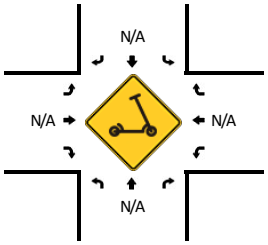












R* = RTOR

15-Min Count Period Beginning At	Fillmore St (Northbound)					Fillmore St (Southbound)					Shopping Center Middle Dwy (Eastbound)					Shopping Center Middle Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	6	0	1	0	0	11	0	5	0	0	3	4	4	0	0	0	3	6	0	0	43	
5:15 PM	9	0	1	0	0	9	0	7	0	0	1	7	5	0	0	1	8	5	0	0	53	
5:30 PM	3	0	1	0	0	5	0	9	0	0	1	11	6	0	0	1	5	5	0	0	47	
5:45 PM	5	0	2	0	0	4	0	1	0	0	5	3	8	0	0	0	4	6	0	0	38	181

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	36	0	4	0	0	36	0	28	0	0	4	28	20	0	0	4	32	20	0	0	212
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

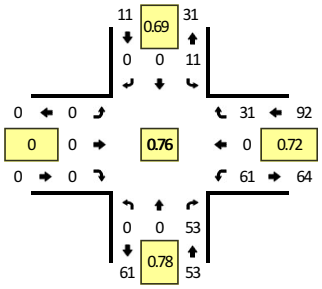
Type of peak hour being reported: Intersection Peak

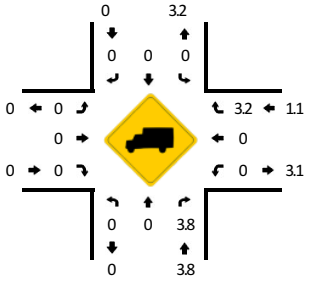
Method for determining peak hour: Total Entering Volume

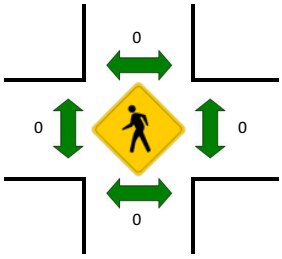
LOCATION: Bridgeview Blvd -- Bridgeview Estates North Dwy
CITY/STATE: Twin Falls, ID

QC JOB #: 172057112
DATE: Wed, Sep 17 2025

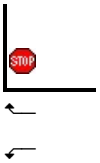
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

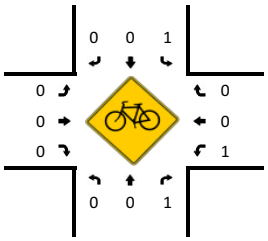


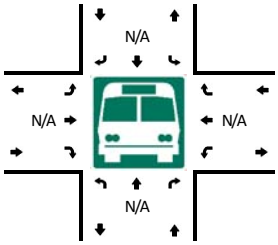


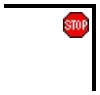


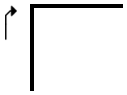


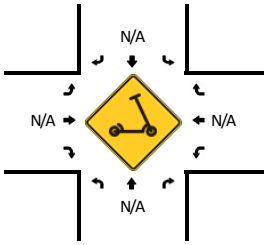












R* = RTOR

15-Min Count Period Beginning At	Bridgeview Blvd (Northbound)					Bridgeview Blvd (Southbound)					Bridgeview Estates North Dwy (Eastbound)					Bridgeview Estates North Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	0	0	13	0	0	4	0	0	0	0	0	0	0	0	0	12	0	7	0	0	36	
5:15 PM	0	0	13	0	0	4	0	0	0	0	0	0	0	0	0	12	0	7	0	0	36	
5:30 PM	0	0	17	0	0	2	0	0	0	0	0	0	0	0	0	22	0	10	0	0	51	
5:45 PM	0	0	10	0	0	1	0	0	0	0	0	0	0	0	0	15	0	7	0	0	33	156

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	68	0	0	8	0	0	0	0	0	0	0	0	0	88	0	40	0	0	204
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	4			0	0	0			0	0	0			4	0	0			8
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

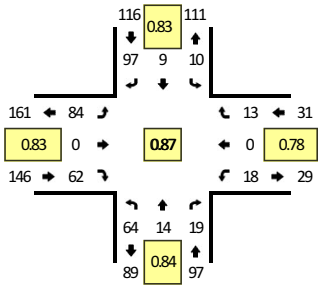
Type of peak hour being reported: Intersection Peak

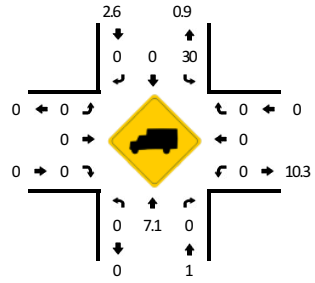
Method for determining peak hour: Total Entering Volume

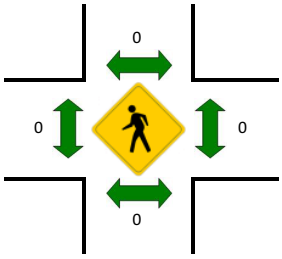
LOCATION: Best Buy Plaza Dwy/Magic Valley Mall Dwy -- Bridgeview Blvd
CITY/STATE: Twin Falls, ID

QC JOB #: 172057113
DATE: Wed, Sep 17 2025

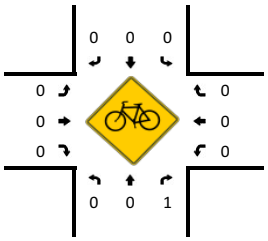
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

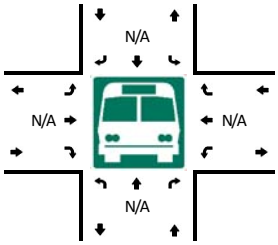


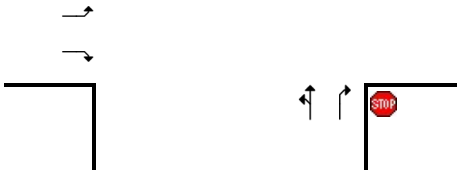


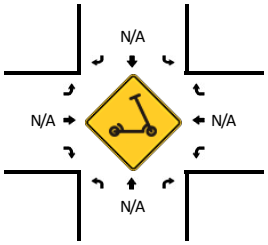












R* = RTOR

15-Min Count Period Beginning At	Best Buy Plaza Dwy/Magic Valley Mall Dwy (Northbound)					Best Buy Plaza Dwy/Magic Valley Mall Dwy (Southbound)					Bridgeview Blvd (Eastbound)					Bridgeview Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	19	3	7	0	0	1	3	31	0	0	12	0	22	0	0	2	0	3	0	0	103	
5:15 PM	19	4	6	0	0	3	3	24	0	0	32	0	12	0	0	6	0	3	0	0	112	
5:30 PM	12	3	2	0	0	4	2	25	0	0	19	0	15	0	0	7	0	3	0	0	92	
5:45 PM	14	4	4	0	0	2	1	17	0	0	21	0	13	0	0	3	0	4	0	0	83	390

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	76	16	24	0	0	12	12	96	0	0	128	0	48	0	0	24	0	12	0	0	448
Heavy Trucks	0	0	0			8	0	0			0	0	0			0	0	0			8
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

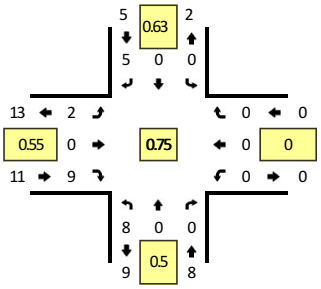
Type of peak hour being reported: Intersection Peak

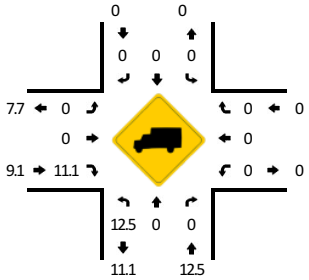
Method for determining peak hour: Total Entering Volume

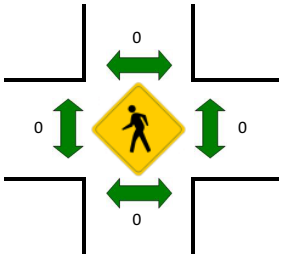
LOCATION: Fillmore St -- Cyn Fls Dr
CITY/STATE: Twin Falls, ID

QC JOB #: 172057114
DATE: Wed, Sep 17 2025

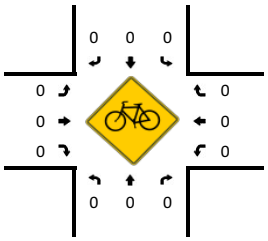
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

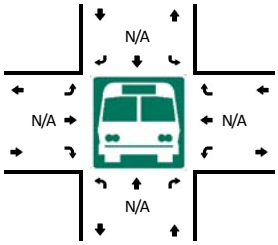




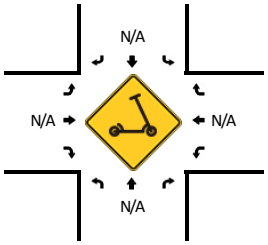












R* = RTOR

15-Min Count Period Beginning At	Fillmore St (Northbound)					Fillmore St (Southbound)					Cyn Fls Dr (Eastbound)					Cyn Fls Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	1	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	6	
5:15 PM	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3	
5:30 PM	4	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	7	
5:45 PM	2	0	0	0	0	0	0	1	0	0	1	0	4	0	0	0	0	0	0	0	8	24

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	8	0	0	0	0	0	0	4	0	0	4	0	16	0	0	0	0	0	0	0	32
Heavy Trucks	0	0	0			0	0	0			0	0	4			0	0	0			4
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

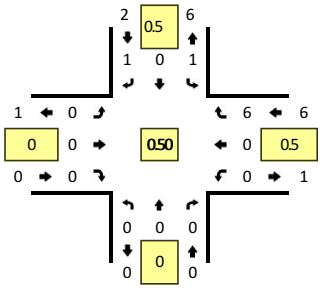
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

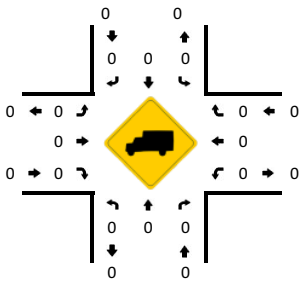
LOCATION: Canyon Park Ave -- Fillmore St
CITY/STATE: Twin Falls, ID

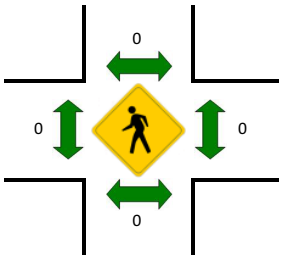
QC JOB #: 172057115
DATE: Wed, Sep 17 2025

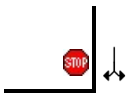
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

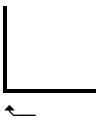


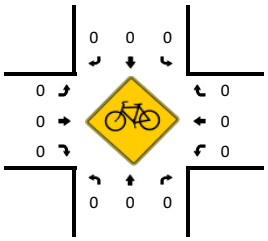


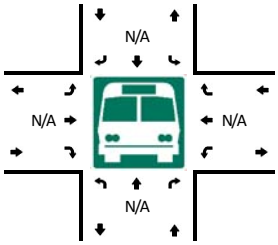


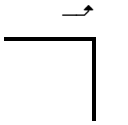




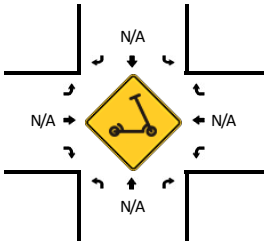












R* = RTOR

15-Min Count Period Beginning At	Canyon Park Ave (Northbound)					Canyon Park Ave (Southbound)					Fillmore St (Eastbound)					Fillmore St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	4	
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	12	0	0	16
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

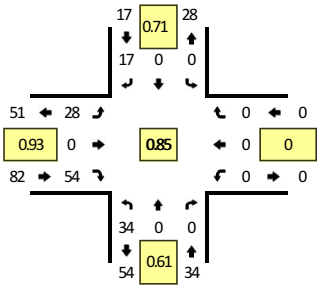
Type of peak hour being reported: Intersection Peak

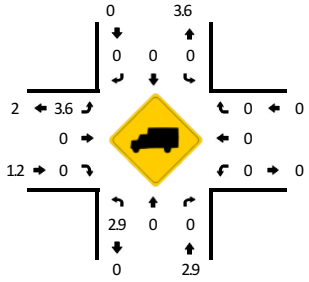
Method for determining peak hour: Total Entering Volume

LOCATION: Canyon Springs Rd -- Sierra Plaza Dwy
CITY/STATE: Twin Falls, ID

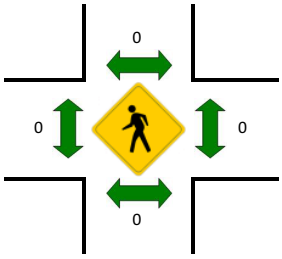
QC JOB #: 172057116
DATE: Wed, Sep 17 2025

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

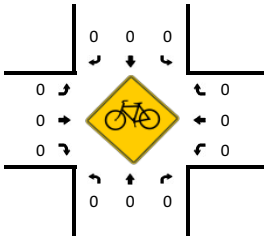


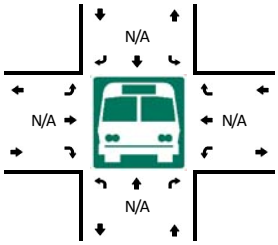


TRUE DATA TO IMPROVE MOBILITY

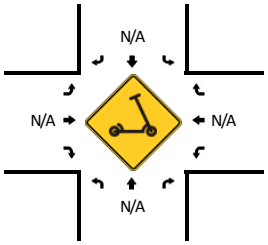












R* = RTOR

15-Min Count Period Beginning At	Canyon Springs Rd (Northbound)					Canyon Springs Rd (Southbound)					Sierra Plaza Dwy (Eastbound)					Sierra Plaza Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
5:00 PM	14	0	0	0	0	0	0	4	0	0	7	0	14	0	0	0	0	0	0	0	39	
5:15 PM	10	0	0	0	0	0	0	5	0	0	9	0	13	0	0	0	0	0	0	0	37	
5:30 PM	5	0	0	0	0	0	0	2	0	0	5	0	16	0	0	0	0	0	0	0	28	
5:45 PM	5	0	0	0	0	0	0	6	0	0	7	0	11	0	0	0	0	0	0	0	29	133

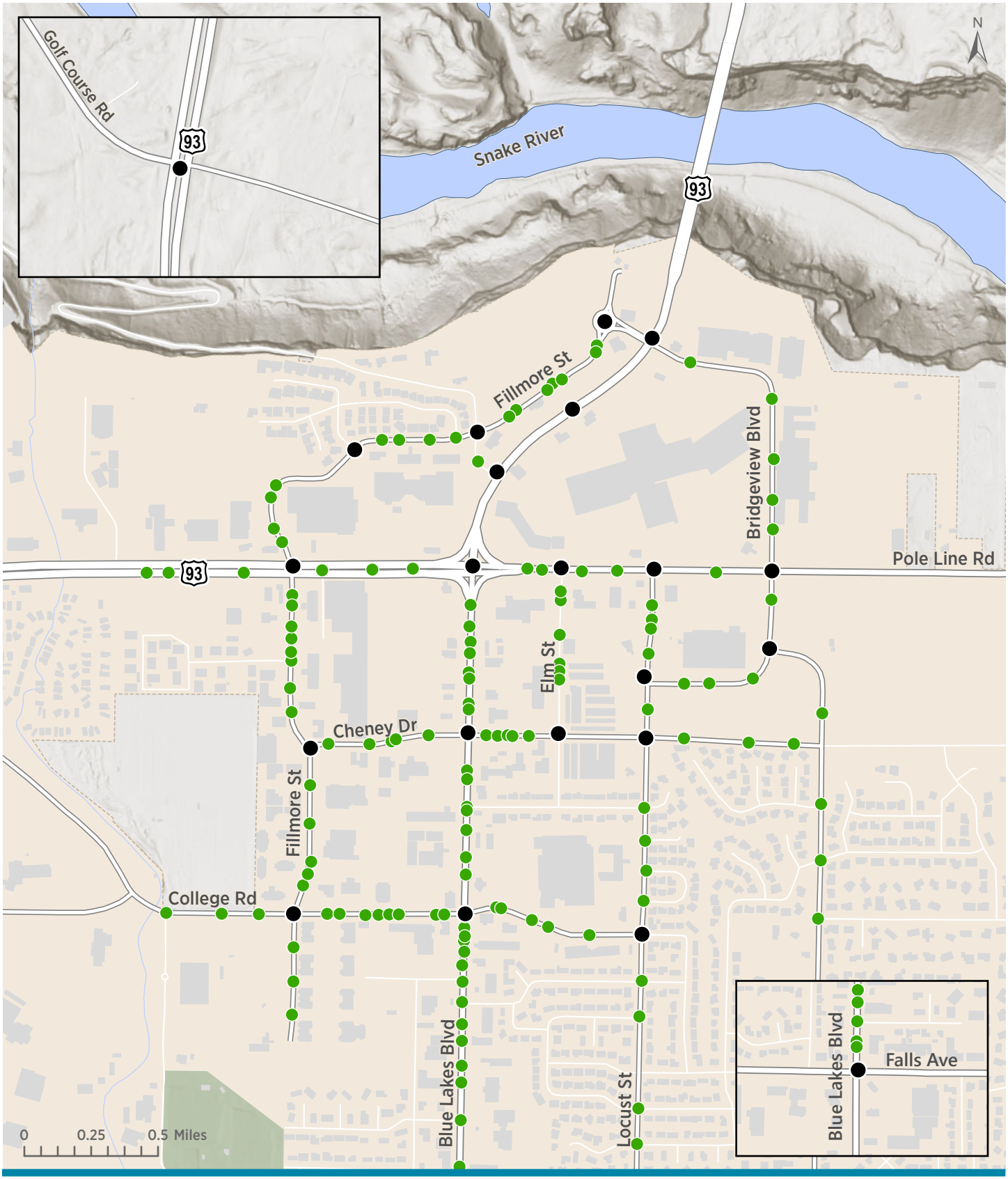
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	56	0	0	0	0	0	0	16	0	0	28	0	56	0	0	0	0	0	0	0	156
Heavy Trucks	4	0	0			0	0	0			0	0	0			0	0	0			4
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/3/2025 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Attachment B
Driveway Inventory



Study Intersection

Driveway Inventory

Park

City Limits

Data Sources: OpenStreetMap, ITD, City of Twin Falls

Appendix B01. Driveway Inventory

Blue Lakes Boulevard and Pole Line Road Project

Attachment C
Signal Systems Inventory

Traffic Signal System Inventory

Blue Lakes Blvd & Pole Line Rd - Alternatives Intersection Study

11/21/2025

Intersection	Golf Course Rd/ US Hwy 93	Bridgeview Blvd/ Blue Lakes Blvd	Blue Lakes Blvd/ Pole Line Rd	Blue Lakes Blvd/ College Rd	Blue Lakes Blvd/ Falls Ave	Wahington St/ Pole Line Rd	Filmore St/ Pole Line Rd	Bridgeview Blvd/ Pole Line Rd	Filmore St/ College Rd	Police Station
Owner	ITD	ITD	ITD	ITD	ITD	TF	TF	TF	TF	
Operator	ITD	TF	TF	TF	TF	TF	TF	TF	TF	
Cabinet	TS2 - P62 DD (2023)	TS2	TS1	TS2	TS2 - P62 DD (2016)	TS2	TS1 (2005)	TS1	TS2	
UPS	Alpha FXM1100	Econolite Zinc Blue	Alpha FXM1100	Alpha FXM-HP 2000	Alpha FXM1100	Alpha FXM1100	NA	NA	NA	
Controller	Econolite Cobalt	Econolite Cobalt	Econolite Cobalt	Econolite Cobalt	Econolite Cobalt	Econolite Cobalt	Econolite Cobalt	Econolite Cobalt	Econolite Cobalt	Econolite Centracs
Software	ASC3 32.67.20	ASC3 32.68.10	ASC3 32.66.20	ASC3 32.66.20	ASC3 32.66.20	ASC3 32.66.20	ASC3 32.66.20	ASC3 32.67.30	ASC3 32.67.30	
FYAs	No	Future Ready	No	Yes	Yes	Yes, NB/SB	Yes	Yes	Yes	
MMU	EDI MMU2-16LEip	Econolite MMU2-16LEip	EDI MMU-16	EDI MMU-16LE	Econolite MMU2-16LEip	EDI MMU2-16LEip	EDI MMU2-16LEip	Econolite MMU2-16LEip	EDI MMU2-16LEip	
Detection	Traficon/Rainbow (x4)	Econolite Autoscope Vision (x4)	Traficon/Rainbow (x4)	Traficon/Rainbow (x7)	FLIR IR (x4)	Traficon/Rainbow (x4)	Traficon/Rainbow (x4)	Traficon/Rainbow (x4)	FLIR IR (x4)	
Advance Detection	Abandoned loops	Advance cameras, not operational	Additional (advance?) cameras on luminaire arm for EB/WB, not operational	Advance cameras, 3 in use, 1 not operational		Abandoned loops @ 300ft?				
Detector Cards	Traficon VIP/3D.1 (x4)	Autoscope Comm Manager A700	Traficon VIP/3D.2 (x2), VIP 3.1 (x1), 4I/O(x3)	VantageEdge2 (x5)	Traficon VIP/3D.2s (x2), 4 I/Os (x2)	Traficon VIP 3.1 (x4), 2 I/O (x3), 4 I/O	Traficon VIP 3.1 (x4)	PEEK VideoTronIQ	Traficon VIP/3D.2 (x2), 4 I/O(x2)	
Camera	PTZ Camera, not operational	Axis Multisensor	Axis Multisensor		Axis Multisensor	Axis Multisensor	Axis Multisensor			
Preemption	NA	GTT IR	GTT IR	GTT IR	GTT IR	GTT IR	GTT IR	GTT IR	GTT IR	
Phase Selector	NA	764 Opticom	754 Opticom	754 Opticom	754 Opticom	754 Opticom	754 Opticom	754 Opticom	764 Opticom	
Push Buttons	Not APS	PedSafety APS	Not APS	Not APS	Not APS	Not APS	Not APS	Not APS	Campbell APS	
Communications	24ct Coiled Fiber	Intuicom Radio	Intuicom Radio	Intuicom Radio	Intuicom Radio	Intuicom Radio	Intuicom Radio	Intuicom Radio	Intuicom Radio	Intuicom Radio
Cellular Connection	Applied Information		Cradlepoint IBR900							
Ethernet Switch	NA	Ruggedcom RS900G	Ruggedcom RS900G	Ruggedcom RS900G	Ruggedcom RS900G	Ruggedcom RS900G	Ruggedcom RS900G	Ruggedcom RS900G	Ruggedcom RS900G	Ruggedcom RS900G

Attachment D
Crash Data

Accident #	Route ID	Measure	Vehicle Type	Driver Action	Lane Direction	Unit Travel Direction	Most Harmful Event	Event Relation to Junction	Event Relation To Road	Vehicle Hit At	Contributing Circumstance 1	Contributing Circumstance 2	Contributing Circumstance 3	Lane	Road Condition	Weather	Surface	Light	Fatalities	Injuries	Day	Hour	Serial Number	AccidentDate	Year	PdDistNbr	Severity	Severity	Divided	State Highway	Latitude	Longitude	SortOrder	View Accident Image	NumVehicles	Location	CrashType
1.0	02220D1S093	48.3359	Car	Going Straight	W	Rear-End	Intersection Related	On Roadway	Point 12 Power Unit	Inattention	Following Too Close			51	Cloudy	Dry	Dark, Street Lights On	0	1	Friday	17	23C0823203	2023-04-21 00:00:00	2023	1 C Injury Accident	C Injury Accident	N	US Route	42.59175359	-114.4786173	1	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
2.0	02220D1S093	48.3595	Pickup	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				51	Clear	Dry	Dry	0	0	Friday	17	23C0823661	2023-12-15 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59175552	-114.4781514	4	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
3.0	02220D1S093	48.3748	SUV/Crossover	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				50	Clear	Dry	Dry	0	0	Thursday	17	23C0821760	2022-10-13 00:00:00	2022	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59175578	-114.4778524	5	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
4.0	02220D1S093	48.3748	SUV/Crossover	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Inattention	Following Too Close			52	Clear	Wet	Dry	0	0	Friday	17	23C0229928	2023-03-10 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59175578	-114.4778524	9	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
5.0	02220D1S093	48.3812	Car	Going Straight	W	Rear-End	Intersection Related	On Roadway	Point 12 Power Unit	Following Too Close				50	Clear	Dry	Dry	0	0	Saturday	17	24C0287329	2024-10-19 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59175719	-114.4776873	10	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
6.0	02220D1S093	48.3999	SUV/Crossover	Going Straight	W	Side Swipe Same	Nonjunction	On Roadway	Point 12 Power Unit	Improper Lane Change				50	Clear	Dry	Dry	0	0	Tuesday	17	23C0837443	2023-06-20 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59175583	-114.4773612	12	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
7.0	02220D1S093	48.4027	Car	Slowing in Traffic	W	Rear-End	Intersection Related	On Roadway	Point 1 Power Unit	Following Too Close				52	Cloudy	Dry	Dark, Street Lights On	0	0	Saturday	18	23C0823682	2023-01-02 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59175719	-114.4772656	14	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
8.0	02220D1S093	48.4291	Car	Slowing in Traffic	W	Non-Contact Unit	Nonjunction	On Roadway	No Impact	Too Slow for Traffic				52	Clear	Dry	Dry	0	0	Thursday	16	22C0813522	2022-09-22 00:00:00	2022	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59176322	-114.4767839	16	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
9.0	02220D1S093	48.4347	Car	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				51	Clear	Dry	Dry	0	0	Wednesday	17	23C0819193	2023-11-16 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59176368	-114.4766786	20	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
10.0	02220D1S093	48.4493	Pickup	Slowing in Traffic	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				51	Clear	Dry	Dry	0	0	Tuesday	15	21C0589453	2021-08-10 00:00:00	2021	1 C Injury Accident	C Injury Accident	N	US Route	42.5917719	-114.4768369	24	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
11.0	02220D1S093	48.4562	SUV/Crossover	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				52	Clear	Dry	Dry	0	0	Monday	17	24C0856822	2024-06-03 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59176368	-114.4771645	26	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
12.0	02220D1S093	48.4563	Car	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				52	Clear	Dry	Dry	0	0	Friday	16	23C0834014	2023-05-05 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59177748	-114.4762542	30	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
13.0	02220D1S093	48.4563	Car	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Speed Too Fast For Conditions				52	Snow	Other	Dark, No Street Lights	0	0	Monday	17	24C0851152	2024-11-18 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59177748	-114.4762542	32	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
14.0	02220D1S093	48.457	Car	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				52	Rain	Wet	Dry	0	0	Tuesday	16	24C0826418	2024-05-12 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59177748	-114.4762425	34	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
15.0	02220D1S093	48.4604	SUV/Crossover	Going Straight	W	Rear-End	Intersection Related	On Roadway	Point 12 Power Unit	Following Too Close	Vision Obstruction	Inattention		52	Clear	Wet	Dry	0	0	Friday	17	23C0229983	2023-12-15 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59178383	-114.4761744	37	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
16.0	02220D1S093	48.4625	Car	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				51	Clear	Dry	Dry	0	0	Tuesday	16	24C0827368	2024-12-02 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59178222	-114.4761335	39	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
17.0	02220D1S093	48.4757	Car	Going Straight	W	Rear-End	Intersection Related	On Roadway	Point 12 Power Unit	Inattention	Speed Too Fast For Conditions	Following Too Close		52	Cloudy	Wet	Dry	0	0	Wednesday	15	20C0162465	2020-12-16 00:00:00	2020	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59178312	-114.4758747	43	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
18.0	02220D1S093	48.4841	Car	Going Straight	W	Rear-End	Intersection Related	On Roadway	Point 12 Power Unit	Following Too Close				52	Clear	Dry	Dry	0	0	Saturday	18	21C0548726	2021-03-13 00:00:00	2021	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59179932	-114.4757112	46	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
19.0	02220D1S093	48.4869	Car	Going Straight	W	Rear-End	Intersection Related	On Roadway	Point 12 Power Unit	Inattention				52	Clear	Dry	Dry	0	0	Monday	15	22C0823039	2022-12-26 00:00:00	2022	1 Injury Accident	B Injury Accident	N	US Route	42.59182006	-114.4756542	48	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
20.0	02220D1S093	48.5036	Pickup	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				52	Clear	Dry	Dry	0	0	Tuesday	16	21C0723178	2021-05-01 00:00:00	2021	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59181668	-114.4752397	54	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
21.0	02220D1S093	48.5053	Car	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				52	Rain	Wet	Dry	0	0	Friday	16	24C0661840	2024-04-05 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59177972	-114.4762017	54	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
22.0	02220D1S093	48.506	Car	Changing Lanes	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Improper Lane Change				52	Clear	Dry	Dry	0	0	Friday	16	24C0736640	2024-10-18 00:00:00	2024	1 C Injury Accident	C Injury Accident	N	US Route	42.59178038	-114.4761881	56	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
23.0	02220D1S093	48.5286	Pickup	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				52	Clear	Dry	Dry	0	0	Sunday	16	24C0843062	2024-08-27 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59178556	-114.4748382	58	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
24.0	02220D1S093	48.5321	SUV/Crossover	Changing Lanes	W	Same Direction Turning	Nonjunction	On Roadway	Point 9 Power Unit	Inattention	Improper Lane Change			52	Clear	Dry	Dry	0	0	Thursday	17	20C0155621	2020-10-01 00:00:00	2020	1 C Injury Accident	C Injury Accident	N	US Route	42.59183836	-114.4747711	60	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
25.0	02220D1S093	48.5704	Pickup	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				52	Clear	Dry	Dry	0	0	Tuesday	16	24C0277983	2024-10-15 00:00:00	2024	1 C Injury Accident	C Injury Accident	N	US Route	42.59183835	-114.4748146	62	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
26.0	02220D1S093	48.5844	SUV/Crossover	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 6 Power Unit	Inattention				52	Clear	Dry	Dry	0	0	Saturday	13	24C0646648	2024-01-06 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59184282	-114.4746221	64	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
27.0	02220D1S093	48.5871	Pickup	Changing Lanes	W	Side Swipe Same	Nonjunction	On Roadway	Point 9 Power Unit	Improper Lane Change	Inattention			51	Clear	Dry	Dry	0	0	Wednesday	15	23C0644464	2023-09-20 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59187833	-114.4735847	66	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
28.0	02220D1S093	48.5899	Car	Changing Lanes	W	Rear-End	Nonjunction	On Roadway	Point 7 Power Unit	Improper Lane Change				52	Clear	Dry	Dry	0	0	Wednesday	14	21C5742051	2021-05-19 00:00:00	2021	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59189056	-114.4734492	69	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
29.0	02220D1S093	48.6142	SUV/Crossover	Slowing in Traffic	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				52	Clear	Dry	Dry	0	0	Tuesday	13	22C0400027	2022-03-08 00:00:00	2022	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59191641	-114.4731642	71	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
30.0	02220D1S093	48.6633	Pickup	Going Straight	W	Side Swipe Same	Nonjunction	On Roadway	Point 12 Power Unit	Improper Lane Change				51	Clear	Dry	Dry	0	0	Friday	17	20C0646147	2020-05-29 00:00:00	2020	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59195258	-114.4722026	74	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
31.0	02220D1S093	48.6964	Car	Going Straight	W	Traffic Sign Support	Nonjunction	On Roadway	Undercarriage Struck	Previous Accident				51	Snow	Ice	Dark, Street Lights On	0	0	Friday	17	23C0217883	2023-11-09 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59198343	-114.4715541	76	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
32.0	02220D1S093	48.7347	Pickup	Going Straight	E	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				50	Clear	Dry	Dawn or Dusk	0	0	Tuesday	17	23C0821283	2023-12-12 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.5919917	-114.470803	77	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
33.0	02220D1S093	48.7828	Car	Going Straight	W	Rear-End	Intersection Related	On Roadway	Point 12 Power Unit	Following Too Close				52	Clear	Dry	Dry	0	0	Wednesday	21	24C0680675	2024-03-13 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59200196	-114.4698604	79	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
34.0	02220D1S093	48.8545	Car	Turning Left	W	Other Object Not Fixed	At Driveway/Alley/Parking Lot	On Roadway	Parking Lot	Inattention	Lack of Proper Lighting			51	Clear	Dry	Dry	0	0	Tuesday	21	24C0410221	2024-08-13 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59201585	-114.4684541	81	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
35.0	02220D1S093	48.86	Car	Turning Right	W	Other Fixed Object	At Driveway/Alley/Parking Lot	Roadside or Sidewalk	Point 11 Power Unit	Other Vehicle Defect				50	Clear	Dry	Dry	0	0	Tuesday	14	21C0638656	2021-12-07 00:00:00	2021	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59201693	-114.4683451	82	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
36.0	02220D1S093	48.8872	Pedestrian	Crossing on Mid-block, NO Cros	N	Pedestrian	Nonjunction	On Roadway	Point 6 Power Unit	Non-vehicle	Failed to Yield			99	Cloudy	Dry	Dark, Street Lights On	0	1	Saturday	18	23C5130378	2023-01-21 00:00:00	2023	1 Injury Accident	A Injury Accident	N	US Route	42.59202112	-114.4678129	84	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
37.0	02220D1S093	48.9157	Pickup	Changing Lanes	W	Rear-End	Nonjunction	On Roadway	Point 7 Power Unit	Improper Lane Change				52	Cloudy	Dry	Dry	0	0	Sunday	16	23C0174460	2023-01-29 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59202773	-114.4672526	85	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
38.0	02220D1S093	48.931	Tractor - 1 Trailer	Going Straight	W	Rear-End	Nonjunction	On Roadway	Failed to Maintain Lane	Inattention				50	Clear	Dry	Dry	0	0	Wednesday	16	24C0725195	2024-09-18 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59203013	-114.4681132	87	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
39.0	02220D1S093	48.9338	Pickup	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Brakes				51	Clear	Dry	Dry	0	0	Friday	16	23C0230489	2022-12-09 00:00:00	2022	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59203123	-114.4668868	89	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
40.0	02220D1S093	48.9387	Car	Slowing in Traffic	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				50	Clear	Dry	Dry	0	0	Tuesday	15	20C5670208	2020-04-28 00:00:00	2020	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59203218	-114.4668027	94	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
41.0	02220D1S093	48.9484	Car	Changing Lanes	W	Side Swipe Same	Nonjunction	On Roadway	Point 7 Power Unit	Improper Lane Change				52	Clear	Dry	Dry	0	0	Sunday	14	24C0653567	2024-04-28 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59202449	-114.4675808	94	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
42.0	02220D1S093	48.9693	SUV/Crossover	Changing Lanes	W	Side Swipe Same	Nonjunction	On Roadway	Point 7 Power Unit	Improper Lane Change				51	Cloudy	Dry	Dry	0	0	Sunday	16	23C0674266	2023-06-04 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59202811	-114.4668203	96	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
43.0	02220D1S093	48.9693	SUV/Crossover	Changing Lanes	W	Side Swipe Same	Nonjunction	On Roadway	Point 12 Power Unit	Failed to Yield				50	Clear	Dry	Dark, Street Lights On	0	0	Sunday	20	21C5675821	2021-02-28 00:00:00	2021	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59203811	-114.4660203	98	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
44.0	02220D1S093	49.0424	Car	Changing Lanes	W	Side Swipe Same	Nonjunction	On Roadway	Point 10 Power Unit	Improper Lane Change				51	Clear	Dry	Dry	0	0	Monday	12	23C0822596	2023-04-24 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205058	-114.464748	100	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
45.0	02220D1S093	49.0473	Pickup	Going Straight	W	Rear-End	Intersection Related	On Roadway	Point 12 Power Unit	Following Too Close				52	Clear	Dry	Dry	0	0	Thursday	16	23C0820756	2022-07-28 00:00:00	2022	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205133	-114.4646722	102	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
46.0	02220D1S093	49.0675	Car	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				52	Clear	Dry	Dry	0	0	Saturday	12	20C5652410	2020-03-07 00:00:00	2020	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205289	-114.4642754	104	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
47.0	02220D1S093	49.071	Pickup	Changing Lanes	W	Side Swipe Same	Nonjunction	On Roadway	Point 7 Power Unit	Improper Lane Change				51	Clear	Dry	Dry	0	0	Tuesday	12	23C0824352	2023-05-23 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205221	-114.464207	106	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
48.0	02220D1S093	49.0752	Car	Merging	W	Side Swipe Same	Nonjunction	On Roadway	Point 10 Power Unit	Improper Lane Change				52	Clear	Dry	Dry	0	0	Friday	16	22C0817805	2022-10-28 00:00:00	2022	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205359	-114.4641249	108	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
49.0	02220D1S093	49.0934	SUV/Crossover	Stopped in Traffic	W	Rear-End	Nonjunction	On Roadway	Point 5 Power Unit	Inattention				52	Clear	Dry	Dry	0	0	Thursday	15	24C0475370	2024-09-19 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205565	-114.4637653	110	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
50.0	02220D1S093	49.1003	Car	Changing Lanes	W	Side Swipe Same	Nonjunction	On Roadway	Point 1 Power Unit					51	Clear	Dry	Dry	0	0	Monday	12	23C0834280	2023-05-22 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.5920559	-114.4636323	112	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
51.0	02220D1S093	49.131	SUV/Crossover	Turning Right	S	Angle Turning	At Driveway/Alley/Parking Lot	At Driveway/Alley/Parking Lot	Point 11 Power Unit	Failed to Yield	Improper Lane Change			51	Clear	Dry	Dry	0	0	Wednesday	16	24C0816991	2024-03-06 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205872	-114.4633032	114	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
52.0	02220D1S093	49.1345	Car	Turning Right	S	Angle Turning	At Driveway/Alley/Parking Lot	At Driveway/Alley/Parking Lot	Point 11 Power Unit	Failed to Yield				51	Clear	Dry	Dry	0	0	Tuesday	12	23C0837132	2023-03-03 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205904	-114.4629614	116	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
53.0	02220D1S093	49.1345	Pedalcycle	Other	E	Pedalcycle	At Driveway/Alley/Parking Lot	In Parking Lot	Non-vehicle	Inattention	Failed to Yield			50	Clear	Dry	Dry	0	0	Thursday	16	23C0837338	2022-07-07 00:00:00	2022	1 Injury Accident	B Injury Accident	N	US Route	42.59205904	-114.4629618	118	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
54.0	02220D1S093	49.1366	Pickup	Turning Right	SW	Angle Turning	At Driveway/Alley/Parking Lot	At Driveway/Alley/Parking Lot	Point 11 Power Unit	Failed to Yield				51	Clear	Dry	Dry	0	0	Thursday	15	23C5563093	2023-12-14 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205924	-114.4629207	120	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
55.0	02220D1S093	49.1366	Pickup	Turning Left	S	Angle Turning	At Driveway/Alley/Parking Lot	At Driveway/Alley/Parking Lot	Point 11 Power Unit	Failed to Yield				51	Cloudy	Dry	Dry	0	0	Wednesday	15	21C5948859	2021-10-13 00:00:00	2021	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205924	-114.4629207	122	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
56.0	02220D1S093	49.1366	Motorcycle	Turning Right	S	Angle Turning	At Driveway/Alley/Parking Lot	At Driveway/Alley/Parking Lot	Point 11 Power Unit	Failed to Yield				52	Clear	Dry	Dry	0	0	Tuesday	16	23C0844126	2023-09-19 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205949	-114.4629207	124	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
57.0	02220D1S093	49.1394	Car	Turning Right	S	Angle Turning	At Driveway/Alley/Parking Lot	At Driveway/Alley/Parking Lot	Point 11 Power Unit	Failed to Yield	Vision Obstruction			50	Clear	Dry	Dry	0	0	Saturday	16	20C5640971	2020-02-08 00:00:00	2020	1 C Injury Accident	C Injury Accident	N	US Route	42.59205949	-114.462882	126	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
58.0	02220D1S093	49.1394	Car	Turning Right	S	Angle Turning	At Driveway/Alley/Parking Lot	At Driveway/Alley/Parking Lot	Point 11 Power Unit	Failed to Yield				51	Clear	Dry	Dry	0	0	Wednesday	14	23C5643152	2023-04-26 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205949	-114.462882	128	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
59.0	02220D1S093	49.1428	Car	Turning Left	N	Head-On Turning	At Driveway/Alley/Parking Lot	At Driveway/Alley/Parking Lot	Point 11 Power Unit	Failed to Yield	Vision Obstruction			52	Clear	Dry	Dry	0	0	Wednesday	17	21C5723569	2021-05-05 00:00:00	2021	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205981	-114.4627979	130	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
60.0	02220D1S093	49.1485	Car	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Inattention	Following Too Close			52	Clear	Dry	Dry	0	0	Tuesday	13	22C0476014	2022-06-21 00:00:00	2022	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59206033	-114.4626883	132	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
61.0	02220D1S093	49.1603	Car	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				52	Clear	Dry	Dry	0	0	Wednesday	13	24C0652360	2024-05-22 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205674	-114.4634546	134	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
62.0	02220D1S093	49.1708	Car	Going Straight	W	Rear-End	Nonjunction	On Roadway	Point 12 Power Unit	Following Too Close				52	Cloudy	Dry	Dry	0	0	Tuesday	13	24C0626682	2024-03-19 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59206238	-114.4622503	136	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
63.0	02220D1S093	49.187	SUV/Crossover	Changing Lanes	W	Side Swipe Same	Nonjunction	On Roadway	Point 8 Power Unit	Improper Lane Change				51	Clear	Dry	Dry	0	0	Tuesday	13	24C0688881	2024-07-02 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205917	-114.4629344	139	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
64.0	02220D1S093	49.1905	SUV/Crossover	Turning Left	E	Head-On Turning	At Driveway/Alley/Parking Lot	At Driveway/Alley/Parking Lot	Point 3 Power Unit	Failed to Yield				52	Clear	Dry	Dry	0	0	Tuesday	16	24C0681207	2024-05-14 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205949	-114.462868	141	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
65.0	02220D1S093	49.191	Car	Turning Right	S	Angle Turning	At Driveway/Alley/Parking Lot	At Driveway/Alley/Parking Lot	Point 11 Power Unit	Failed to Yield				50	Clear	Dry	Dry	0	0	Wednesday	17	21C5674711	2021-01-20 00:00:00	2021	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59205924	-114.4618535	143	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
66.0	02220D1S093	49.1945	SUV/Crossover	Turning Right	W	Side Swipe Same	Nonjunction	On Roadway	Point 11 Power Unit	Failed to Maintain Lane	Improper Lane Change			51	Clear	Dry	Dry	0	0	Sunday	13	23C0559243	2023-11-14 00:00:00	2023	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59206456	-114.461786	145	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
67.0	02220D1S093	49.1947	Car	Turning Left	W	Head-On Turning	At Driveway/Alley/Parking Lot	At Driveway/Alley/Parking Lot	Point 4 Power Unit	Failed to Yield				50	Clear	Dry	Dry	0	0	Tuesday	14	24C0682405	2024-06-04 00:00:00	2024	1 Property Dmg Report	Property Dmg Report	N	US Route	42.59206501	-114.4627834	147	Select	1	US 93 - Washington to Blue Lakes Rd Descending	Non-Intersection
68.0	02220D1S093	49.1994	SUV/Crossover	Turning Left	E	Head-On Turning	Intersection Related	On Roadway	Point 3 Power Unit	Failed to Yield				50	Clear	Dry	Dry	0	0	Friday	14	23C0821829	2023-10-13 00:00:00	2023	1 Property Dmg

| | | |

Attachment E
Safety Analysis – Detailed Information

Intersections	Crash Type									Total	Severity					EPDO Value	Crash Rate
	Read-End	Angle	Turning	Side Swipe	Ped/ Bike	Backing	Head-On	Hit Object	Other		Fatal	Major	Minor	Possible	PDO		
Blue Lakes & Falls Ave	59	13	4	15	1	0	8	1	2	103	1	1	5	25	71	959.9	1.44
Pole Line & Fillmore	47	30	3	10	2	1	19	1	0	113	0	3	5	26	79	459.8	1.66
Blue Lakes & College	33	13	0	3	0	1	8	0	0	58	1	0	4	18	35	823.1	0.96
Blue Lakes & Pole Line	50	13	8	18	1	1	4	3	2	100	0	2	7	22	69	416.2	1.14
Blue Lakes & Fillmore_Bridgeview	34	10	3	12	0	0	8	0	1	68	0	2	4	16	46	292.4	0.91
Blue Lakes & Cheney	6	23	1	5	1	0	2	0	0	38	0	1	2	8	27	150.2	0.76
US-93 & Golf Course Rd	16	6	3	0	0	0	4	2	1	32	0	3	6	8	15	205.4	0.47
Cheney & Locust	0	12	0	0	0	0	1	0	0	13	0	0	3	2	8	64.0	0.76
Pole Line & Locust	1	21	0	0	0	0	1	0	0	23	0	0	2	1	20	53.6	0.77
Pole Line & Bridgeview	15	3	0	2	0	0	2	1	0	23	0	0	0	5	18	74.0	0.60
Blue Lakes & Canyon Springs	6	12	0	0	0	0	6	1	1	26	0	0	4	7	15	138.2	0.42
Cheney & Elm	0	4	0	0	0	0	0	0	0	4	0	0	2	1	1	34.6	0.58
Bridgeview & Locust	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	64.0	0.09
College & Fillmore	1	2	1	1	0	0	1	0	1	7	0	0	1	1	5	27.4	0.23
Cheney & Fillmore	1	2	0	1	0	0	1	0	0	5	0	0	0	1	4	15.2	0.24
Pole Line & Elm	1	1	1	0	0	0	0	0	1	4	0	0	1	1	2	24.4	0.14
College & Locust	0	2	1	1	0	0	0	0	0	4	0	1	0	0	3	14.2	0.19
Grand Total	270	168	25	68	5	3	65	9	9	622	2	13	46	142	419	3816.6	

Segments	Crash Type									Total	Severity					EPDO Value	Crash Rate
	Read-End	Angle	Turning	Side Swipe	Ped/ Bike	Backing	Head-On	Hit Object	Other		Fatal	Major	Minor	Possible	PDO		
Blue Lakes - Pole Line to Falls Ave	56	35	4	12	2	1	16	3	0	129	0	2	7	23	97	455.4	6.03
US-93 - Washington to Blue Lakes Rd	52	35	5	26	2	0	28	4	1	153	0	2	14	29	108	612	5.79
US-93 - Pole Line to Golf Course Rd	69	6	0	28	1	1	1	7	5	118	0	2	11	18	87	434.2	1.04
Pole Line - US-93 to Bridgeview	4	19	0	4	0	0	10	1	1	39	0	0	3	5	31	120.6	7.49
Cheney - Fillmore to Locust	1	6	1	0	0	1	2	0	1	12	0	0	3	3	6	73.2	6.03
Elm - Cheney to Pole Line	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1.0	7.84
Fillmore - College to US-93	0	20	0	3	0	0	3	6	1	33	0	1	2	6	24	124.8	4.06
Bridgeview - Locust to US-93	3	9	1	7	0	0	2	5	1	28	0	0	1	1	26	48.4	5.95
College - Fillmore to Locust	3	3	0	0	0	0	0	1	0	7	0	0	0	1	6	17.2	1.88
Locust - College to Pole Line	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1.0	0.44
Grand Total	188	135	11	80	5	3	62	27	10	521	0	7	41	86	387	1887.8	

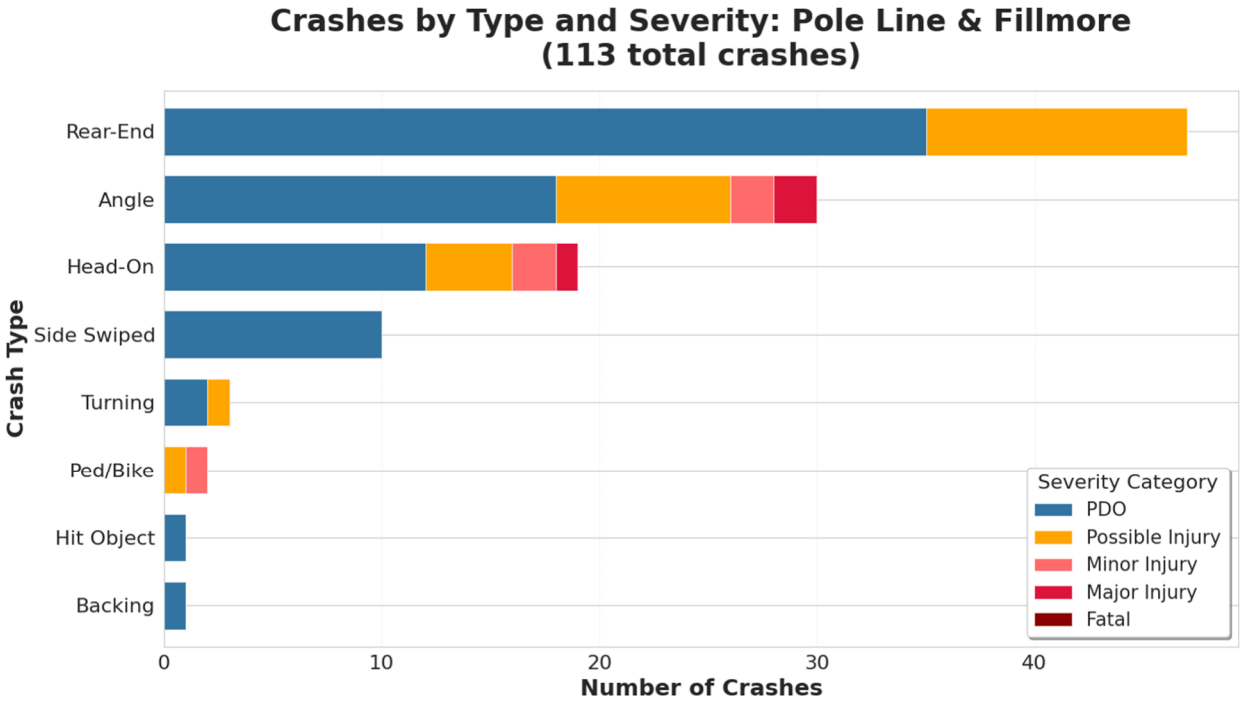
Driveways	Crash Type									Total	Severity					EPDO Value
	Read-End	Angle	Turning	Side Swipe	Ped/ Bike	Backing	Head-On	Hit Object	Other		Fatal	Major	Minor	Possible	PDO	
US-93 - Washington to Blue Lakes Rd	0	26	0	0	0	0	0	2	30	58	0	0	7	12	39	251.8
Blue Lakes - Pole Line to Falls Ave	5	30	0	0	0	0	1	1	21	58	0	1	1	10	46	180.4
Pole Line - US-93 to Bridgeview	1	14	0	0	0	0	0	0	11	26	0	0	2	3	21	77.0
Fillmore - College to US-93	0	15	0	0	0	0	0	0	6	21	0	0	1	4	16	72.0
Cheney - Fillmore to Locust	1	6	0	0	0	0	0	0	3	10	0	0	3	2	5	61.0
US-93 - Pole Line to Golf Course Rd Ascending	1	2	0	0	0	0	0	0	2	5	0	0	0	2	3	25.4
Bridgeview - Locust to US-93	0	6	0	0	0	0	0	0	8	14	0	0	1	0	13	24.2
College - Fillmore to Locust	1	3	0	0	0	0	0	0	0	4	0	0	0	0	4	4.0
Elm - Cheney to Pole Line	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1.0
Locust - College to Pole Line	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1.0
Grand Total	9	104	0	0	0	0	1	3	81	198	0	1	15	33	149	697.8

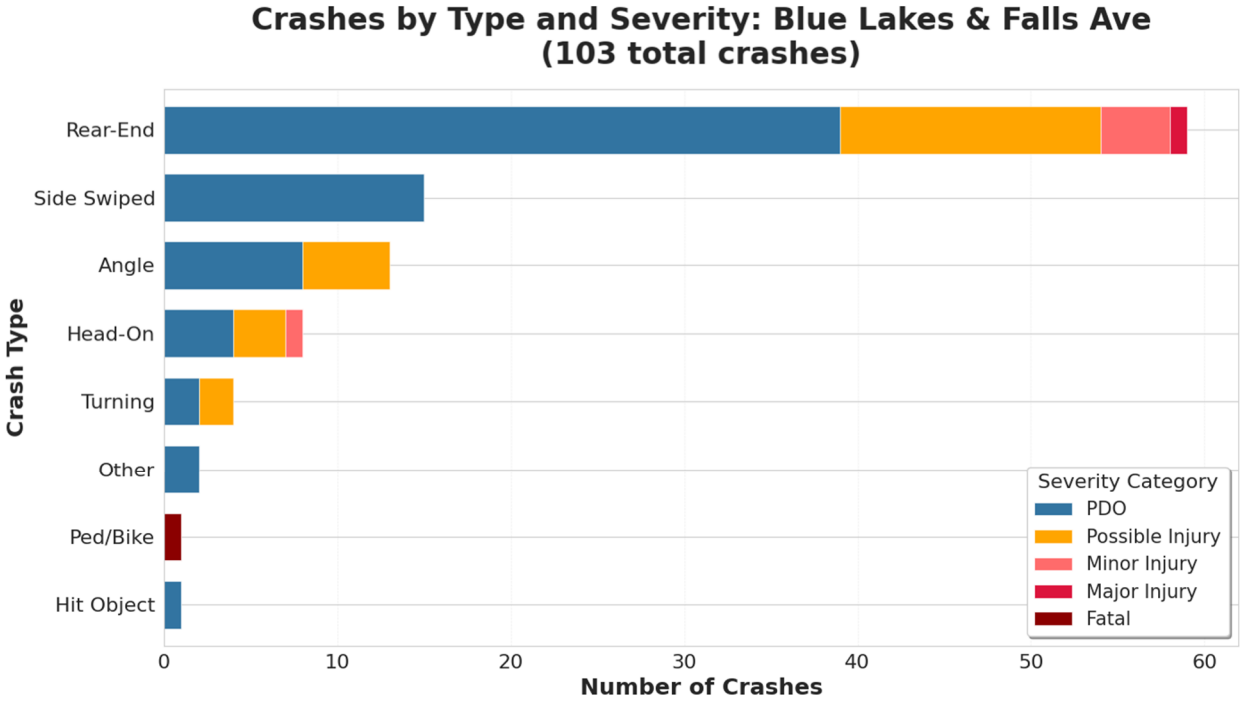
Fatal Crashes

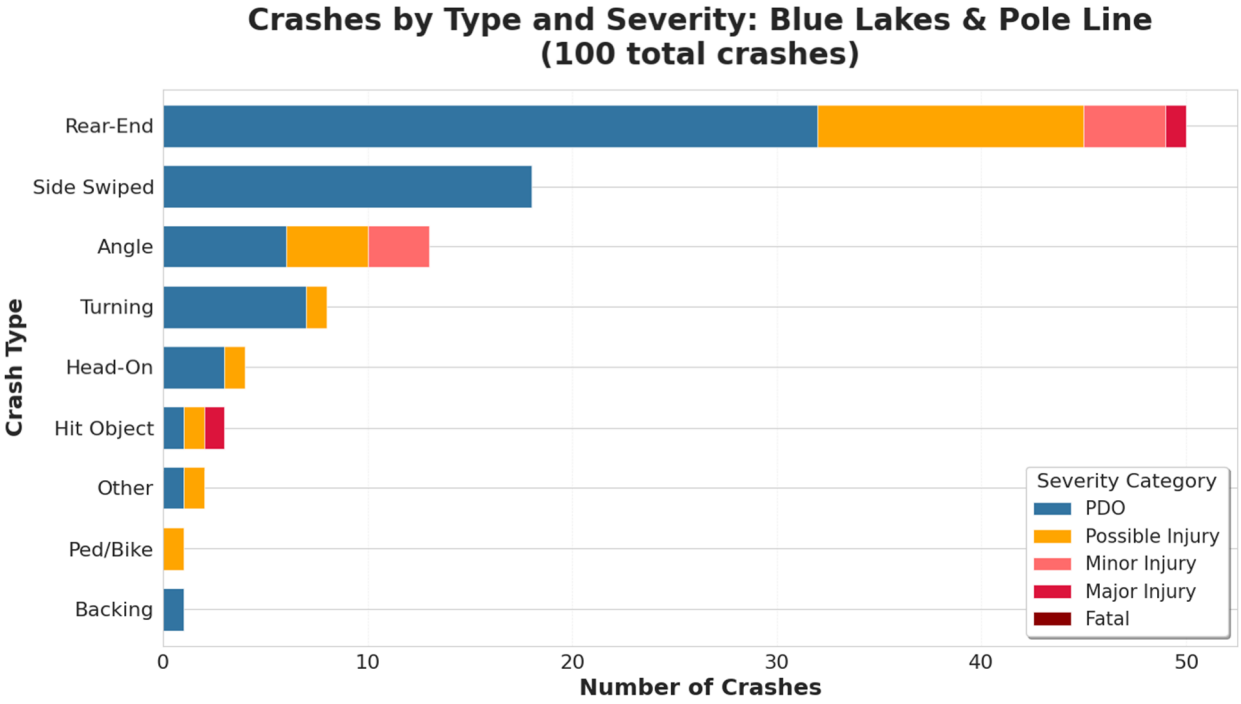
1	Intersection	Blue Lakes Blvd & College Rd
	Accident Date	11/6/2023 17:43
	Weather	Rain
	Units	3
	Action	Going Straight, following too close / Stopped in Traffic
	Event	Rear-End

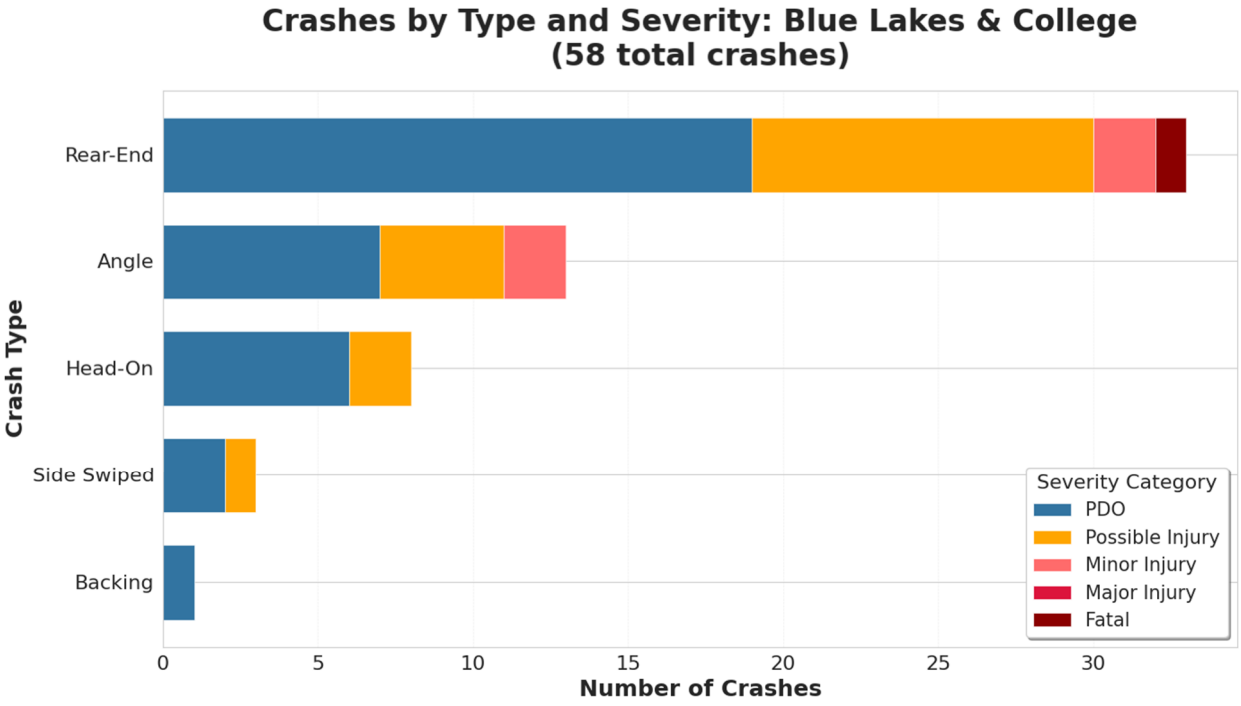
2	Intersection	Blue Lakes Blvd & Falls Avenue
	Accident Date	9/17/2022 5:08
	Weather	Clear
	Units	2
	Action	Going Straight, Crossing at Intersection
	Event	Pedestrian

Intersection Crashes

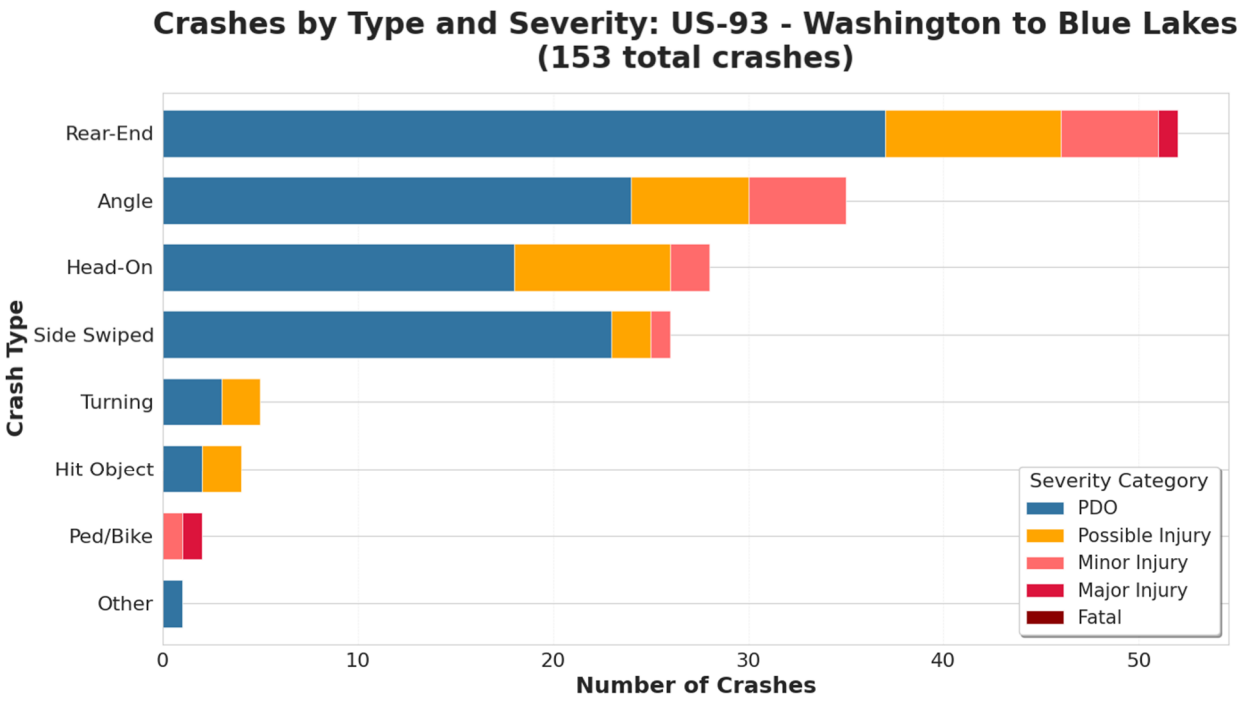


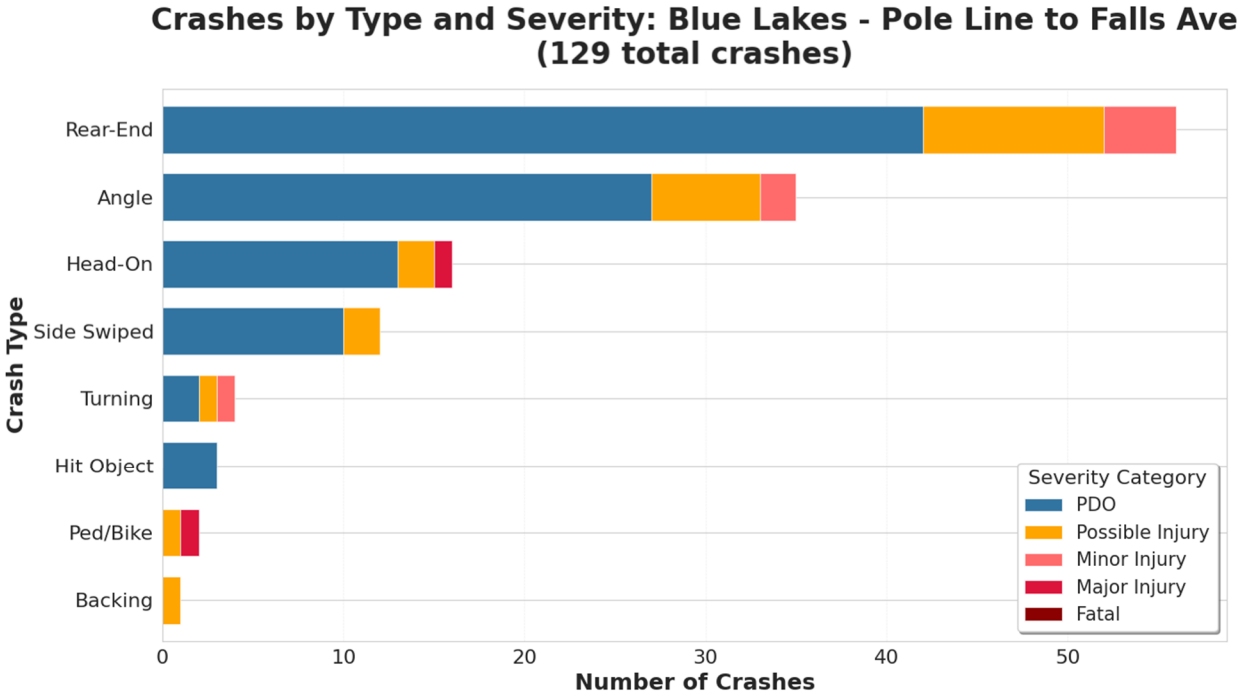


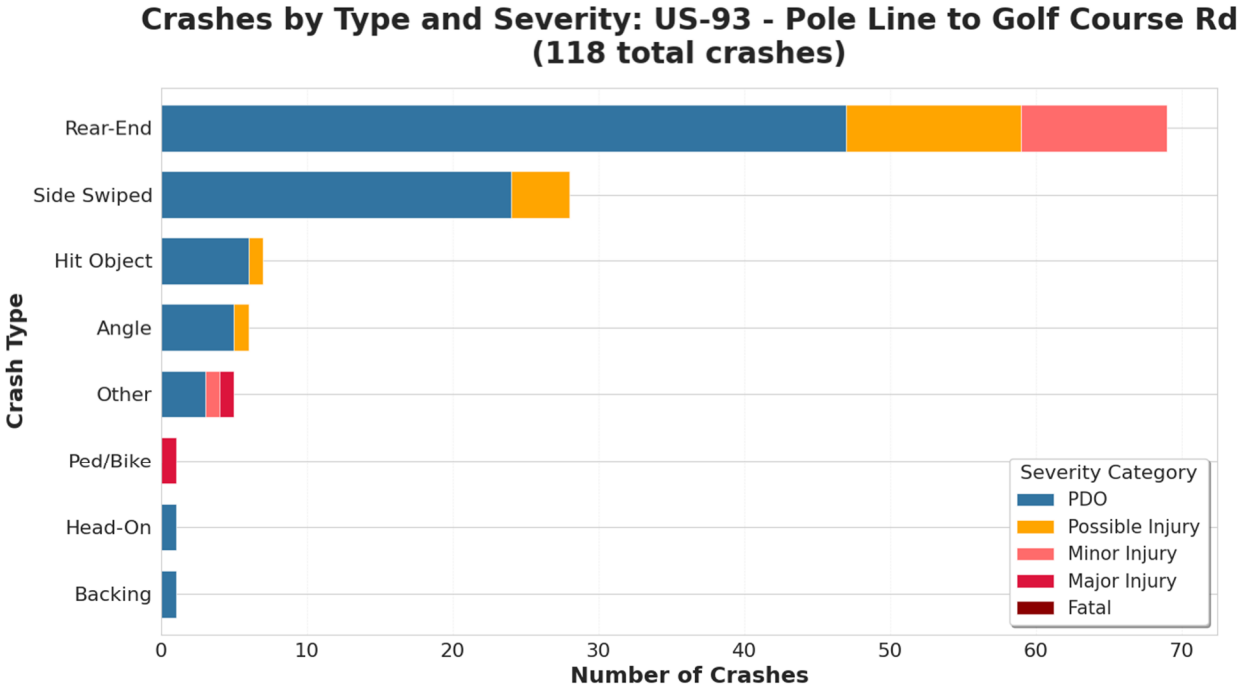

Crashes by Type and Severity: Blue Lakes & Pole Line
(100 total crashes)
Crash Type
Rear-End
Side Swiped
Angle
Turning
Head-On
Hit Object
Other
Ped/Bike
Backing
0
10
20
30
40
50
Number of Crashes
Severity Category
PDO
Possible Injury
Minor Injury
Major Injury
Fatal

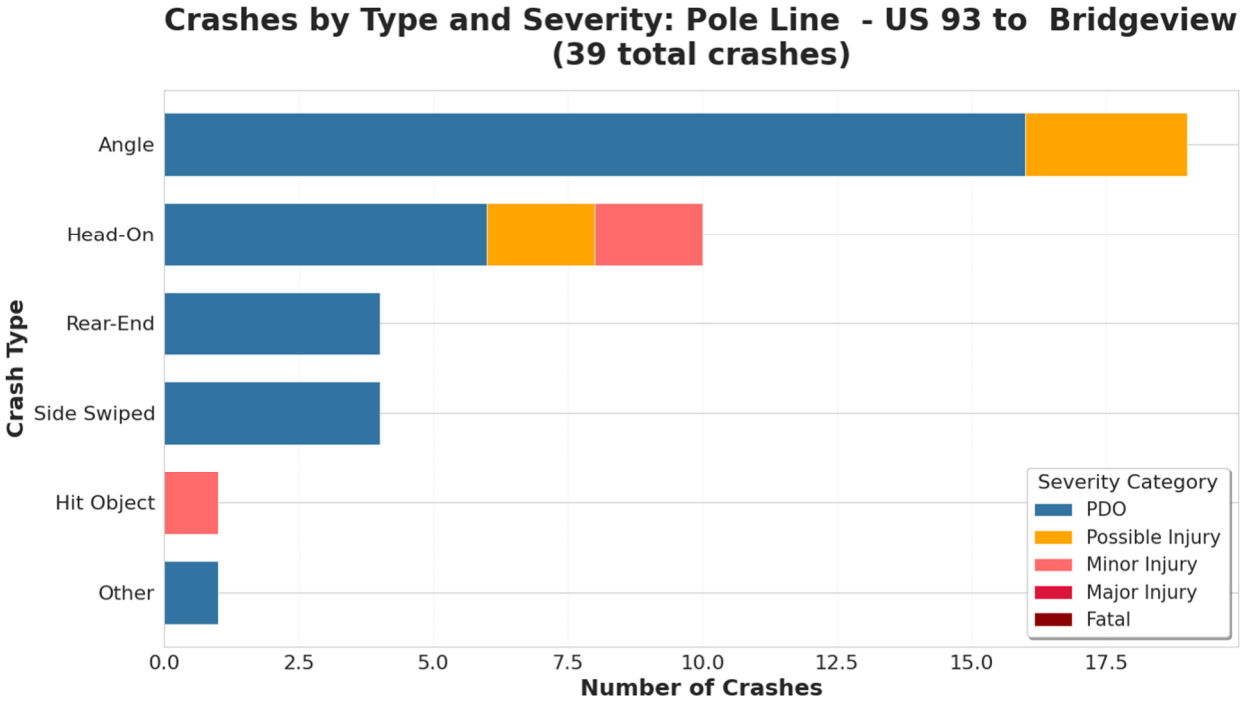

Crashes by Type and Severity: Blue Lakes & College
(58 total crashes)
Crash Type
Rear-End
Angle
Head-On
Side Swiped
Backing
0
5
10
15
20
25
30
Number of Crashes
Severity Category
PDO
Possible Injury
Minor Injury
Major Injury
Fatal

Segment Crashes

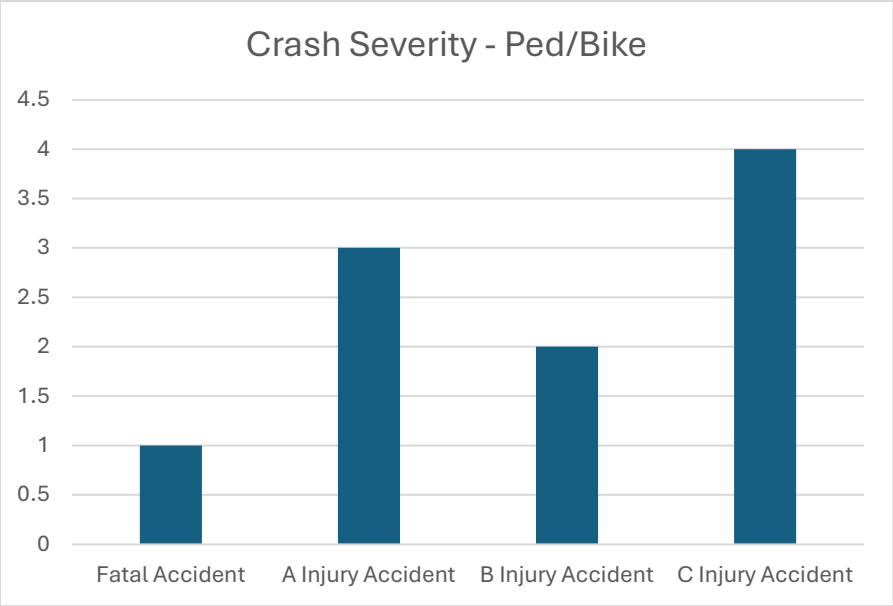


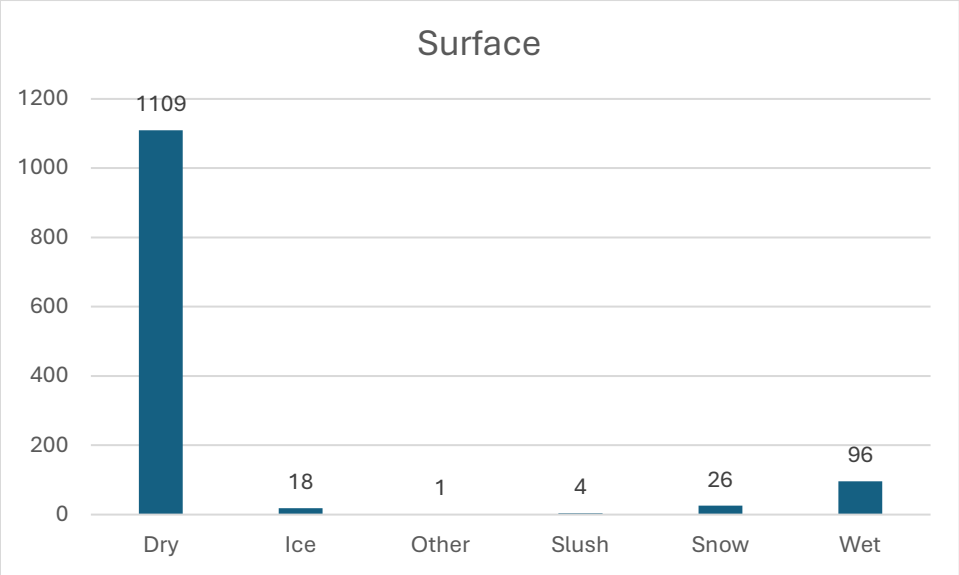



Crashes by Type and Severity: US-93 - Pole Line to Golf Course Rd
(118 total crashes)
Crash Type
Rear-End
Side Swiped
Hit Object
Angle
Other
Ped/Bike
Head-On
Backing
0
10
20
30
40
50
60
70
Number of Crashes
Severity Category
PDO
Possible Injury
Minor Injury
Major Injury
Fatal

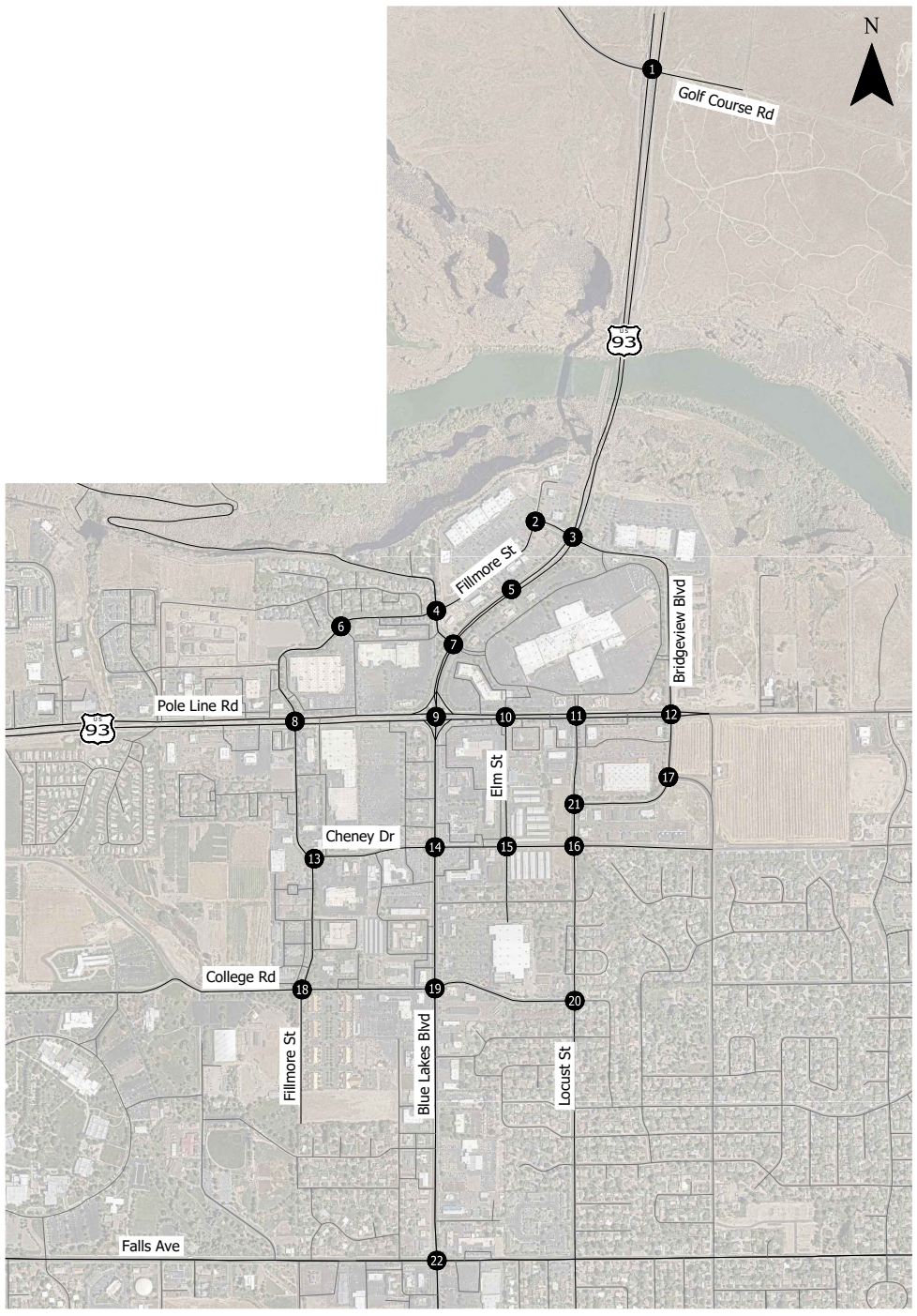

Crashes by Type and Severity: Pole Line - US 93 to Bridgeview
(39 total crashes)
Crash Type
Angle
Head-On
Rear-End
Side Swiped
Hit Object
Other
0.0
2.5
5.0
7.5
10.0
12.5
15.0
17.5
Number of Crashes
Severity Category
PDO
Possible Injury
Minor Injury
Major Injury
Fatal

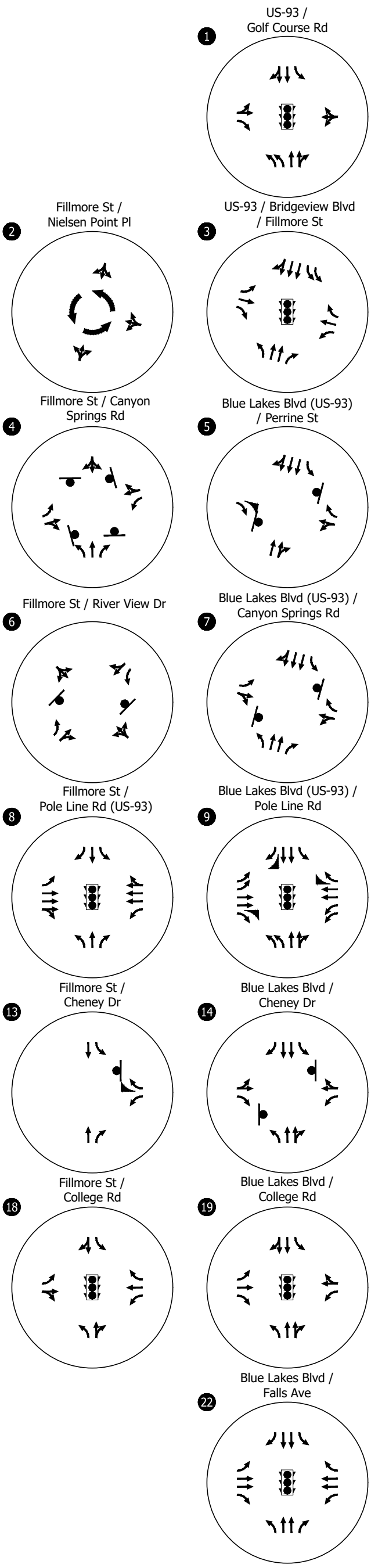
Other Notable Trends





Attachment F
Existing Year 2025 Traffic Volumes & Lane Configurations





- Study Intersection

- Stop Sign
- Traffic Signal
- Roundabout

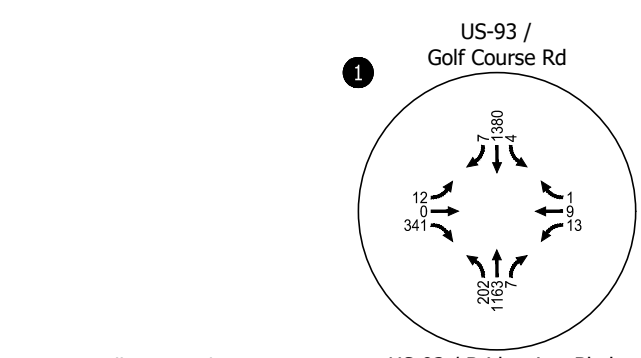
▽ - Yield Sign

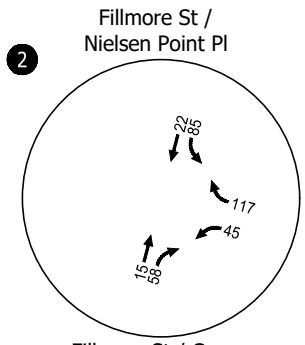
Existing Year 2025 No Build Lane Configurations
City of Twin Falls, Idaho

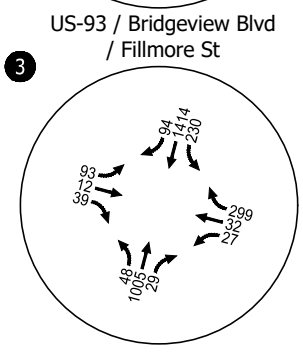
Figure
F01

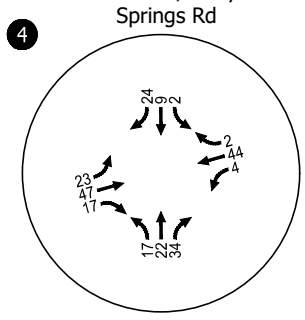
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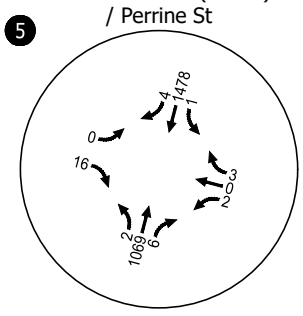
KITTELSON & ASSOCIATES

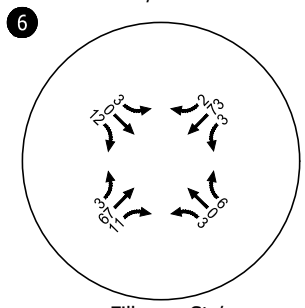


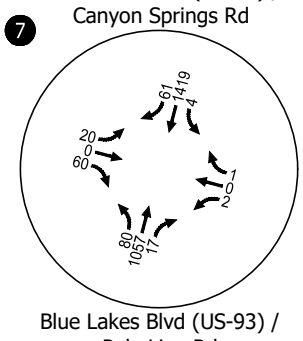


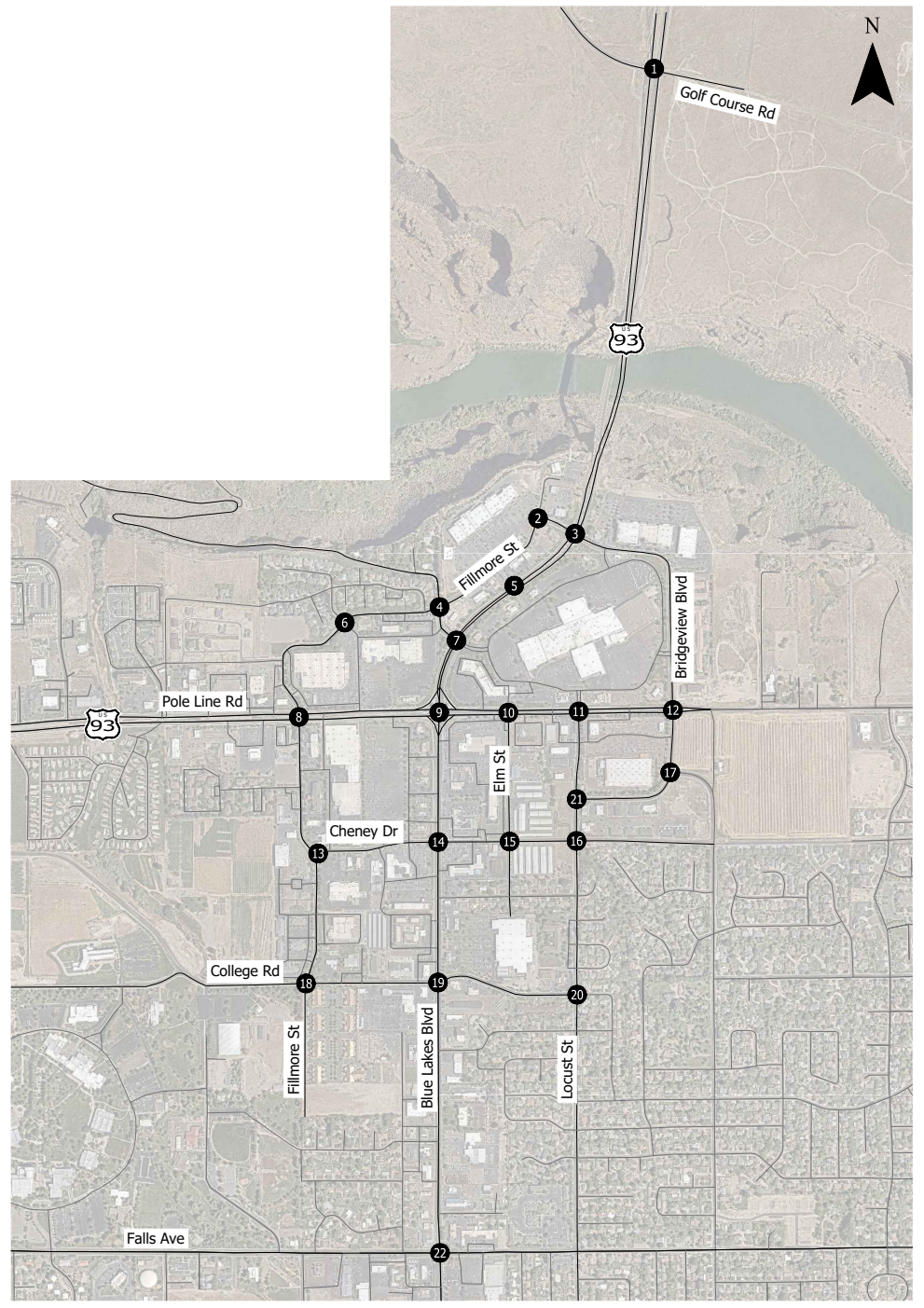


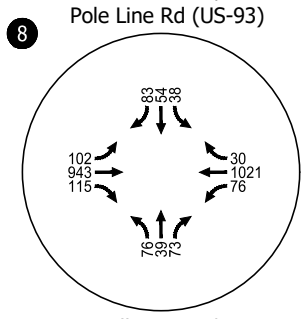


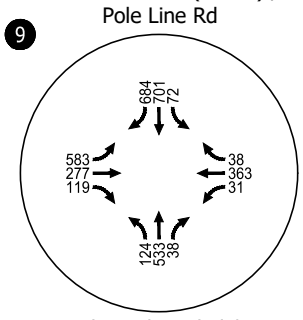


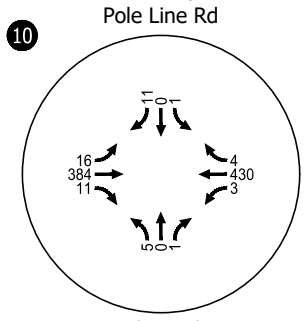


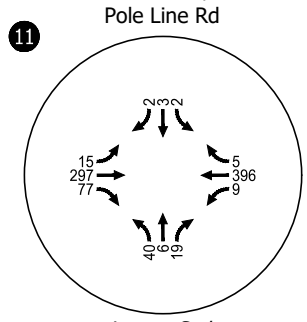


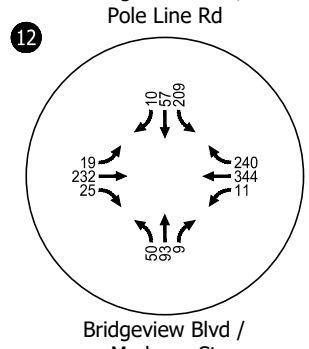


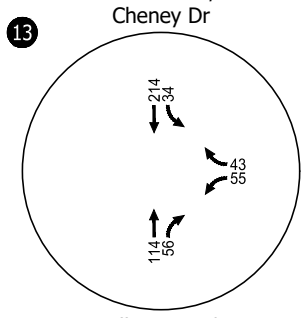


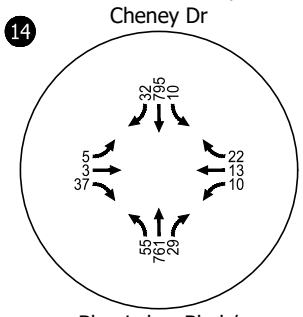


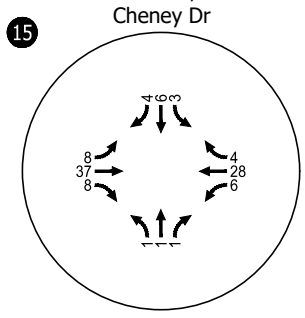


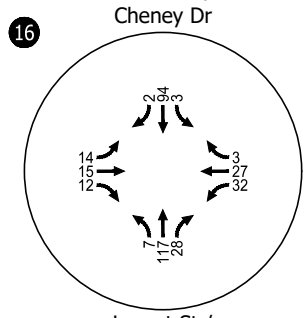


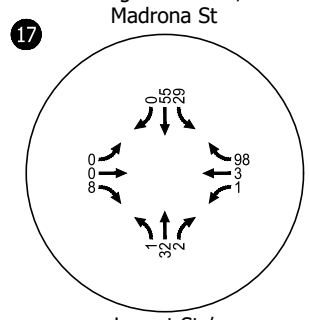


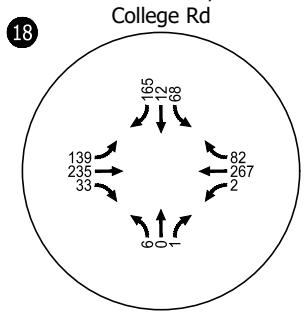


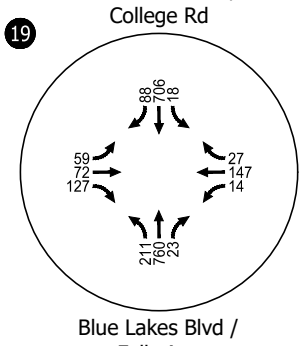


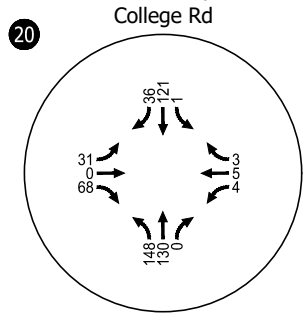


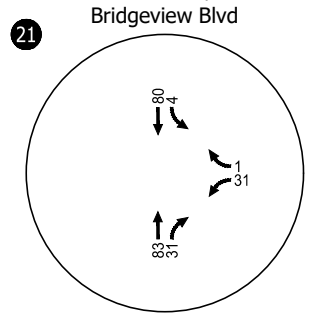


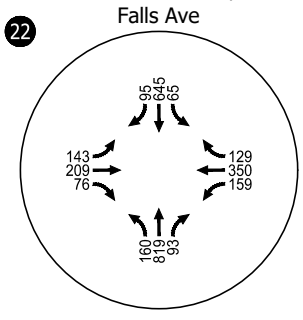












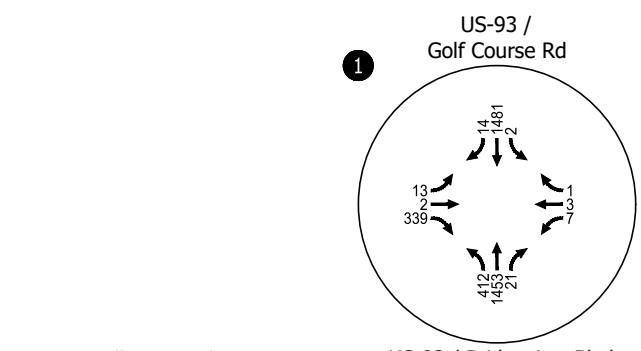
(#) - Study Intersection

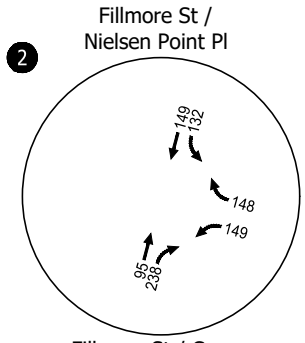
Existing Year 2025 Weekday AM Peak Hour Volume
City of Twin Falls, Idaho

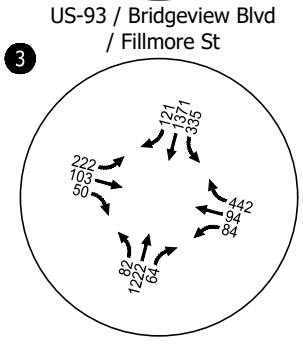
Figure
F02

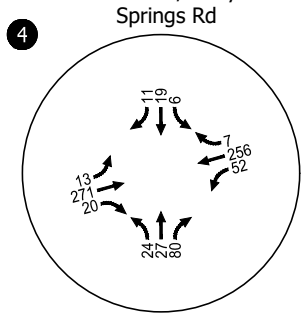
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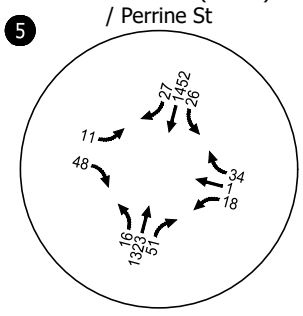
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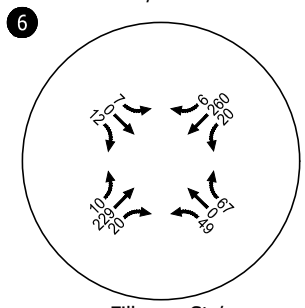


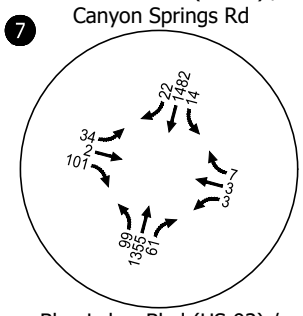


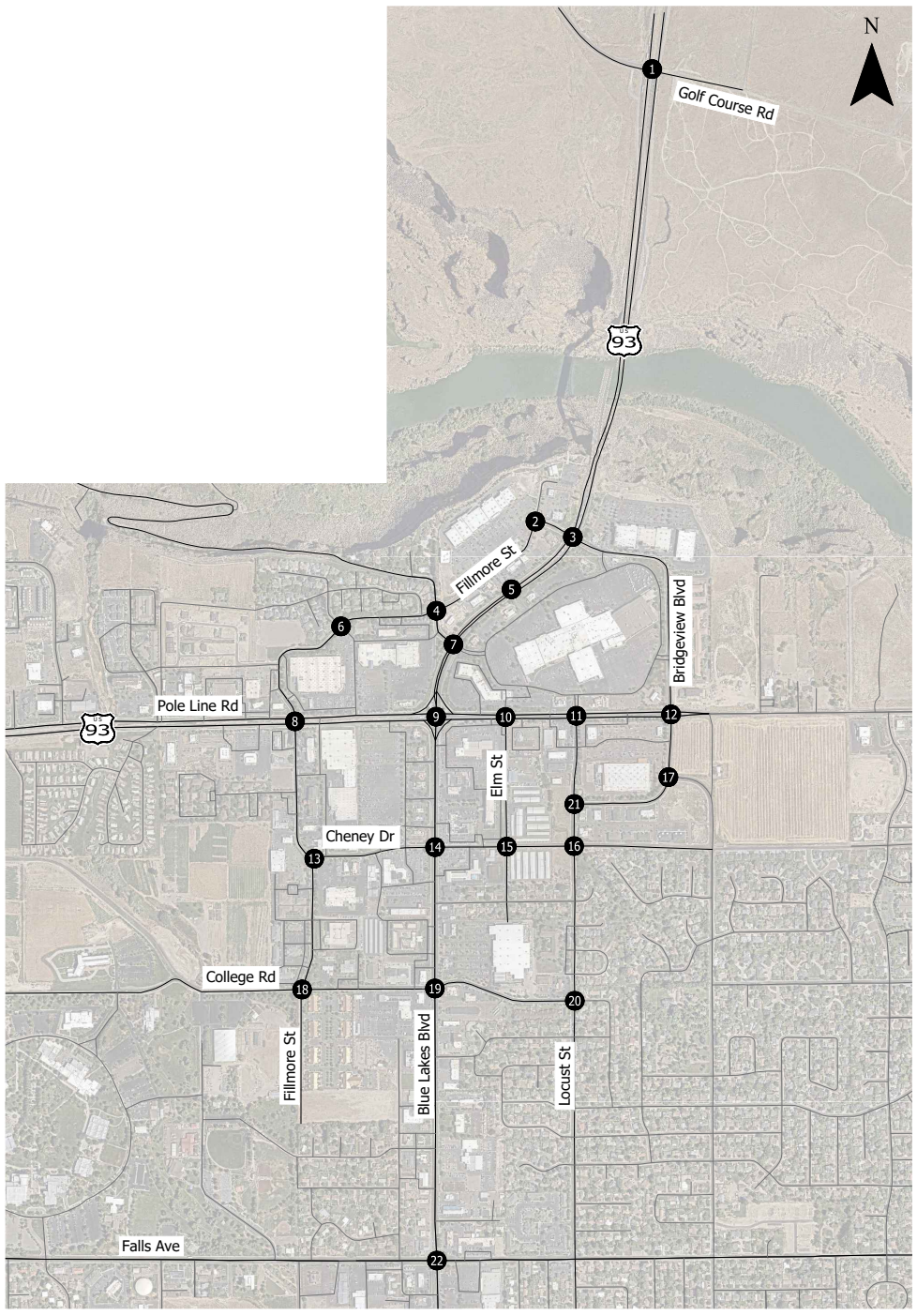


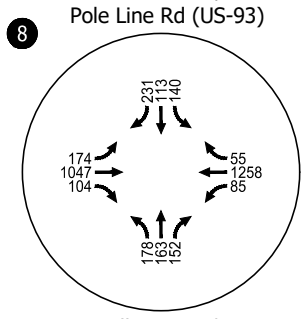


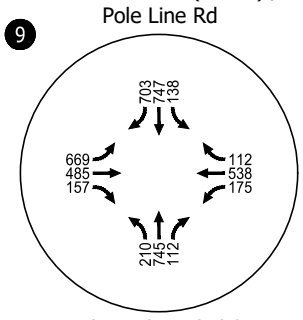


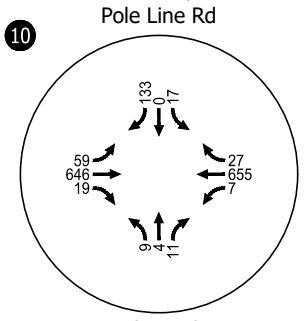


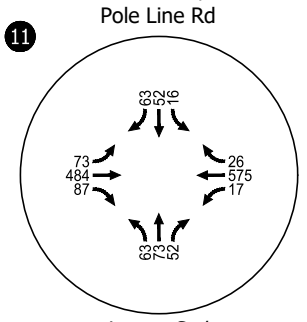


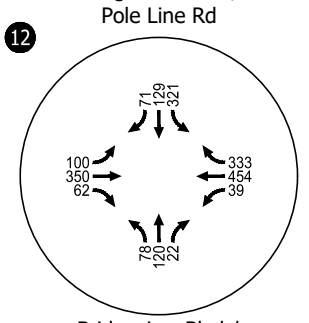


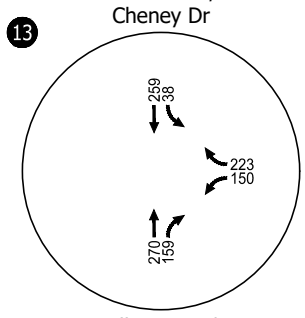


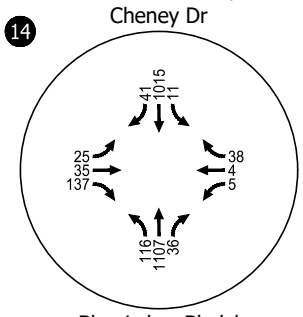


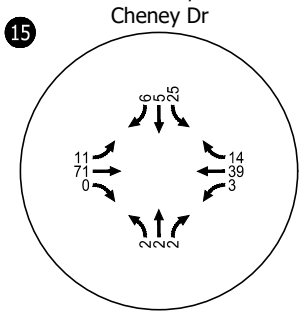


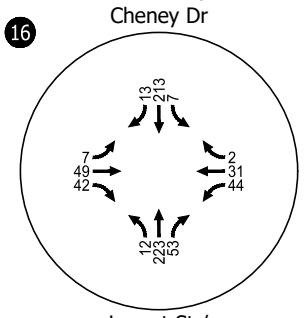


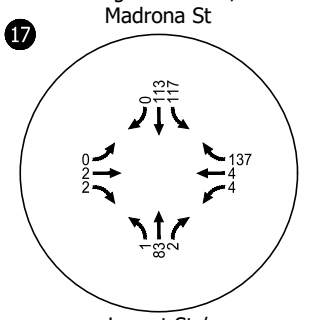


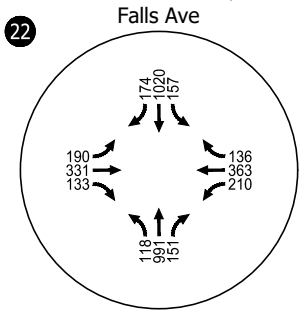












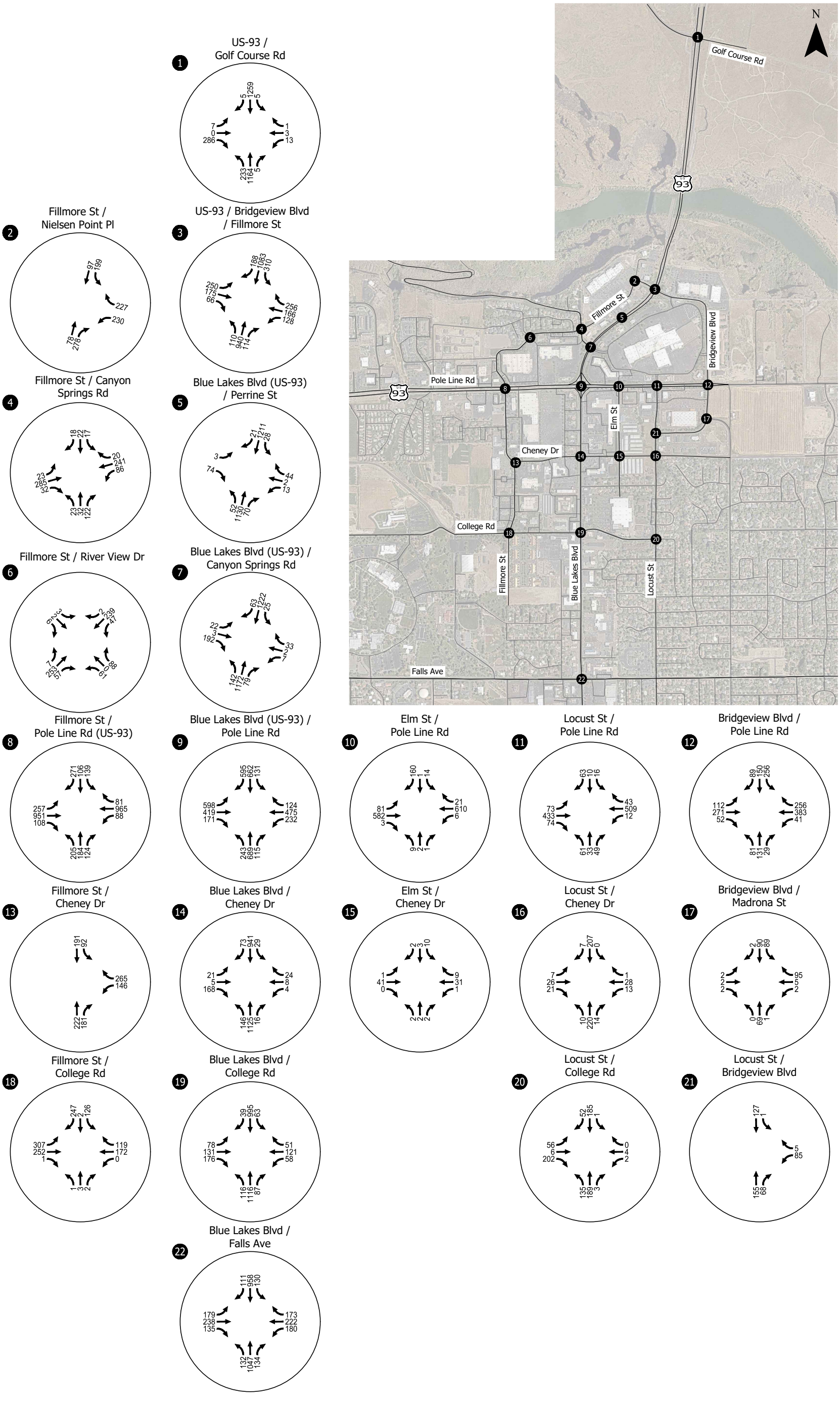
- Study Intersection

Existing Year 2025 Weekday PM Peak Hour Volume
City of Twin Falls, Idaho

Figure
F03

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- Study Intersection

Existing Year 2025 Weekend Midday Peak Hour Volume
City of Twin Falls, Idaho

Figure
F04

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KITTELSON & ASSOCIATES

Intersection	Intersection Control	Intersection AM/PM/Weekend			Lane Group	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekend Midday Peak Hour		
		V/C	LOS	Delay		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Fillmore Street / Pole Line Road	Traffic Signal	0.59 / 0.68 / 0.70	B / C / C	16.4 / 25.5 / 27.8	EBL	0.33	B	10.8	0.66	C	20.5	0.79	C	23.5
					EBT	0.75	B	16.2	0.69	C	22.6	0.70	C	25.3
					EBR	0.75	B	16.4	0.69	C	22.8	0.70	C	25.6
					WBL	0.28	B	11.9	0.37	B	18.6	0.39	C	22.2
					WBT	0.58	B	14.7	0.77	C	25.7	0.76	C	30.1
					WBR	0.58	B	14.9	0.77	C	26.2	0.76	C	30.7
					NBL	0.26	C	21.8	0.46	C	24.7	0.49	C	23.4
					NBT	0.18	C	23.4	0.44	C	30.3	0.42	C	28.8
					NBR	0.42	C	24.5	0.48	C	30.7	0.34	C	28.1
					SBL	0.13	C	22.3	0.40	C	25.2	0.37	C	24.5
					SBT	0.31	C	25.0	0.33	C	30.8	0.28	C	29.8
					SBR	0.57	C	26.6	0.80	D	35.8	0.85	D	36.5
Blue Lakes Boulevard / Pole Line Road	Traffic Signal	0.80 / 0.90 / 0.79	C / D / D	32.3 / 42.3 / 38.2	EBL	0.89	C	34.7	***0.92***	D	44.6	***0.90***	D	41.7
					EBT	0.29	C	24.6	0.46	C	29.3	0.44	C	30.9
					WBL	0.20	D	37.8	0.80	D	53.2	0.82	D	47.4
					WBT	0.77	D	37.7	0.84	D	45.6	0.78	D	41.6
					NBL	0.60	D	40.0	0.80	D	52.6	0.81	D	47.4
					NBT	0.66	C	28.2	0.82	D	40.4	0.68	C	32.7
					SBL	0.59	D	41.3	0.85	D	54.4	0.81	D	50.1
					SBT	0.83	C	31.1	0.85	D	40.3	0.70	C	34.1
Elm Street / Pole Line Road	TWSC	-	-	0.4 / 1.9 / 2.3	NBLTR	0.02	B	13.3	0.08	C	17.7	0.06	C	22.3
					EBL	0.02	A	8.4	0.07	A	9.3	0.09	A	9.3
					WBL	0.01	A	8.2	0.01	A	9.4	0.01	A	8.8
					SBTL	0.01	B	14.0	0.07	C	19.9	0.07	C	20.4
					SBR	0.02	A	9.9	0.21	B	12.1	0.26	B	12.3
Locust Street / Pole Line Road	TWSC	-	-	1.5 / 15.8 / 4.8	NBL	0.14	C	17.6	0.83	***F***	***144.7***	0.39	***E***	40.0
					NBTR	0.05	B	11.9	0.68	***F***	***55.8***	0.30	C	22.4
					EBL	0.02	A	8.4	0.08	A	9.2	0.08	A	8.9
					WBL	0.01	A	8.1	0.02	A	8.7	0.01	A	8.5
					SBLT	0.02	C	17.7	0.74	***F***	***109.3***	0.20	***E***	36.6
					SBR	0.01	B	10.6	0.10	B	10.9	0.10	B	10.7
Bridgeview Boulevard / Pole Line Road	Traffic Signal	0.57 / 0.72 / 0.60	B / C / B	15.9 / 21.8 / 18.9	EBL	0.06	B	12.7	0.33	B	15.9	0.32	B	14.8
					EBT	0.52	B	15.2	0.66	C	20.8	0.58	B	18.2
					EBR	0.06	B	13.1	0.14	B	16.9	0.13	B	15.7
					WBL	0.03	B	13.0	0.14	B	16.6	0.12	B	15.4
					WBT	0.41	B	14.8	0.48	C	20.1	0.49	B	18.7
					WBR	0.72	B	17.1	0.83	C	26.1	0.73	C	20.9
					NBL	0.14	B	17.4	0.24	C	24.3	0.24	B	18.9
					NBR	0.60	C	21.4	0.71	C	30.5	0.70	C	24.4
					SBL	0.48	B	15.0	0.71	B	19.6	0.58	B	16.1
					SBR	0.21	B	16.0	0.48	C	21.8	0.63	C	20.0
River View Drive / Fillmore Street	TWSC	-	-	1.5 / 3.0 / 3.8	NBLTR	0.02	A	9.9	0.24	B	0.24	0.32	C	15.6
					EBL	0.01	A	7.5	0.01	A	0.01	0.01	A	7.8
					WBL	0.01	A	7.5	0.02	A	0.02	0.04	A	8.0
					SBLTR	0.03	A	9.4	0.04	B	0.04	0.03	B	12.7
Canyon Springs Road / Fillmore Street	AWSC	-	A / B / B	8.5 / 13.2 / 14.0	NBL	0.05	A	8.8	0.05	B	10.3	0.05	B	10.3
					NBT	0.06	A	8.3	0.05	A	9.6	0.06	A	9.9
					NBR	0.07	A	7.6	0.14	A	9.4	0.21	B	10.4
					EBL	0.06	A	8.8	0.03	A	9.4	0.05	A	9.9
					EBTR	0.16	A	8.8	0.52	C	15.1	0.58	C	17.1
					WBL	0.01	A	9.1	0.10	A	10.0	0.17	B	10.9
					WBTR	0.12	A	8.8	0.48	B	14.0	0.48	B	14.6
					SBLTR	0.08	A	8.2	0.08	B	10.2	0.12	B	11.0

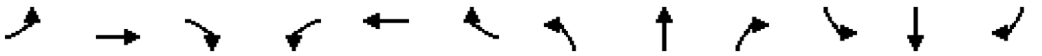
Intersection	Intersection Control	Intersection AM/PM/Weekend			Lane Group	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekend Midday Peak Hour		
		V/C	LOS	Delay		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Blue Lakes Boulevard / Canyon Springs Road	TWSC	-	-	6.7 / > 300 / 26.2	NBL	0.41	D	34.3	0.58	***E***	47.5	0.56	D	34.1
					EBL	***1.32***	***F***	***>300***	***>3.00***	***F***	***>300***	***2.35***	***F***	***>300***
					EBTR	0.22	C	21.0	***1.05***	***F***	***174.8***	***1.06***	***F***	***131.1***
					WBLT	0.13	***F***	***266.1***	***2.33***	***F***	***>300***	***1.74***	***F***	***>300***
					WBR	0.01	B	12.5	0.02	C	15.1	0.08	B	13.9
					SBL	0.01	B	10.6	0.03	B	13.0	0.05	B	11.9
Nielson Point Place / Fillmore Street	Roundabout	-	A / A / A	5.0 / 5.7 / 7.0	NBTR	0.30	A	5.5	0.27	A	5.4	0.41	A	7.0
					WBLR	0.15	A	1.5	0.31	A	6.0	0.37	A	7.1
					SBLT	0.20	A	4.6	0.27	A	5.6	0.32	A	6.8
Blue Lakes Boulevard / Fillmore Street / Bridgeview Boulevard	Traffic Signal	0.73 / 0.85 / 0.74	C / D / C	21.4 / 47.5 / 32.8	EBL	0.35	C	31.9	***0.93***	***F***	***102.8***	0.79	D	44.2
					EBT	0.03	C	27.7	0.20	D	45.0	0.27	C	26.1
					EBR	0.12	C	28.3	0.11	D	43.8	0.12	C	24.6
					WBL	0.08	C	28.6	0.26	D	51.6	0.34	C	32.8
					WBT	0.08	C	28.1	0.18	D	44.7	0.25	C	26.0
					WBR	0.65	C	25.5	0.68	D	38.7	0.36	B	19.4
					NBL	0.72	D	47.7	0.82	***F***	84.9	0.81	***E***	56.2
					NBT	0.83	C	22.9	***0.93***	***E***	55.2	0.84	C	34.4
					NBR	0.04	B	13.9	0.10	C	28.1	0.20	C	24.7
					SBL	0.83	D	40.8	***0.93***	***F***	84.0	0.84	D	51.9
					SBT	0.61	B	14.7	0.56	C	26.3	0.66	C	28.2
					SBR	0.61	B	14.7	0.56	C	26.7	0.66	C	28.7
Blue Lakes Boulevard / Perrine Street	TWSC	-	-	0.2 / 2.3 / 3.5	NBL	0.01	C	22.5	0.09	C	24.6	0.19	C	20.6
					WBLT	0.01	C	24.1	0.19	***E***	44.4	0.14	E	40.6
					WBR	0.01	B	12.7	0.11	C	16.4	0.11	B	14.7
					SBL	0.01	B	10.8	0.06	B	13.4	0.05	B	11.8
Blue Lakes Boulevard / Cheney Drive	TWSC	-	-	2.0 / 35.7 / 9.2	NBL	0.08	B	10.2	0.21	B	12.4	0.22	B	11.8
					EBLT	0.12	F	63.9	***>3.00***	***F***	***>300***	***1.28***	***F***	***>300***
					EBR	0.07	B	11.8	0.31	C	15.9	0.32	B	14.8
					WBL	0.13	F	55.5	***>3.00***	***F***	***>300***	0.27	***F***	***>300***
					WBTR	0.25	***E***	37.1	0.34	***E***	44.7	0.46	***F***	92.3
					SBL	0.02	A	10.0	0.02	B	11.5	0.05	B	11.2
Blue Lakes Boulevard / College Road	Traffic Signal	0.53 / 0.67 / 0.60	B / D / B	15.2 / 41.4 / 18.2	EBL	0.38	D	41.4	0.54	D	48.4	0.46	D	50.4
					EBT	0.28	D	42.4	0.69	***E***	57.0	0.52	***E***	56.0
					EBR	0.59	D	45.1	***0.93***	***E***	79.2	0.83	***E***	61.2
					WBL	0.07	D	41.7	0.33	D	50.1	0.30	D	50.4
					WBR	0.84	D	51.0	0.77	***E***	61.1	0.79	***E***	61.4
					NBL	0.46	A	8.2	0.56	B	18.6	0.35	B	10.5
					NBT	0.37	A	0.9	0.62	D	46.7	0.57	A	1.7
					NBR	0.37	A	0.8	0.62	D	46.7	0.57	A	1.7
					SBL	0.04	A	8.8	0.32	C	21.4	0.18	A	8.4
					SBT	0.41	B	13.8	0.60	C	23.1	0.48	B	15.4
					SBR	0.41	B	13.7	0.60	C	23.0	0.49	B	15.4
Blue Lakes Boulevard / Falls Avenue	Traffic Signal	0.56 / 0.66 / 0.55	C / C / D	29.2 / 28.9 / 35.1	EBL	0.62	D	39.7	0.77	D	52.2	0.59	D	46.5
					EBT	0.53	D	45.7	0.84	***E***	67.9	0.50	***E***	56.5
					EBR	0.44	D	45.4	0.76	***E***	66.1	0.65	***E***	58.7
					WBL	0.56	D	38.0	0.79	D	53.2	0.60	D	46.5
					WBT	0.82	D	47.9	0.85	***E***	69.3	0.47	***E***	56.1
					WBR	0.68	D	47.0	0.73	***E***	65.3	0.82	***E***	66.7
					NBL	0.42	B	12.7	0.35	B	12.5	0.44	B	16.7
					NBT	0.47	B	15.6	0.54	C	21.5	0.52	B	18.8
					NBR	0.12	B	11.9	0.18	B	16.2	0.15	B	14.0
					SBL	0.20	B	12.0	0.55	B	15.7	0.43	B	14.8
					SBT	0.39	C	30.0	0.55	A	0.8	0.47	D	38.4
					SBR	0.12	C	24.0	0.21	A	0.4	0.12	C	27.5

Intersection	Intersection Control	Intersection AM/PM/Weekend			Lane Group	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekend Midday Peak Hour		
		V/C	LOS	Delay		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Fillmore Street / Cheney Drive	TWSC	-	-	2.7 / 5.0 / 5.6	WBL	0.15	B	12.8	0.34	C	15.9	0.31	C	15.3
					WBR	0.07	A	9.5	0.35	B	12.5	0.35	B	11.8
					SBL	0.04	A	7.9	0.04	A	8.5	0.09	A	8.5
Fillmore Street / College Road	Traffic Signal	0.41 / 0.68 / 0.64	B / B / B	14.6 / 18.5 / 14.9	EBL	0.40	B	11.1	0.72	B	15.2	0.61	B	12.2
					EBR	0.52	B	12.3	0.59	B	12.3	0.33	A	8.6
					WBT	0.73	B	16.7	0.76	C	24.5	0.61	B	20.0
					WBR	0.27	B	13.9	0.54	C	22.3	0.50	B	19.3
					NBL	0.03	B	16.7	0.19	C	21.0	0.01	B	18.2
					NBR	0.01	B	16.9	0.14	C	22.9	0.02	B	18.2
					SBL	0.17	B	15.0	0.41	B	17.2	0.28	B	15.0
					SBR	0.71	B	17.9	0.83	C	24.4	0.76	B	18.9
Locust Street / College Road / Juniper Street	AWSC	-	A / C / B	9.5 / 16.7 / 11.1	NBL	0.27	B	10.3	0.30	B	13.1	0.24	B	10.8
					NBTR	0.21	A	9.2	0.51	C	16.2	0.31	B	10.9
					EBL	0.06	A	9.4	0.15	B	11.7	0.11	B	10.1
					EBTR	0.11	A	8.4	0.56	C	16.9	0.32	B	10.7
					WBLTR	0.02	A	9.0	0.15	B	12.3	0.01	A	9.8
					SBL	0.01	A	8.4	0.01	B	10.1	0.01	A	9.0
					SBTR	0.26	A	9.6	0.64	C	20.6	0.39	B	11.8
Elm Street / Cheney Drive	TWYC	-	-	-	NBLTR	0.01	A	9.7	0.01	A	9.6	0.01	A	9.2
					EBLTR	0.01	A	1.2	0.01	A	1.1	0.01	A	0.1
					WBLTR	0.01	A	1.2	0.01	A	0.4	0.01	A	0.1
					SBLTR	0.02	A	9.6	0.06	B	10.0	0.02	A	9.2
Locust Street / Cheney Drive	TWSC	-	-	3.4 / 4.0 / 2.3	NBL	0.01	A	7.6	0.01	A	7.8	0.01	A	7.7
					EBL	0.03	B	11.1	0.02	B	14.6	0.02	B	13.0
					EBTR	0.05	B	10.4	0.21	B	13.9	0.08	B	11.7
					WBL	0.07	B	11.4	0.16	C	18.3	0.03	B	13.3
					WBTR	0.06	B	11.1	0.09	B	14.8	0.06	B	12.9
					SBL	0.01	A	7.6	0.01	A	7.9	-	A	0.0
Locust Street / Madrona Street	TWSC	-	-	1.5 / 3.1 / 2.3	WBL	0.05	B	10.1	0.19	B	12.5	0.13	B	11.2
					WBR	0.01	A	8.9	0.03	A	9.5	0.01	A	9.3
					SBL	0.01	A	7.5	0.02	A	7.8	0.01	A	7.7
Bridgeview Boulevard / Madrona Street	TWSC	-	-	5.3 / 5.0 / 4.6	NBL	0.01	A	7.3	0.01	A	7.4	-	A	0.0
					EBLTR	0.01	A	8.7	0.01	B	10.9	0.01	B	10.8
					WBLT	0.01	A	10.0	0.02	B	13.2	0.01	B	11.6
					WBR	0.11	A	8.9	0.15	A	9.3	0.10	A	9.0
					SBL	0.02	A	7.3	0.08	A	7.6	0.06	A	7.5
US-93 / Golf Course Road	Traffic Signal	0.85 / 0.89 / 0.71	C / C / C	26.3 / 30.7 / 20.2	EBL	0.04	C	30.4	0.05	D	36.1	0.02	C	25.8
					EBR	***0.91***	D	54.6	0.77	D	38.9	0.64	C	26.6
					WBL	0.09	C	30.6	0.05	D	36.1	0.05	C	25.9
					NBL	0.74	D	40.3	0.87	***E***	55.2	0.72	D	35.1
					NBT	0.65	B	13.0	0.71	B	12.9	0.64	B	13.5
					NBR	0.65	B	13.0	0.71	B	12.9	0.64	B	13.5
					SBL	0.42	D	53.9	0.41	***E***	68.4	0.42	D	46.8
					SBT	0.89	C	28.4	***0.93***	D	39.5	0.84	C	22.0
					SBR	0.89	C	28.1	***0.93***	D	39.2	0.84	C	21.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	943	115	76	1021	30	76	39	73	38	54	83
Future Volume (vph)	102	943	115	76	1021	30	76	39	73	38	54	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6		5.6	5.6		5.6	5.6	5.6	5.6	5.6	5.6
Lane Util. Factor	1.00	*0.61		1.00	*0.96		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1687	3206		1752	5005		1735	1845	1482	1719	1776	1476
Flt Permitted	0.21	1.00		0.09	1.00		0.56	1.00	1.00	0.73	1.00	1.00
Satd. Flow (perm)	380	3206		157	5005		1022	1845	1482	1320	1776	1476
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	111	1025	125	83	1110	33	83	42	79	41	59	90
RTOR Reduction (vph)	0	4	0	0	1	0	0	0	70	0	0	82
Lane Group Flow (vph)	111	1146	0	83	1142	0	83	42	9	41	59	8
Confl. Peds. (#/hr)							1					1
Heavy Vehicles (%)	7%	7%	4%	3%	9%	4%	4%	3%	9%	5%	7%	8%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6		6	2		2
Actuated Green, G (s)	58.1	51.3		56.7	50.6		17.8	11.3	11.3	12.8	8.8	8.8
Effective Green, g (s)	58.1	51.3		56.7	50.6		17.8	11.3	11.3	12.8	8.8	8.8
Actuated g/C Ratio	0.61	0.54		0.60	0.53		0.19	0.12	0.12	0.13	0.09	0.09
Clearance Time (s)	5.6	5.6		5.6	5.6		5.6	5.6	5.6	5.6	5.6	5.6
Vehicle Extension (s)	2.0	2.2		2.0	2.2		1.8	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	325	1729		195	2663		240	219	176	194	164	136
v/s Ratio Prot	0.02	c0.36		c0.03	0.23		c0.02	0.02		0.01	0.03	
v/s Ratio Perm	0.18			0.23			c0.04		0.01	0.02		0.01
v/c Ratio	0.34	0.66		0.43	0.43		0.35	0.19	0.05	0.21	0.36	0.06
Uniform Delay, d1	8.1	15.7		10.5	13.5		33.0	37.8	37.2	36.5	40.5	39.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.8		0.5	0.1		0.3	0.2	0.0	0.2	0.5	0.1
Delay (s)	8.3	16.5		11.1	13.5		33.3	37.9	37.2	36.7	41.0	39.4
Level of Service	A	B		B	B		C	D	D	D	D	D
Approach Delay (s/veh)		15.8			13.4			35.8			39.3	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	95.1	Sum of lost time (s)	22.4
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



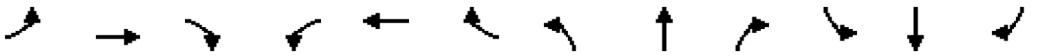
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	943	115	76	1021	30	76	39	73	38	54	83
Future Volume (veh/h)	102	943	115	76	1021	30	76	39	73	38	54	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	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	1796	1796	1841	1856	1767	1841	1841	1856	1767	1826	1796	1781
Adj Flow Rate, veh/h	111	1025	125	83	1110	33	83	42	79	41	59	90
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, %	7	7	4	3	9	4	4	3	9	5	7	8
Cap, veh/h	341	1371	167	300	1920	57	321	234	188	323	188	158
Arrive On Green	0.07	0.39	0.39	0.06	0.39	0.39	0.06	0.13	0.13	0.04	0.10	0.10
Sat Flow, veh/h	1711	3487	425	1767	4984	148	1753	1856	1494	1739	1796	1505
Grp Volume(v), veh/h	111	644	506	83	755	388	83	42	79	41	59	90
Grp Sat Flow(s),veh/h/ln	1711	1096	1720	1767	1696	1740	1753	1856	1494	1739	1796	1505
Q Serve(g_s), s	2.2	15.0	15.1	1.6	10.5	10.5	2.5	1.2	2.9	1.2	1.8	3.4
Cycle Q Clear(g_c), s	2.2	15.0	15.1	1.6	10.5	10.5	2.5	1.2	2.9	1.2	1.8	3.4
Prop In Lane	1.00		0.25	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	341	862	676	300	1307	670	321	234	188	323	188	158
V/C Ratio(X)	0.33	0.75	0.75	0.28	0.58	0.58	0.26	0.18	0.42	0.13	0.31	0.57
Avail Cap(c_a), veh/h	795	1842	1445	783	2851	1462	1243	1404	1130	981	1057	886
HCM Platoon Ratio	1.00	1.00	1.00	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	10.6	15.5	15.5	11.7	14.5	14.5	21.7	23.2	24.0	22.2	24.6	25.4
Incr Delay (d2), s/veh	0.2	0.7	0.9	0.2	0.2	0.4	0.2	0.1	0.6	0.1	0.3	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.2	5.1	0.5	3.5	3.6	1.0	0.5	1.0	0.5	0.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.8	16.2	16.4	11.9	14.7	14.9	21.8	23.4	24.5	22.3	25.0	26.6
LnGrp LOS	B	B	B	B	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1261			1226			204			190	
Approach Delay, s/veh		15.8			14.6			23.2			25.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	11.8	9.8	28.5	8.1	13.1	9.3	29.0
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Max Green Setting (Gmax), s	35.0	35.0	20.0	50.0	25.0	45.0	20.0	50.0
Max Q Clear Time (g_c+I1), s	4.5	5.4	4.2	12.5	3.2	4.9	3.6	17.1
Green Ext Time (p_c), s	0.1	0.4	0.1	6.4	0.0	0.3	0.1	6.3

Intersection Summary	
HCM 7th Control Delay, s/veh	16.4
HCM 7th LOS	B

Notes

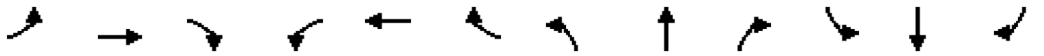
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	583	277	119	31	363	38	124	533	38	72	701	684
Future Volume (vph)	583	277	119	31	363	38	124	533	38	72	701	684
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7		5.7	5.7	5.7
Lane Util. Factor	*0.89	*0.98	1.00	*0.57	0.95	1.00	*0.71	*0.85		1.00	*0.91	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.98
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	0.99		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)	2975	3581	1615	1871	3505	1442	2488	2994		1703	3325	1419
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	2975	3581	1615	1871	3505	1442	2488	2994		1703	3325	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	634	301	129	34	395	41	135	579	41	78	762	743
RTOR Reduction (vph)	0	0	81	0	0	34	0	2	0	0	0	324
Lane Group Flow (vph)	634	301	48	34	395	7	135	618	0	78	762	419
Confl. Peds. (#/hr)							3					3
Heavy Vehicles (%)	8%	4%	0%	10%	3%	12%	3%	7%	4%	6%	4%	12%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						2
Actuated Green, G (s)	38.1	55.5	55.5	6.5	23.9	23.9	13.2	51.8		12.2	50.8	50.8
Effective Green, g (s)	38.1	55.5	55.5	6.5	23.9	23.9	13.2	51.8		12.2	50.8	50.8
Actuated g/C Ratio	0.26	0.37	0.37	0.04	0.16	0.16	0.09	0.35		0.08	0.34	0.34
Clearance Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7		5.7	5.7	5.7
Vehicle Extension (s)	1.5	1.8	1.8	1.8	1.5	1.5	1.8	1.5		1.8	1.5	1.5
Lane Grp Cap (vph)	761	1335	602	81	562	231	220	1042		139	1135	484
v/s Ratio Prot	c0.21	0.08		0.02	c0.11		c0.05	0.21		0.05	0.23	
v/s Ratio Perm			0.03			0.00						c0.30
v/c Ratio	0.83	0.23	0.08	0.42	0.70	0.03	0.61	0.59		0.56	0.67	0.87
Uniform Delay, d1	52.3	31.9	30.1	69.3	59.1	52.7	65.3	39.8		65.7	41.9	45.8
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	7.5	0.0	0.0	1.3	3.3	0.0	3.5	0.6		3.1	1.2	14.5
Delay (s)	59.8	32.0	30.2	70.6	62.3	52.7	68.9	40.5		68.8	43.1	60.3
Level of Service	E	C	C	E	E	D	E	D		E	D	E
Approach Delay (s/veh)		48.3			62.1			45.5			52.4	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	51.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	148.8	Sum of lost time (s)	22.8
Intersection Capacity Utilization	73.6%	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)	583	277	119	31	363	38	124	533	38	72	701	684
Future Volume (veh/h)	583	277	119	31	363	38	124	533	38	72	701	684
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	1781	1841	1900	1752	1856	1722	1856	1796	1841	1811	1841	1722
Adj Flow Rate, veh/h	634	301	0	34	395	0	135	579	0	78	762	0
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, %	8	4	0	10	3	12	3	7	4	6	4	12
Cap, veh/h	709	1046		171	511		225	879		132	921	
Arrive On Green	0.23	0.29	0.00	0.09	0.14	0.00	0.09	0.29	0.00	0.08	0.27	0.00
Sat Flow, veh/h	3020	3608	1610	1902	3526	1459	2509	3323	0	1725	3350	1459
Grp Volume(v), veh/h	634	301	0	34	395	0	135	579	0	78	762	0
Grp Sat Flow(s),veh/h/ln	1510	1804	1610	951	1763	1459	1255	1527	0	1725	1675	1459
Q Serve(g_s), s	18.1	5.8	0.0	1.5	9.6	0.0	4.6	14.9	0.0	3.9	19.0	0.0
Cycle Q Clear(g_c), s	18.1	5.8	0.0	1.5	9.6	0.0	4.6	14.9	0.0	3.9	19.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	709	1046		171	511		225	879		132	921	
V/C Ratio(X)	0.89	0.29		0.20	0.77		0.60	0.66		0.59	0.83	
Avail Cap(c_a), veh/h	1694	1821		853	1582		844	2055		677	2255	
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.0	24.5	0.0	37.6	36.7	0.0	39.0	27.9	0.0	39.8	30.3	0.0
Incr Delay (d2), s/veh	1.7	0.1	0.0	0.2	1.0	0.0	1.0	0.3	0.0	1.5	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	2.4	0.0	0.3	4.1	0.0	1.4	5.2	0.0	1.7	7.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.7	24.6	0.0	37.8	37.7	0.0	40.0	28.2	0.0	41.3	31.1	0.0
LnGrp LOS	C	C		D	D		D	C		D	C	
Approach Vol, veh/h		935			429			714			840	
Approach Delay, s/veh		31.4			37.7			30.4			32.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	30.2	26.6	18.6	12.5	31.4	13.7	31.5
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green Setting (Gmax), s	30.0	60.0	50.0	40.0	35.0	60.0	40.0	45.0
Max Q Clear Time (g_c+I1), s	6.6	21.0	20.1	11.6	5.9	16.9	3.5	7.8
Green Ext Time (p_c), s	0.2	2.8	0.8	1.3	0.1	2.0	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	32.3
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	384	11	3	430	4	5	0	1	1	0	11
Future Vol, veh/h	16	384	11	3	430	4	5	0	1	1	0	11
Conflicting Peds, #/hr	2	0	0	0	0	2	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	50	-	-	50	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	4	18	0	4	25	0	0	0	0	0	0
Mvmt Flow	18	441	13	3	494	5	6	0	1	1	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	501	0	0	454	0	0	739	992	227	763	996	251
Stage 1	-	-	-	-	-	-	484	484	-	505	505	-
Stage 2	-	-	-	-	-	-	254	508	-	257	491	-
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	1074	-	-	1117	-	-	310	248	782	297	246	754
Stage 1	-	-	-	-	-	-	538	555	-	523	543	-
Stage 2	-	-	-	-	-	-	734	542	-	730	552	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1072	-	-	1117	-	-	298	242	782	290	241	753
Mov Cap-2 Maneuver	-	-	-	-	-	-	406	354	-	401	356	-
Stage 1	-	-	-	-	-	-	529	546	-	520	541	-
Stage 2	-	-	-	-	-	-	719	539	-	717	542	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.33	0.06	13.29	10.21
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	441	1072	-	-	1117	-	-	401	753
HCM Lane V/C Ratio	0.016	0.017	-	-	0.003	-	-	0.003	0.017
HCM Ctrl Dly (s/v)	13.3	8.4	-	-	8.2	-	-	14	9.9
HCM Lane LOS	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	297	77	9	396	5	40	6	19	2	3	2
Future Vol, veh/h	15	297	77	9	396	5	40	6	19	2	3	2
Conflicting Peds, #/hr	1	0	0	0	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	200	-	-	150	-	-	150	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	7	5	3	0	4	0	8	0	5	0	0	50
Mvmt Flow	17	330	86	10	440	6	44	7	21	2	3	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	447	0	0	416	0	0	648	873	208	665	913	224
Stage 1	-	-	-	-	-	-	406	406	-	464	464	-
Stage 2	-	-	-	-	-	-	242	467	-	202	449	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.66	6.5	7	7.5	6.5	7.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.66	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.66	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.27	-	-	2.2	-	-	3.58	4	3.35	3.5	4	3.8
Pot Cap-1 Maneuver	1075	-	-	1154	-	-	344	291	789	349	276	651
Stage 1	-	-	-	-	-	-	577	601	-	553	567	-
Stage 2	-	-	-	-	-	-	723	565	-	787	576	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1074	-	-	1154	-	-	330	284	789	324	269	650
Mov Cap-2 Maneuver	-	-	-	-	-	-	330	284	-	324	269	-
Stage 1	-	-	-	-	-	-	568	592	-	548	562	-
Stage 2	-	-	-	-	-	-	710	560	-	746	567	-

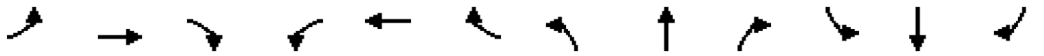
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	0.18	15.38	15.68
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	330	553	1074	-	-	1154	-	-	288	650
HCM Lane V/C Ratio	0.135	0.05	0.016	-	-	0.009	-	-	0.019	0.003
HCM Ctrl Dly (s/v)	17.6	11.9	8.4	-	-	8.1	-	-	17.7	10.6
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.5	0.2	0	-	-	0	-	-	0.1	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	232	25	11	344	240	50	93	9	209	57	10
Future Volume (vph)	19	232	25	11	344	240	50	93	9	209	57	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6		5.6	5.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	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	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1626	1827	1615	1805	3505	1375	1770	1754		1687	1708	
Flt Permitted	0.53	1.00	1.00	0.58	1.00	1.00	0.71	1.00		0.41	1.00	
Satd. Flow (perm)	906	1827	1615	1110	3505	1375	1323	1754		720	1708	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	20	247	27	12	366	255	53	99	10	222	61	11
RTOR Reduction (vph)	0	0	20	0	0	134	0	3	0	0	6	0
Lane Group Flow (vph)	20	247	7	12	366	121	53	106	0	222	66	0
Confl. Peds. (#/hr)	1					1						
Heavy Vehicles (%)	11%	4%	0%	0%	3%	15%	2%	5%	25%	7%	5%	29%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Actuated Green, G (s)	13.7	13.0	13.0	13.5	12.9	12.9	10.5	7.5		20.9	12.7	
Effective Green, g (s)	13.7	13.0	13.0	13.5	12.9	12.9	10.5	7.5		20.9	12.7	
Actuated g/C Ratio	0.26	0.25	0.25	0.26	0.25	0.25	0.20	0.15		0.40	0.25	
Clearance Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6		5.6	5.6	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.0	1.5		1.5	1.5	
Lane Grp Cap (vph)	249	459	406	297	874	343	294	254		444	419	
v/s Ratio Prot	c0.00	c0.14		0.00	0.10		0.01	0.06		c0.08	0.04	
v/s Ratio Perm	0.02		0.00	0.01		0.09	0.03			c0.12		
v/c Ratio	0.08	0.54	0.02	0.04	0.42	0.35	0.18	0.42		0.50	0.16	
Uniform Delay, d1	14.1	16.8	14.5	14.2	16.3	16.0	16.9	20.1		10.9	15.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.6	0.0	0.0	0.1	0.2	0.1	0.4		0.3	0.1	
Delay (s)	14.2	17.4	14.6	14.2	16.4	16.2	17.0	20.5		11.2	15.4	
Level of Service	B	B	B	B	B	B	B	C		B	B	
Approach Delay (s/veh)		16.9			16.3			19.4			12.2	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	51.7	Sum of lost time (s)	22.4
Intersection Capacity Utilization	43.4%	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)	19	232	25	11	344	240	50	93	9	209	57	10
Future Volume (veh/h)	19	232	25	11	344	240	50	93	9	209	57	10
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	1737	1841	1900	1900	1856	1678	1870	1826	1530	1796	1826	1470
Adj Flow Rate, veh/h	20	247	27	12	366	255	53	99	10	222	61	11
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, %	11	4	0	0	3	15	2	5	25	7	5	29
Cap, veh/h	316	478	417	344	884	356	382	165	17	458	294	53
Arrive On Green	0.02	0.26	0.26	0.02	0.25	0.25	0.05	0.10	0.10	0.15	0.20	0.20
Sat Flow, veh/h	1654	1841	1607	1810	3526	1419	1781	1631	165	1711	1506	271
Grp Volume(v), veh/h	20	247	27	12	366	255	53	0	109	222	0	72
Grp Sat Flow(s),veh/h/ln	1654	1841	1607	1810	1763	1419	1781	0	1796	1711	0	1777
Q Serve(g_s), s	0.4	5.4	0.6	0.2	4.1	7.7	1.2	0.0	2.7	5.1	0.0	1.6
Cycle Q Clear(g_c), s	0.4	5.4	0.6	0.2	4.1	7.7	1.2	0.0	2.7	5.1	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.15
Lane Grp Cap(c), veh/h	316	478	417	344	884	356	382	0	182	458	0	347
V/C Ratio(X)	0.06	0.52	0.06	0.03	0.41	0.72	0.14	0.00	0.60	0.48	0.00	0.21
Avail Cap(c_a), veh/h	803	1175	1025	893	2250	905	856	0	955	1116	0	1361
HCM Platoon Ratio	1.00	1.00	1.00	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	12.7	14.9	13.1	13.0	14.7	16.1	17.3	0.0	20.2	14.7	0.0	15.9
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.1	1.0	0.1	0.0	1.2	0.3	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.9	0.2	0.1	1.4	2.2	0.4	0.0	1.1	1.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.7	15.2	13.1	13.0	14.8	17.1	17.4	0.0	21.4	15.0	0.0	16.0
LnGrp LOS	B	B	B	B	B	B	B		C	B		B
Approach Vol, veh/h		294			633			162			294	
Approach Delay, s/veh		14.8			15.7			20.1			15.2	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	17.4	12.5	10.4	6.3	17.8	8.1	14.8
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Max Green Setting (Gmax), s	15.0	30.0	25.0	25.0	15.0	30.0	15.0	36.0
Max Q Clear Time (g_c+I1), s	2.4	9.7	7.1	4.7	2.2	7.4	3.2	3.6
Green Ext Time (p_c), s	0.0	1.9	0.2	0.2	0.0	0.9	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	15.9
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	67	11	3	73	2	3	0	6	3	0	12
Future Vol, veh/h	3	67	11	3	73	2	3	0	6	3	0	12
Conflicting Peds, #/hr	7	0	0	0	0	7	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	75	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	0	4	0	0	6	0	33	0	33	0	0	0
Mvmt Flow	5	118	19	5	128	4	5	0	11	5	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	139	0	0	137	0	0	276	287	127	275	295	137
Stage 1	-	-	-	-	-	-	138	138	-	147	147	-
Stage 2	-	-	-	-	-	-	139	149	-	128	147	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.43	6.5	6.53	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.797	4	3.597	3.5	4	3.3
Pot Cap-1 Maneuver	1457	-	-	1460	-	-	618	626	846	681	620	917
Stage 1	-	-	-	-	-	-	797	786	-	860	779	-
Stage 2	-	-	-	-	-	-	796	778	-	881	779	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1448	-	-	1460	-	-	599	618	846	663	611	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	599	618	-	663	611	-
Stage 1	-	-	-	-	-	-	794	784	-	851	771	-
Stage 2	-	-	-	-	-	-	774	770	-	866	776	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.28	0.29	9.94	9.38
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	744	1448	-	-	1460	-	-	848
HCM Lane V/C Ratio	0.021	0.004	-	-	0.004	-	-	0.031
HCM Ctrl Dly (s/v)	9.9	7.5	-	-	7.5	-	-	9.4
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	47	17	4	44	2	17	22	34	2	9	24
Future Vol, veh/h	23	47	17	4	44	2	17	22	34	2	9	24
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58
Heavy Vehicles, %	0	5	12	25	3	0	6	5	0	0	0	8
Mvmt Flow	40	81	29	7	76	3	29	38	59	3	16	41
Number of Lanes	1	1	0	1	1	0	1	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	1	2	2
HCM Control Delay, s/veh	8.8	8.8	8.1	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	6%
Vol Thru, %	0%	100%	0%	0%	73%	0%	96%	26%
Vol Right, %	0%	0%	100%	0%	27%	0%	4%	69%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	22	34	23	64	4	46	35
LT Vol	17	0	0	23	0	4	0	2
Through Vol	0	22	0	0	47	0	44	9
RT Vol	0	0	34	0	17	0	2	24
Lane Flow Rate	29	38	59	40	110	7	79	60
Geometry Grp	5	5	5	6	6	6	6	6
Degree of Util (X)	0.047	0.055	0.073	0.063	0.156	0.012	0.117	0.083
Departure Headway (Hd)	5.774	5.255	4.467	5.686	5.083	6.24	5.332	4.981
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	620	681	801	630	705	573	671	718
Service Time	3.507	2.988	2.199	3.421	2.818	3.981	3.073	2.724
HCM Lane V/C Ratio	0.047	0.056	0.074	0.063	0.156	0.012	0.118	0.084
HCM Control Delay, s/veh	8.8	8.3	7.6	8.8	8.8	9.1	8.8	8.2
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.2	0.6	0	0.4	0.3

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	60	2	0	1	80	1057	17	4	1419	61
Future Vol, veh/h	20	0	60	2	0	1	80	1057	17	4	1419	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	75	-	-	-	-	0	150	-	300	250	-	-
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, %	16	0	6	50	0	0	6	9	6	0	8	10
Mvmt Flow	21	0	63	2	0	1	83	1101	18	4	1478	64

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2235	2786	771	1867	2818	551	1542	0	-	1101	0	0
Stage 1	1518	1518	-	1268	1268	-	-	-	-	-	-	-
Stage 2	717	1268	-	600	1550	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.5	7.22	7.95	6.5	6.9	5.42	-	-	4.1	-	-
Critical Hdwy Stg 1	7.62	5.5	-	7.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.82	5.5	-	7.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.81	4	3.96	4.15	4	3.3	3.16	-	-	2.2	-	-
Pot Cap-1 Maneuver	27	19	287	34	18	484	204	-	0	642	-	-
Stage 1	76	183	-	118	242	-	-	-	0	-	-	-
Stage 2	347	242	-	333	177	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	~ 16	11	287	16	11	484	204	-	-	642	-	-
Mov Cap-2 Maneuver	~ 16	11	-	16	11	-	-	-	-	-	-	-
Stage 1	76	182	-	70	143	-	-	-	-	-	-	-
Stage 2	205	143	-	259	176	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	184.82	181.58	2.41	0.03
HCM LOS	F	F		

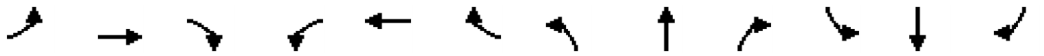
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	204	-	16	287	16	484	642	-	-
HCM Lane V/C Ratio	0.408	-	1.315	0.218	0.132	0.002	0.006	-	-
HCM Ctrl Dly (s/v)	34.3	-	$ 676.4	21	266.1	12.5	10.6	-	-
HCM Lane LOS	D	-	F	C	F	B	B	-	-
HCM 95th %tile Q(veh)	1.8	-	3.1	0.8	0.4	0	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	5.0
Intersection LOS	A

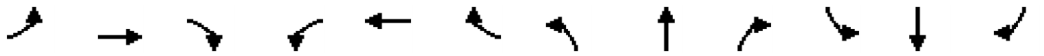
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	377	170	249
Demand Flow Rate, veh/h	393	170	249
Vehicles Circulating, veh/h	35	198	105
Vehicles Exiting, veh/h	333	156	323
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.5	4.5	4.6
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	R	TR	LT
Assumed Moves	R	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	393	170	249
Cap Entry Lane, veh/h	1331	1128	1240
Entry HV Adj Factor	0.959	1.000	1.000
Flow Entry, veh/h	377	170	249
Cap Entry, veh/h	1277	1128	1240
V/C Ratio	0.295	0.151	0.201
Control Delay, s/veh	5.5	4.5	4.6
LOS	A	A	A
95th %tile Queue, veh	1	1	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	12	39	27	32	299	48	1005	29	230	1414	94
Future Volume (vph)	93	12	39	27	32	299	48	1005	29	230	1414	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	7.0	7.0	5.6	7.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*0.84	1.00	*0.69	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1900	1615	1736	1900	1442	1805	2902	1615	2395	4848	
Flt Permitted	0.73	1.00	1.00	0.75	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1395	1900	1615	1368	1900	1442	1805	2902	1615	2395	4848	
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)	102	13	43	30	35	329	53	1104	32	253	1554	103
RTOR Reduction (vph)	0	0	37	0	0	23	0	0	16	0	3	0
Lane Group Flow (vph)	102	13	6	30	35	306	53	1104	16	253	1654	0
Heavy Vehicles (%)	0%	0%	0%	4%	0%	12%	0%	10%	0%	4%	6%	6%
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		8			4	5	1	6		5	2	
Permitted Phases	8		8	4		4			6			
Actuated Green, G (s)	13.9	13.9	13.9	13.9	13.9	30.8	6.3	49.0	49.0	16.9	59.6	
Effective Green, g (s)	13.9	13.9	13.9	13.9	13.9	30.8	6.3	49.0	49.0	16.9	59.6	
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.14	0.31	0.06	0.50	0.50	0.17	0.61	
Clearance Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	7.0	7.0	5.6	7.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.2	1.3	2.7	2.7	1.2	2.7	
Lane Grp Cap (vph)	197	269	229	194	269	535	116	1451	807	413	2948	
v/s Ratio Prot		0.01			0.02	c0.10	0.03	c0.38		c0.11	0.34	
v/s Ratio Perm	0.07		0.00	0.02		0.11			0.01			
v/c Ratio	0.52	0.05	0.03	0.15	0.13	0.57	0.46	0.76	0.02	0.61	0.56	
Uniform Delay, d1	38.9	36.3	36.2	36.9	36.8	28.1	44.2	19.8	12.4	37.5	11.4	
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	1.0	0.0	0.0	0.1	0.1	0.9	1.0	2.3	0.0	1.9	0.2	
Delay (s)	39.9	36.4	36.2	37.0	36.8	29.0	45.2	22.1	12.4	39.4	11.6	
Level of Service	D	D	D	D	D	C	D	C	B	D	B	
Approach Delay (s/veh)		38.6			30.3			22.9			15.3	
Approach LOS		D			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	98.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	68.1%	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)	93	12	39	27	32	299	48	1005	29	230	1414	94
Future Volume (veh/h)	93	12	39	27	32	299	48	1005	29	230	1414	94
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	1900	1900	1900	1841	1900	1722	1900	1752	1900	1841	1811	1811
Adj Flow Rate, veh/h	102	13	43	30	35	329	53	1104	32	253	1554	103
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, %	0	0	0	4	0	12	0	10	0	4	6	6
Cap, veh/h	292	418	355	365	418	506	74	1331	728	306	2548	169
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.04	0.45	0.45	0.13	0.54	0.54
Sat Flow, veh/h	1034	1900	1610	1326	1900	1459	1810	2943	1610	2419	4737	314
Grp Volume(v), veh/h	102	13	43	30	35	329	53	1104	32	253	1081	576
Grp Sat Flow(s),veh/h/ln	1034	1900	1610	1326	1900	1459	1810	1472	1610	1210	1648	1755
Q Serve(g_s), s	7.9	0.5	1.9	1.6	1.3	17.2	2.6	29.7	1.0	9.2	20.4	20.4
Cycle Q Clear(g_c), s	9.2	0.5	1.9	2.1	1.3	17.2	2.6	29.7	1.0	9.2	20.4	20.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	292	418	355	365	418	506	74	1331	728	306	1773	944
V/C Ratio(X)	0.35	0.03	0.12	0.08	0.08	0.65	0.72	0.83	0.04	0.83	0.61	0.61
Avail Cap(c_a), veh/h	636	1050	890	586	735	749	500	2603	1424	1070	2733	1455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	27.7	28.3	28.5	28.0	24.9	42.9	21.7	13.8	38.6	14.4	14.4
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.0	0.0	0.5	4.8	1.2	0.0	2.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.2	0.8	0.5	0.6	5.9	1.2	9.6	0.4	2.8	6.9	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.9	27.7	28.3	28.6	28.1	25.5	47.7	22.9	13.9	40.8	14.7	14.9
LnGrp LOS	C	C	C	C	C	C	D	C	B	D	B	B
Approach Vol, veh/h		158			394			1189			1910	
Approach Delay, s/veh		30.6			25.9			23.8			18.2	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	55.7		25.5	17.0	47.9		25.5				
Change Period (Y+Rc), s	5.6	7.0		5.6	5.6	7.0		5.6				
Max Green Setting (Gmax), s	25.0	75.0		35.0	40.0	80.0		50.0				
Max Q Clear Time (g_c+I1), s	4.6	22.4		19.2	11.2	31.7		11.2				
Green Ext Time (p_c), s	0.0	15.5		0.7	0.2	9.2		0.4				

Intersection Summary			
HCM 7th Control Delay, s/veh		21.4	
HCM 7th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	16	2	0	3	2	1069	6	1	1478	4
Future Vol, veh/h	0	0	16	2	0	3	2	1069	6	1	1478	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	130	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	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	9	0	0	7	0
Mvmt Flow	0	0	17	2	0	3	2	1137	6	1	1572	4

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1776	2723	572	1577	0	0	1144	0	0
Stage 1	1145	1145	-	-	-	-	-	-	-
Stage 2	631	1579	-	-	-	-	-	-	-
Critical Hdwy	6.25	6.5	6.9	5.3	-	-	4.1	-	-
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.3	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	97	21	468	208	-	-	618	-	-
Stage 1	264	277	-	-	-	-	-	-	-
Stage 2	466	171	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	96	0	468	208	-	-	618	-	-
Mov Cap-2 Maneuver	191	0	-	-	-	-	-	-	-
Stage 1	260	0	-	-	-	-	-	-	-
Stage 2	466	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.27	0.37	0.01
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	7	-	-	191	468	618	-	-
HCM Lane V/C Ratio	0.01	-	-	0.011	0.007	0.002	-	-
HCM Ctrl Dly (s/v)	22.5	0.3	-	24.1	12.7	10.8	-	-
HCM Lane LOS	C	A	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

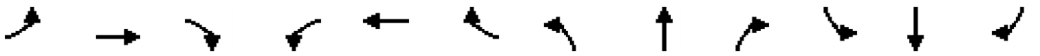
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	3	37	10	13	22	55	761	29	10	795	32
Future Vol, veh/h	5	3	37	10	13	22	55	761	29	10	795	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	115	100	-	-	100	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	0	0	14	4	7	7	10	4	0
Mvmt Flow	5	3	40	11	14	24	59	818	31	11	855	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1411	1844	427	1403	1863	425	889	0	0	849	0	0
Stage 1	876	876	-	952	952	-	-	-	-	-	-	-
Stage 2	534	968	-	451	911	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.96	7.5	6.5	7.18	4.18	-	-	4.3	-	-
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	3.5	4	3.33	3.5	4	3.44	2.24	-	-	2.3	-	-
Pot Cap-1 Maneuver	100	76	573	101	74	546	745	-	-	735	-	-
Stage 1	314	369	-	283	341	-	-	-	-	-	-	-
Stage 2	502	335	-	563	356	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	70	69	573	82	67	546	745	-	-	735	-	-
Mov Cap-2 Maneuver	70	69	-	82	67	-	-	-	-	-	-	-
Stage 1	309	364	-	260	313	-	-	-	-	-	-	-
Stage 2	423	308	-	512	351	-	-	-	-	-	-	-

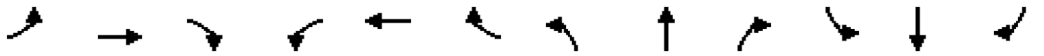
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.03	41.15	0.67	0.12
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	745	-	-	70	573	82	149	735	-	-
HCM Lane V/C Ratio	0.079	-	-	0.124	0.069	0.131	0.252	0.015	-	-
HCM Ctrl Dly (s/v)	10.2	-	-	63.9	11.8	55.5	37.1	10	-	-
HCM Lane LOS	B	-	-	F	B	F	E	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.4	0.2	0.4	0.9	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	72	127	14	147	27	211	760	23	18	706	88
Future Volume (vph)	59	72	127	14	147	27	211	760	23	18	706	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2	5.2	5.2	5.2		5.2	5.2		5.2	5.2	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	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	0.98		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1900	1615	1687	1856		1769	3366		1703	3415	
Flt Permitted	0.35	1.00	1.00	0.71	1.00		0.24	1.00		0.34	1.00	
Satd. Flow (perm)	648	1900	1615	1256	1856		440	3366		612	3415	
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)	62	76	134	15	155	28	222	800	24	19	743	93
RTOR Reduction (vph)	0	0	110	0	6	0	0	1	0	0	7	0
Lane Group Flow (vph)	62	76	24	15	177	0	222	823	0	19	829	0
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	0%	0%	7%	0%	0%	2%	7%	0%	6%	4%	1%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)	25.1	19.5	19.5	18.1	16.0		72.8	65.6		56.7	54.7	
Effective Green, g (s)	25.1	19.5	19.5	18.1	16.0		72.8	65.6		56.7	54.7	
Actuated g/C Ratio	0.23	0.18	0.18	0.16	0.15		0.66	0.60		0.52	0.50	
Clearance Time (s)	5.2	5.2	5.2	5.2	5.2		5.2	5.2		5.2	5.2	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.7		1.0	1.7	
Lane Grp Cap (vph)	204	336	286	214	269		447	2007		335	1698	
v/s Ratio Prot	c0.02	0.04		0.00	c0.10		c0.06	0.24		0.00	0.24	
v/s Ratio Perm	0.05		0.01	0.01			c0.27			0.03		
v/c Ratio	0.30	0.23	0.08	0.07	0.66		0.50	0.41		0.06	0.49	
Uniform Delay, d1	34.3	38.8	37.8	38.7	44.4		9.4	11.9		13.1	18.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.95	0.67		1.00	1.00	
Incremental Delay, d2	0.3	0.1	0.0	0.1	4.4		0.3	0.6		0.0	1.0	
Delay (s)	34.6	38.9	37.8	38.8	48.8		18.7	8.5		13.1	19.4	
Level of Service	C	D	D	D	D		B	A		B	B	
Approach Delay (s/veh)		37.4			48.0			10.7			19.2	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



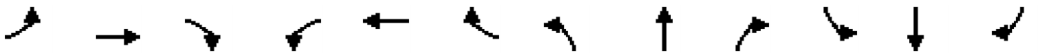
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	72	127	14	147	27	211	760	23	18	706	88
Future Volume (veh/h)	59	72	127	14	147	27	211	760	23	18	706	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	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		0.98
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	1870	1900	1900	1796	1900	1900	1870	1796	1900	1811	1841	1885
Adj Flow Rate, veh/h	62	76	134	15	155	28	222	800	24	19	743	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	0	0	7	0	0	2	7	0	6	4	1
Cap, veh/h	163	269	228	213	184	33	486	2139	64	475	1819	228
Arrive On Green	0.04	0.14	0.14	0.02	0.12	0.12	0.14	1.00	1.00	0.02	0.58	0.58
Sat Flow, veh/h	1781	1900	1610	1711	1566	283	1781	3383	101	1725	3119	390
Grp Volume(v), veh/h	62	76	134	15	0	183	222	404	420	19	416	420
Grp Sat Flow(s),veh/h/ln	1781	1900	1610	1711	0	1849	1781	1706	1778	1725	1749	1760
Q Serve(g_s), s	3.3	3.9	8.6	0.8	0.0	10.7	5.6	0.0	0.0	0.5	14.3	14.3
Cycle Q Clear(g_c), s	3.3	3.9	8.6	0.8	0.0	10.7	5.6	0.0	0.0	0.5	14.3	14.3
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.06	1.00		0.22
Lane Grp Cap(c), veh/h	163	269	228	213	0	217	486	1079	1124	475	1020	1027
V/C Ratio(X)	0.38	0.28	0.59	0.07	0.00	0.84	0.46	0.37	0.37	0.04	0.41	0.41
Avail Cap(c_a), veh/h	265	394	334	353	0	383	570	1079	1124	641	1020	1027
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	0.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	42.2	44.2	41.6	0.0	47.6	8.0	0.0	0.0	8.8	12.5	12.5
Incr Delay (d2), s/veh	0.5	0.2	0.9	0.1	0.0	3.4	0.2	0.9	0.8	0.0	1.2	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.8	3.4	0.4	0.0	5.1	1.6	0.3	0.3	0.2	5.6	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.4	42.4	45.1	41.7	0.0	51.0	8.2	0.9	0.8	8.8	13.8	13.7
LnGrp LOS	D	D	D	D		D	A	A	A	A	B	B
Approach Vol, veh/h		272			198			1046			855	
Approach Delay, s/veh		43.5			50.3			2.4			13.6	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	69.4	9.7	18.1	7.4	74.8	7.0	20.8
Change Period (Y+Rc), s	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2
Max Green Setting (Gmax), s	12.8	42.8	10.8	22.8	12.8	42.8	10.8	22.8
Max Q Clear Time (g_c+I1), s	7.6	16.3	5.3	12.7	2.5	2.0	2.8	10.6
Green Ext Time (p_c), s	0.0	2.9	0.0	0.2	0.0	2.9	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	15.2
HCM 7th LOS	B

Notes

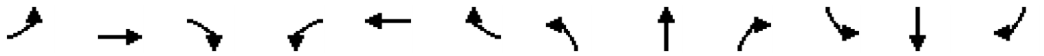
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	209	76	159	350	129	160	819	93	65	645	95
Future Volume (vph)	143	209	76	159	350	129	160	819	93	65	645	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
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	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3539	1568	1752	3574	1599	1787	3406	1563	1719	3406	1561
Flt Permitted	0.31	1.00	1.00	0.51	1.00	1.00	0.30	1.00	1.00	0.27	1.00	1.00
Satd. Flow (perm)	573	3539	1568	934	3574	1599	560	3406	1563	481	3406	1561
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)	157	230	84	175	385	142	176	900	102	71	709	104
RTOR Reduction (vph)	0	0	73	0	0	122	0	0	47	0	0	52
Lane Group Flow (vph)	157	230	11	175	385	20	176	900	55	71	709	52
Confl. Peds. (#/hr)							2		1	1		2
Heavy Vehicles (%)	3%	2%	3%	3%	1%	1%	1%	6%	2%	5%	6%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	25.0	14.5	14.5	26.8	15.4	15.4	68.3	59.4	59.4	60.3	55.4	55.4
Effective Green, g (s)	25.0	14.5	14.5	26.8	15.4	15.4	68.3	59.4	59.4	60.3	55.4	55.4
Actuated g/C Ratio	0.23	0.13	0.13	0.24	0.14	0.14	0.62	0.54	0.54	0.55	0.50	0.50
Clearance Time (s)	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2
Vehicle Extension (s)	1.3	1.0	1.0	1.3	1.0	1.0	1.3	1.9	1.9	1.2	1.9	1.9
Lane Grp Cap (vph)	242	466	206	312	500	223	446	1839	844	318	1715	786
v/s Ratio Prot	c0.06	0.06		0.06	c0.11		c0.03	c0.26		0.01	0.21	
v/s Ratio Perm	0.09		0.01	0.08		0.01	0.21		0.04	0.11		0.03
v/c Ratio	0.65	0.49	0.05	0.56	0.77	0.09	0.39	0.49	0.07	0.22	0.41	0.07
Uniform Delay, d1	36.3	44.3	41.8	35.0	45.6	41.2	9.8	15.8	12.1	12.1	17.1	14.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.69	1.12	2.53
Incremental Delay, d2	4.4	0.3	0.0	1.4	6.6	0.1	0.2	0.9	0.1	0.1	0.7	0.2
Delay (s)	40.7	44.6	41.8	36.4	52.2	41.3	10.0	16.8	12.2	8.5	19.8	35.6
Level of Service	D	D	D	D	D	D	B	B	B	A	B	D
Approach Delay (s/veh)		42.8			46.0			15.4			20.7	
Approach LOS		D			D			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	19.8
Intersection Capacity Utilization	69.6%	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)	143	209	76	159	350	129	160	819	93	65	645	95
Future Volume (veh/h)	143	209	76	159	350	129	160	819	93	65	645	95
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	1856	1870	1856	1856	1885	1885	1885	1811	1870	1826	1811	1870
Adj Flow Rate, veh/h	157	230	84	175	385	142	176	900	102	71	709	104
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, %	3	2	3	3	1	1	1	6	2	5	6	2
Cap, veh/h	254	433	192	312	469	209	415	1909	879	353	1833	843
Arrive On Green	0.09	0.12	0.12	0.10	0.13	0.13	0.06	0.55	0.55	0.01	0.18	0.18
Sat Flow, veh/h	1767	3554	1572	1767	3582	1598	1795	3441	1583	1739	3441	1583
Grp Volume(v), veh/h	157	230	84	175	385	142	176	900	102	71	709	104
Grp Sat Flow(s),veh/h/ln	1767	1777	1572	1767	1791	1598	1795	1721	1583	1739	1721	1583
Q Serve(g_s), s	8.4	6.7	5.5	9.4	11.5	9.3	4.8	17.3	3.4	2.0	20.0	6.1
Cycle Q Clear(g_c), s	8.4	6.7	5.5	9.4	11.5	9.3	4.8	17.3	3.4	2.0	20.0	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	433	192	312	469	209	415	1909	879	353	1833	843
V/C Ratio(X)	0.62	0.53	0.44	0.56	0.82	0.68	0.42	0.47	0.12	0.20	0.39	0.12
Avail Cap(c_a), veh/h	286	930	412	328	938	418	569	1909	879	541	1833	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	37.7	45.3	44.8	36.9	46.6	45.6	12.5	14.8	11.6	12.0	29.5	23.7
Incr Delay (d2), s/veh	1.9	0.4	0.6	1.0	1.4	1.4	0.3	0.8	0.3	0.1	0.6	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	2.9	2.1	4.1	5.1	3.7	1.8	6.6	1.2	0.8	9.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.7	45.7	45.4	38.0	47.9	47.0	12.7	15.6	11.9	12.0	30.0	24.0
LnGrp LOS	D	D	D	D	D	D	B	B	B	B	C	C
Approach Vol, veh/h		471			702			1178			884	
Approach Delay, s/veh		43.6			45.3			14.8			27.9	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	63.8	15.0	19.6	9.1	66.2	16.0	18.6
Change Period (Y+Rc), s	4.7	5.2	4.7	5.2	4.7	5.2	4.7	5.2
Max Green Setting (Gmax), s	16.3	32.8	12.3	28.8	16.3	32.8	12.3	28.8
Max Q Clear Time (g_c+I1), s	6.8	22.0	10.4	13.5	4.0	19.3	11.4	8.7
Green Ext Time (p_c), s	0.1	2.5	0.0	0.9	0.0	3.6	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	29.2
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	43	114	56	34	214
Future Vol, veh/h	55	43	114	56	34	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	400	-	125	90	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	7	3	4	6	3
Mvmt Flow	80	62	165	81	49	310

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	574	165	0	0	246	0
Stage 1	165	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Critical Hdwy	6.4	6.27	-	-	4.16	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.363	-	-	2.254	-
Pot Cap-1 Maneuver	484	866	-	-	1296	-
Stage 1	869	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	465	866	-	-	1296	-
Mov Cap-2 Maneuver	540	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	650	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.35	0	1.08
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	540	866	1296	-
HCM Lane V/C Ratio	-	-	0.148	0.072	0.038	-
HCM Ctrl Dly (s/v)	-	-	12.8	9.5	7.9	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.2	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	235	33	2	267	82	6	0	1	68	12	165
Future Volume (vph)	139	235	33	2	267	82	6	0	1	68	12	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2		5.2	5.2	5.2	5.2	5.2		5.2	5.2	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.85		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1865		1805	1881	1583	1802	1615		1787	1502	
Flt Permitted	0.42	1.00		0.57	1.00	1.00	1.00	1.00		0.57	1.00	
Satd. Flow (perm)	774	1865		1077	1881	1583	1896	1615		1075	1502	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	165	280	39	2	318	98	7	0	1	81	14	196
RTOR Reduction (vph)	0	2	0	0	0	59	0	1	0	0	172	0
Lane Group Flow (vph)	165	317	0	2	318	39	7	0	0	81	38	0
Confl. Peds. (#/hr)							2					2
Heavy Vehicles (%)	3%	0%	0%	0%	1%	2%	0%	0%	0%	1%	0%	7%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4	6			2		
Actuated Green, G (s)	34.4	28.5		23.9	23.2	23.2	2.7	2.0		12.7	7.0	
Effective Green, g (s)	34.4	28.5		23.9	23.2	23.2	2.7	2.0		12.7	7.0	
Actuated g/C Ratio	0.60	0.49		0.41	0.40	0.40	0.05	0.03		0.22	0.12	
Clearance Time (s)	5.2	5.2		5.2	5.2	5.2	5.2	5.2		5.2	5.2	
Vehicle Extension (s)	1.2	2.2		1.2	2.2	2.2	1.0	1.0		1.5	1.0	
Lane Grp Cap (vph)	563	921		454	756	636	87	55		306	182	
v/s Ratio Prot	c0.03	0.17		0.00	c0.17		0.00	0.00		c0.03	0.03	
v/s Ratio Perm	0.14			0.00		0.02	0.00			c0.03		
v/c Ratio	0.29	0.34		0.00	0.42	0.06	0.08	0.00		0.26	0.21	
Uniform Delay, d1	5.8	8.9		9.9	12.4	10.6	26.4	26.9		18.5	22.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.1		0.0	0.2	0.0	0.1	0.0		0.2	0.2	
Delay (s)	5.9	9.0		9.9	12.6	10.6	26.5	26.9		18.6	23.1	
Level of Service	A	A		A	B	B	C	C		B	C	
Approach Delay (s/veh)		7.9			12.1			26.5			21.8	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	57.7	Sum of lost time (s)	20.8
Intersection Capacity Utilization	46.3%	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)	139	235	33	2	267	82	6	0	1	68	12	165
Future Volume (veh/h)	139	235	33	2	267	82	6	0	1	68	12	165
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	1856	1900	1900	1900	1885	1870	1900	1900	1900	1885	1900	1796
Adj Flow Rate, veh/h	165	280	39	2	318	98	7	0	1	81	14	196
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, %	3	0	0	0	1	2	0	0	0	1	0	7
Cap, veh/h	413	536	75	374	438	368	255	0	194	465	20	277
Arrive On Green	0.10	0.33	0.33	0.00	0.23	0.23	0.01	0.00	0.12	0.07	0.18	0.18
Sat Flow, veh/h	1767	1632	227	1810	1885	1585	1810	0	1602	1795	108	1510
Grp Volume(v), veh/h	165	0	319	2	318	98	7	0	1	81	0	210
Grp Sat Flow(s),veh/h/ln	1767	0	1859	1810	1885	1585	1810	0	1602	1795	0	1618
Q Serve(g_s), s	2.9	0.0	6.1	0.0	6.8	2.2	0.1	0.0	0.0	1.7	0.0	5.3
Cycle Q Clear(g_c), s	2.9	0.0	6.1	0.0	6.8	2.2	0.1	0.0	0.0	1.7	0.0	5.3
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.93
Lane Grp Cap(c), veh/h	413	0	611	374	438	368	255	0	194	465	0	297
V/C Ratio(X)	0.40	0.00	0.52	0.01	0.73	0.27	0.03	0.00	0.01	0.17	0.00	0.71
Avail Cap(c_a), veh/h	1060	0	1106	990	1122	943	859	0	2567	952	0	2604
HCM Platoon Ratio	1.00	1.00	1.00	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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.9	0.0	11.9	12.8	15.5	13.7	16.7	0.0	16.9	14.9	0.0	16.7
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	1.3	0.2	0.0	0.0	0.0	0.1	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.0	0.0	2.5	0.7	0.1	0.0	0.0	0.6	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.1	0.0	12.3	12.8	16.7	13.9	16.7	0.0	16.9	15.0	0.0	17.9
LnGrp LOS	B		B	B	B	B	B		B	B		B
Approach Vol, veh/h		484			418			8			291	
Approach Delay, s/veh		11.9			16.1			16.7			17.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	13.2	9.5	15.3	8.3	10.5	5.3	19.6
Change Period (Y+Rc), s	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2
Max Green Setting (Gmax), s	15.0	70.3	20.3	26.0	15.0	70.0	15.0	26.0
Max Q Clear Time (g_c+I1), s	2.1	7.3	4.9	8.8	3.7	2.0	2.0	8.1
Green Ext Time (p_c), s	0.0	0.5	0.1	1.3	0.0	0.0	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	14.6
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	0	68	4	5	3	148	130	0	1	121	36
Future Vol, veh/h	31	0	68	4	5	3	148	130	0	1	121	36
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
Heavy Vehicles, %	0	0	4	0	0	0	1	5	0	0	5	0
Mvmt Flow	36	0	79	5	6	3	172	151	0	1	141	42
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	8.7	9	9.8	9.6
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	33%	100%	0%
Vol Thru, %	0%	100%	0%	0%	42%	0%	77%
Vol Right, %	0%	0%	0%	100%	25%	0%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	130	31	68	12	1	157
LT Vol	148	0	31	0	4	1	0
Through Vol	0	130	0	0	5	0	121
RT Vol	0	0	0	68	3	0	36
Lane Flow Rate	172	151	36	79	14	1	183
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.264	0.214	0.063	0.111	0.022	0.002	0.258
Departure Headway (Hd)	5.524	5.09	6.252	5.043	5.804	5.668	5.089
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	649	704	572	708	614	630	705
Service Time	3.266	2.831	4.001	2.791	3.869	3.414	2.835
HCM Lane V/C Ratio	0.265	0.214	0.063	0.112	0.023	0.002	0.26
HCM Control Delay, s/veh	10.3	9.2	9.4	8.4	9	8.4	9.6
HCM Lane LOS	B	A	A	A	A	A	A
HCM 95th-tile Q	1.1	0.8	0.2	0.4	0.1	0	1

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	15	12	32	27	3	7	117	28	3	94	2
Future Vol, veh/h	14	15	12	32	27	3	7	117	28	3	94	2
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	14	0	8	3	0	0	14	6	4	0	3	0
Mvmt Flow	18	19	15	40	34	4	9	146	35	4	118	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	307	325	120	317	309	164	120	0	0	181	0	0
Stage 1	126	126	-	181	181	-	-	-	-	-	-	-
Stage 2	181	199	-	135	128	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.5	6.28	7.13	6.5	6.2	4.24	-	-	4.1	-	-
Critical Hdwy Stg 1	6.24	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4	3.372	3.527	4	3.3	2.326	-	-	2.2	-	-
Pot Cap-1 Maneuver	623	596	916	634	609	886	1396	-	-	1406	-	-
Stage 1	849	795	-	818	753	-	-	-	-	-	-	-
Stage 2	794	740	-	866	794	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	580	591	915	598	603	886	1396	-	-	1406	-	-
Mov Cap-2 Maneuver	580	591	-	598	603	-	-	-	-	-	-	-
Stage 1	847	793	-	813	749	-	-	-	-	-	-	-
Stage 2	750	736	-	828	792	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.73	11.3	0.35	0.23
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1396	-	-	580	701	598	623	1406	-	-
HCM Lane V/C Ratio	0.006	-	-	0.03	0.048	0.067	0.06	0.003	-	-
HCM Ctrl Dly (s/v)	7.6	-	-	11.4	10.4	11.4	11.1	7.6	-	-
HCM Lane LOS	A	-	-	B	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	1	83	31	4	80
Future Vol, veh/h	31	1	83	31	4	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	3	0	5	3	0	1
Mvmt Flow	39	1	104	39	5	100

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	233	123	0	0	143	0
Stage 1	123	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	753	933	-	-	1453	-
Stage 1	900	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	750	933	-	-	1453	-
Mov Cap-2 Maneuver	750	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	909	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.02	0	0.36
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	750	933	1453	-
HCM Lane V/C Ratio	-	-	0.052	0.001	0.003	-
HCM Ctrl Dly (s/v)	-	-	10.1	8.9	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	0	-

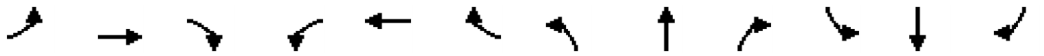
Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	8	1	3	98	1	32	2	29	55	0
Future Vol, veh/h	0	0	8	1	3	98	1	32	2	29	55	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	150	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	12	0	0	3	0	6	0	3	5	0
Mvmt Flow	0	0	9	1	3	110	1	36	2	33	62	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	167	167	62	166	166	37	62	0	0	38	0	0
Stage 1	127	127	-	39	39	-	-	-	-	-	-	-
Stage 2	40	40	-	127	127	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.32	7.1	6.5	6.23	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.408	3.5	4	3.327	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	802	729	976	802	730	1032	1554	-	-	1566	-	-
Stage 1	882	795	-	981	866	-	-	-	-	-	-	-
Stage 2	980	865	-	882	795	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	698	713	976	778	714	1032	1554	-	-	1566	-	-
Mov Cap-2 Maneuver	698	713	-	778	714	-	-	-	-	-	-	-
Stage 1	863	778	-	980	866	-	-	-	-	-	-	-
Stage 2	872	865	-	855	778	-	-	-	-	-	-	-

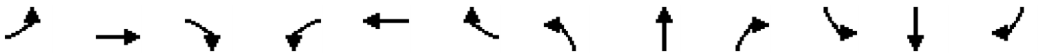
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.72	8.95	0.21	2.54
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1554	-	-	976	729	1032	1566	-	-
HCM Lane V/C Ratio	0.001	-	-	0.009	0.006	0.107	0.021	-	-
HCM Ctrl Dly (s/v)	7.3	-	-	8.7	10	8.9	7.3	-	-
HCM Lane LOS	A	-	-	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.4	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	341	13	9	1	202	1163	7	4	1380	7
Future Volume (vph)	12	0	341	13	9	1	202	1163	7	4	1380	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	8.2		7.0		8.2	7.0		8.0	7.0	
Lane Util. Factor		1.00	1.00		1.00		0.97	0.95		1.00	0.95	
Frt		1.00	0.85		0.99		1.00	1.00		1.00	1.00	
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1805	1583		1838		3335	3341		1805	3402	
Flt Permitted		1.00	1.00		0.95		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1900	1583		1787		3335	3341		1805	3402	
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)	13	0	375	14	10	1	222	1278	8	4	1516	8
RTOR Reduction (vph)	0	0	64	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	13	311	0	24	0	222	1286	0	4	1524	0
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	5%	8%	0%	0%	6%	14%
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		3.3	19.0		3.3		15.7	64.3		0.8	49.2	
Effective Green, g (s)		3.3	19.0		3.3		15.7	64.3		0.8	49.2	
Actuated g/C Ratio		0.04	0.21		0.04		0.17	0.71		0.01	0.54	
Clearance Time (s)		7.0	8.2		7.0		8.2	7.0		8.0	7.0	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	2.0		1.0	2.0	
Lane Grp Cap (vph)		69	332		65		579	2376		15	1851	
v/s Ratio Prot			c0.16				0.07	0.38		0.00	c0.45	
v/s Ratio Perm		0.01	0.03		0.01							
v/c Ratio		0.19	0.94		0.37		0.38	0.54		0.27	0.82	
Uniform Delay, d1		42.3	35.1		42.5		33.1	6.1		44.5	17.0	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5	32.7		1.3		0.2	0.1		3.5	2.9	
Delay (s)		42.7	67.8		43.8		33.2	6.3		48.0	20.0	
Level of Service		D	E		D		C	A		D	B	
Approach Delay (s/veh)		67.0			43.8			10.2			20.0	
Approach LOS		E			D			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	90.4	Sum of lost time (s)	22.2
Intersection Capacity Utilization	86.3%	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)	12	0	341	13	9	1	202	1163	7	4	1380	7
Future Volume (veh/h)	12	0	341	13	9	1	202	1163	7	4	1380	7
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	1900	1900	1870	1900	1900	1900	1826	1781	1900	1900	1811	1693
Adj Flow Rate, veh/h	13	0	375	14	10	1	222	1278	8	4	1516	8
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, %	0	0	2	0	0	0	5	8	0	0	6	14
Cap, veh/h	330	0	413	174	111	9	301	1976	12	10	1708	9
Arrive On Green	0.17	0.00	0.17	0.17	0.17	0.17	0.09	0.57	0.57	0.01	0.49	0.49
Sat Flow, veh/h	1451	0	1585	641	647	54	3374	3448	22	1810	3510	19
Grp Volume(v), veh/h	13	0	375	25	0	0	222	627	659	4	743	781
Grp Sat Flow(s),veh/h/ln	1451	0	1585	1342	0	0	1687	1692	1778	1810	1721	1808
Q Serve(g_s), s	0.0	0.0	15.0	0.0	0.0	0.0	5.6	22.1	22.1	0.2	34.2	34.3
Cycle Q Clear(g_c), s	0.5	0.0	15.0	1.0	0.0	0.0	5.6	22.1	22.1	0.2	34.2	34.3
Prop In Lane	1.00		1.00	0.56		0.04	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	330	0	413	293	0	0	301	970	1019	10	837	880
V/C Ratio(X)	0.04	0.00	0.91	0.09	0.00	0.00	0.74	0.65	0.65	0.42	0.89	0.89
Avail Cap(c_a), veh/h	330	0	413	293	0	0	577	1929	2026	516	980	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	31.4	30.6	0.0	0.0	39.0	12.7	12.7	43.5	20.3	20.4
Incr Delay (d2), s/veh	0.0	0.0	23.2	0.0	0.0	0.0	1.3	0.3	0.3	10.4	8.1	7.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	10.1	0.4	0.0	0.0	2.4	7.6	7.9	0.1	14.5	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.4	0.0	54.6	30.6	0.0	0.0	40.3	13.0	13.0	53.9	28.4	28.1
LnGrp LOS	C		D	C			D	B	B	D	C	C
Approach Vol, veh/h		388			25			1508			1528	
Approach Delay, s/veh		53.8			30.6			17.0			28.3	
Approach LOS		D			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	57.3		22.0	16.0	49.7		22.0				
Change Period (Y+Rc), s	8.0	7.0		7.0	8.2	7.0		7.0				
Max Green Setting (Gmax), s	25.0	100.0		15.0	15.0	50.0		15.0				
Max Q Clear Time (g_c+I1), s	2.2	24.1		17.0	7.6	36.3		3.0				
Green Ext Time (p_c), s	0.0	7.2		0.0	0.2	6.4		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		26.3	
HCM 7th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	111	1150	83	1143	83	42	79	41	59	90
v/c Ratio	0.33	0.64	0.36	0.43	0.33	0.18	0.30	0.19	0.40	0.37
Control Delay (s/veh)	9.8	18.7	12.4	14.4	34.3	41.6	10.0	32.1	51.0	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.8	18.7	12.4	14.4	34.3	41.6	10.0	32.1	51.0	7.4
Queue Length 50th (ft)	22	266	16	137	41	24	0	20	35	0
Queue Length 95th (ft)	49	415	42	204	83	59	34	48	78	21
Internal Link Dist (ft)		1861		1276		1235			573	
Turn Bay Length (ft)	125		125		175		175	150		150
Base Capacity (vph)	548	1801	463	2845	681	931	794	488	696	657
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.64	0.18	0.40	0.12	0.05	0.10	0.08	0.08	0.14

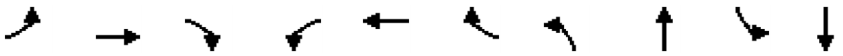
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	634	301	129	34	395	41	135	620	78	762	743
v/c Ratio	0.83	0.22	0.19	0.30	0.75	0.13	0.61	0.59	0.56	0.67	0.92
Control Delay (s/veh)	64.2	34.9	6.0	83.8	72.8	0.9	82.3	43.1	87.8	46.0	33.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.2	34.9	6.0	83.8	72.8	0.9	82.3	43.1	87.8	46.0	33.3
Queue Length 50th (ft)	355	114	0	30	210	0	97	288	80	347	295
Queue Length 95th (ft)	479	162	48	71	300	0	164	442	153	517	#695
Internal Link Dist (ft)		1276			570			1181		608	
Turn Bay Length (ft)	370			260		390	175		175		
Base Capacity (vph)	1052	1408	713	529	991	482	528	1285	421	1529	917
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.21	0.18	0.06	0.40	0.09	0.26	0.48	0.19	0.50	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



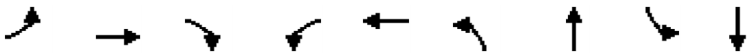
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	20	247	27	12	366	255	53	109	222	72
v/c Ratio	0.06	0.47	0.05	0.03	0.37	0.49	0.13	0.36	0.49	0.15
Control Delay (s/veh)	13.1	20.1	0.2	12.9	16.8	10.2	10.5	23.4	13.4	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.1	20.1	0.2	12.9	16.8	10.2	10.5	23.4	13.4	15.6
Queue Length 50th (ft)	4	49	0	2	37	14	6	22	28	12
Queue Length 95th (ft)	17	162	0	12	108	91	32	87	110	52
Internal Link Dist (ft)		839			670			529		2322
Turn Bay Length (ft)	180			135		50	120		115	
Base Capacity (vph)	631	1305	1205	704	2505	1032	784	1111	1040	1397
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.19	0.02	0.02	0.15	0.25	0.07	0.10	0.21	0.05

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	102	13	43	30	35	329	53	1104	32	253	1657
v/c Ratio	0.52	0.05	0.14	0.15	0.13	0.58	0.37	0.78	0.04	0.61	0.56
Control Delay (s/veh)	53.1	43.3	1.0	44.4	43.2	28.1	56.9	25.8	0.1	46.9	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.1	43.3	1.0	44.4	43.2	28.1	56.9	25.8	0.1	46.9	12.8
Queue Length 50th (ft)	58	7	0	16	19	138	31	319	0	102	215
Queue Length 95th (ft)	142	30	1	53	59	302	88	522	0	210	325
Internal Link Dist (ft)		290			2322			704			473
Turn Bay Length (ft)	125		125	200		200	200		200	350	
Base Capacity (vph)	756	1030	916	742	1030	931	489	2402	1350	1039	4438
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.01	0.05	0.04	0.03	0.35	0.11	0.46	0.02	0.24	0.37

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	62	76	134	15	183	222	824	19	836
v/c Ratio	0.31	0.23	0.34	0.07	0.76	0.48	0.37	0.05	0.46
Control Delay (s/veh)	35.4	38.9	8.9	30.1	63.9	18.0	7.9	9.2	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.4	38.9	8.9	30.1	63.9	18.0	7.9	9.2	19.4
Queue Length 50th (ft)	35	43	0	8	122	46	97	4	192
Queue Length 95th (ft)	64	86	50	23	187	134	124	15	304
Internal Link Dist (ft)		501			407		2515		1276
Turn Bay Length (ft)	150			150		175		100	
Base Capacity (vph)	252	404	448	305	390	474	2201	519	1801
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.19	0.30	0.05	0.47	0.47	0.37	0.04	0.46

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	157	230	84	175	385	142	176	900	102	71	709	104
v/c Ratio	0.64	0.49	0.27	0.55	0.77	0.41	0.39	0.48	0.11	0.21	0.41	0.12
Control Delay (s/veh)	42.3	47.3	5.4	37.4	56.2	10.4	12.0	18.0	2.8	8.0	21.7	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	47.3	5.4	37.4	56.2	10.4	12.0	18.0	2.8	8.0	21.7	8.2
Queue Length 50th (ft)	87	81	0	98	140	0	48	204	0	27	239	24
Queue Length 95th (ft)	134	114	23	147	184	54	90	303	24	15	311	60
Internal Link Dist (ft)		1507			2291			2578			2515	
Turn Bay Length (ft)	120		250	150		115	220		550	130		430
Base Capacity (vph)	277	926	495	334	935	523	535	1869	909	485	1714	842
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.25	0.17	0.52	0.41	0.27	0.33	0.48	0.11	0.15	0.41	0.12

Intersection Summary



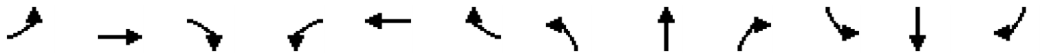
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	165	319	2	318	98	7	1	81	210
v/c Ratio	0.28	0.29	0.00	0.44	0.14	0.03	0.00	0.29	0.56
Control Delay (s/veh)	6.5	8.5	6.0	15.3	2.8	18.0	0.0	20.1	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.5	8.5	6.0	15.3	2.8	18.0	0.0	20.1	11.4
Queue Length 50th (ft)	14	29	0	58	0	2	0	19	3
Queue Length 95th (ft)	54	141	3	158	16	10	0	50	49
Internal Link Dist (ft)		333		600			432		594
Turn Bay Length (ft)	200		150			50		115	
Base Capacity (vph)	888	1223	886	1023	919	597	1615	577	1496
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.26	0.00	0.31	0.11	0.01	0.00	0.14	0.14

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	375	25	222	1286	4	1524
v/c Ratio	0.05	0.78	0.11	0.34	0.44	0.03	0.84
Control Delay (s/veh)	38.8	33.9	37.9	33.3	4.9	43.5	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.8	33.9	37.9	33.3	4.9	43.5	22.1
Queue Length 50th (ft)	6	~169	11	50	0	2	244
Queue Length 95th (ft)	25	257	39	101	301	13	526
Internal Link Dist (ft)	1619		1520		1010		2197
Turn Bay Length (ft)		875		730		150	
Base Capacity (vph)	376	483	354	660	3341	595	3401
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.78	0.07	0.34	0.38	0.01	0.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

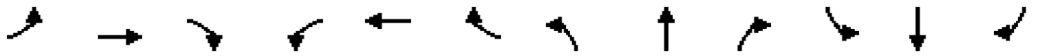


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	37	8	6	28	4	1	1	1	3	6	4
Future Volume (Veh/h)	8	37	8	6	28	4	1	1	1	3	6	4
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	11	49	11	8	37	5	1	1	1	4	8	5
Pedestrians								1				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	42			61			142	136	56	134	139	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	42			61			142	136	56	134	139	40
tC, single (s)	4.1			4.3			8.1	6.5	6.2	7.4	6.5	6.4
tC, 2 stage (s)												
tF (s)	2.2			2.4			4.4	4.0	3.3	3.8	4.0	3.5
p0 queue free %	99			99			100	100	100	99	99	99
cM capacity (veh/h)	1580			1450			632	749	1016	762	746	970

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	71	50	3	17
Volume Left	11	8	1	4
Volume Right	11	5	1	5
cSH	1580	1450	769	805
Volume to Capacity	0.00*	0.00*	0.00*	0.02
Queue Length 95th (ft)	1	0	0	2
Control Delay (s/veh)	1.2	1.2	9.7	9.6
Lane LOS	A	A	A	A
Approach Delay (s/veh)	1.2	1.2	9.7	9.6
Approach LOS			A	A

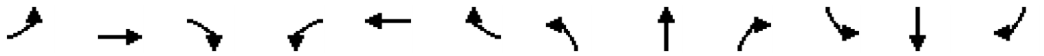
Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	14.1%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	1047	104	85	1258	55	178	163	152	140	113	231
Future Volume (vph)	174	1047	104	85	1258	55	178	163	152	140	113	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6		5.6	5.6		5.6	5.6	5.6	5.6	5.6	5.6
Lane Util. Factor	1.00	*0.79		1.00	*0.94		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	4202		1735	5027		1804	1881	1592	1786	1900	1577
Flt Permitted	0.09	1.00		0.12	1.00		0.50	1.00	1.00	0.62	1.00	1.00
Satd. Flow (perm)	172	4202		222	5027		942	1881	1592	1168	1900	1577
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)	187	1126	112	91	1353	59	191	175	163	151	122	248
RTOR Reduction (vph)	0	5	0	0	2	0	0	0	139	0	0	219
Lane Group Flow (vph)	187	1233	0	91	1410	0	191	175	24	151	122	29
Confl. Peds. (#/hr)			3	3			2		1	1		2
Confl. Bikes (#/hr)						1			1			
Heavy Vehicles (%)	0%	6%	0%	4%	6%	2%	0%	1%	0%	1%	0%	1%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	57.4	44.4		45.9	38.5		30.3	15.2	15.2	23.9	12.0	12.0
Effective Green, g (s)	57.4	44.4		45.9	38.5		30.3	15.2	15.2	23.9	12.0	12.0
Actuated g/C Ratio	0.57	0.44		0.45	0.38		0.30	0.15	0.15	0.24	0.12	0.12
Clearance Time (s)	5.6	5.6		5.6	5.6		5.6	5.6	5.6	5.6	5.6	5.6
Vehicle Extension (s)	2.0	2.2		2.0	2.2		2.5	2.0	2.0	1.8	2.0	2.0
Lane Grp Cap (vph)	311	1841		211	1910		410	282	238	348	225	186
v/s Ratio Prot	c0.08	c0.29		0.03	c0.28		c0.07	c0.09		0.05	0.06	
v/s Ratio Perm	0.26			0.16			0.07		0.02	0.05		0.02
v/c Ratio	0.60	0.67		0.43	0.74		0.47	0.62	0.10	0.43	0.54	0.16
Uniform Delay, d1	17.9	22.6		16.9	27.1		27.9	40.3	37.2	32.3	42.1	40.1
Progression Factor	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	0.8		0.5	1.4		0.6	3.0	0.1	0.3	1.4	0.1
Delay (s)	20.1	23.4		17.5	28.4		28.5	43.4	37.2	32.6	43.5	40.3
Level of Service	C	C		B	C		C	D	D	C	D	D
Approach Delay (s/veh)		23.0			27.8			36.1			38.8	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	101.3	Sum of lost time (s)	22.4
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



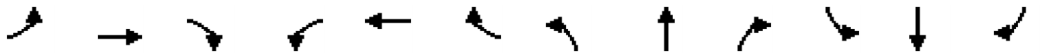
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	1047	104	85	1258	55	178	163	152	140	113	231
Future Volume (veh/h)	174	1047	104	85	1258	55	178	163	152	140	113	231
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	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		0.97	1.00		0.98	1.00		1.00
Parking Bus, Adj	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	1900	1811	1900	1841	1811	1870	1900	1885	1900	1885	1900	1885
Adj Flow Rate, veh/h	187	1126	112	91	1353	59	191	175	163	151	122	248
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	6	0	4	6	2	0	1	0	1	0	1
Cap, veh/h	285	1643	163	246	1762	77	419	402	338	380	368	308
Arrive On Green	0.09	0.39	0.39	0.05	0.36	0.36	0.11	0.21	0.21	0.09	0.19	0.19
Sat Flow, veh/h	1810	4180	416	1753	4954	216	1810	1885	1585	1795	1900	1593
Grp Volume(v), veh/h	187	771	467	91	930	482	191	175	163	151	122	248
Grp Sat Flow(s),veh/h/ln	1810	1431	1734	1753	1702	1766	1810	1885	1585	1795	1900	1593
Q Serve(g_s), s	5.6	19.7	19.7	2.9	21.3	21.3	7.2	7.1	7.9	5.8	4.9	13.1
Cycle Q Clear(g_c), s	5.6	19.7	19.7	2.9	21.3	21.3	7.2	7.1	7.9	5.8	4.9	13.1
Prop In Lane	1.00		0.24	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	1125	682	246	1211	628	419	402	338	380	368	308
V/C Ratio(X)	0.66	0.69	0.69	0.37	0.77	0.77	0.46	0.44	0.48	0.40	0.33	0.80
Avail Cap(c_a), veh/h	537	1627	986	555	1936	1004	738	750	631	936	972	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	22.2	22.2	18.3	25.1	25.1	24.2	30.0	30.3	24.9	30.6	33.9
Incr Delay (d2), s/veh	1.0	0.4	0.7	0.3	0.6	1.1	0.6	0.3	0.4	0.3	0.2	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.2	7.6	1.1	8.2	8.6	3.1	3.2	3.0	2.5	2.2	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.5	22.6	22.8	18.6	25.7	26.2	24.7	30.3	30.7	25.2	30.8	35.8
LnGrp LOS	C	C	C	B	C	C	C	C	C	C	C	D
Approach Vol, veh/h		1425			1503			529			521	
Approach Delay, s/veh		22.4			25.4			28.4			31.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	24.3	10.1	40.2	15.1	22.6	13.3	36.9
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Max Green Setting (Gmax), s	35.0	35.0	20.0	50.0	25.0	45.0	20.0	50.0
Max Q Clear Time (g_c+I1), s	7.8	9.9	4.9	21.7	9.2	15.1	7.6	23.3
Green Ext Time (p_c), s	0.2	1.0	0.1	6.8	0.3	0.9	0.2	8.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.5
HCM 7th LOS	C

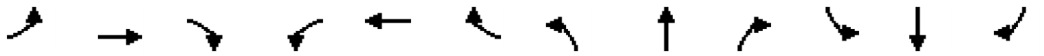
Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	669	485	157	175	538	112	210	745	112	138	747	703
Future Volume (vph)	669	485	157	175	538	112	210	745	112	138	747	703
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7		5.7	5.7	5.7
Lane Util. Factor	*0.93	*0.88	1.00	*0.71	*0.96	1.00	*0.81	*1.00		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	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	0.98		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)	3138	3278	1615	2563	3648	1475	2924	3683		1626	3505	1446
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3138	3278	1615	2563	3648	1475	2924	3683		1626	3505	1446
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)	719	522	169	188	578	120	226	801	120	148	803	756
RTOR Reduction (vph)	0	0	95	0	0	98	0	6	0	0	0	311
Lane Group Flow (vph)	719	522	74	188	578	22	226	915	0	148	803	445
Confl. Peds. (#/hr)	1					1	13					13
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	7%	2%	0%	0%	0%	8%	0%	1%	1%	11%	3%	8%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						2
Actuated Green, G (s)	45.7	60.5	60.5	17.9	32.7	32.7	18.5	56.6		21.0	59.1	59.1
Effective Green, g (s)	45.7	60.5	60.5	17.9	32.7	32.7	18.5	56.6		21.0	59.1	59.1
Actuated g/C Ratio	0.26	0.34	0.34	0.10	0.18	0.18	0.10	0.32		0.12	0.33	0.33
Clearance Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7		5.7	5.7	5.7
Vehicle Extension (s)	1.5	1.8	1.8	1.8	1.5	1.5	1.8	1.5		1.8	1.5	1.5
Lane Grp Cap (vph)	802	1109	546	256	667	269	302	1165		190	1158	477
v/s Ratio Prot	c0.23	0.16		0.07	c0.16		0.08	0.25		c0.09	0.23	
v/s Ratio Perm			0.05			0.01						c0.31
v/c Ratio	0.90	0.47	0.14	0.73	0.87	0.08	0.75	0.79		0.78	0.69	0.93
Uniform Delay, d1	64.3	46.5	41.0	78.1	70.9	60.6	77.9	55.6		76.6	52.0	57.9
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	12.3	0.1	0.0	9.0	11.1	0.0	8.6	3.3		16.6	1.5	25.0
Delay (s)	76.6	46.7	41.1	87.2	82.0	60.6	86.5	58.9		93.2	53.5	82.9
Level of Service	E	D	D	F	F	E	F	E		F	D	F
Approach Delay (s/veh)		61.3			80.2			64.3			69.9	
Approach LOS		E			F			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	68.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	178.8	Sum of lost time (s)	22.8
Intersection Capacity Utilization	85.1%	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 (veh/h)	669	485	157	175	538	112	210	745	112	138	747	703
Future Volume (veh/h)	669	485	157	175	538	112	210	745	112	138	747	703
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	1796	1870	1900	1900	1900	1781	1900	1885	1885	1737	1856	1781
Adj Flow Rate, veh/h	719	522	0	188	578	0	226	801	0	148	803	0
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, %	7	2	0	0	0	8	0	1	1	11	3	8
Cap, veh/h	782	1131		235	691		281	978		175	949	
Arrive On Green	0.25	0.34	0.00	0.09	0.19	0.00	0.10	0.26	0.00	0.11	0.27	0.00
Sat Flow, veh/h	3182	3292	1610	2570	3648	1510	2931	3770	0	1654	3526	1510
Grp Volume(v), veh/h	719	522	0	188	578	0	226	801	0	148	803	0
Grp Sat Flow(s),veh/h/ln	1591	1646	1610	1285	1824	1510	1466	1885	0	1654	1763	1510
Q Serve(g_s), s	25.1	14.1	0.0	8.2	17.4	0.0	8.6	22.8	0.0	10.0	24.6	0.0
Cycle Q Clear(g_c), s	25.1	14.1	0.0	8.2	17.4	0.0	8.6	22.8	0.0	10.0	24.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	782	1131		235	691		281	978		175	949	
V/C Ratio(X)	0.92	0.46		0.80	0.84		0.80	0.82		0.85	0.85	
Avail Cap(c_a), veh/h	1393	1297		900	1278		770	1981		507	1853	
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.0	29.2	0.0	50.8	44.6	0.0	50.6	39.8	0.0	50.1	39.5	0.0
Incr Delay (d2), s/veh	2.7	0.1	0.0	2.4	1.1	0.0	2.1	0.7	0.0	4.3	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	5.5	0.0	2.7	7.9	0.0	3.2	10.5	0.0	4.3	10.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.6	29.3	0.0	53.2	45.6	0.0	52.6	40.4	0.0	54.4	40.3	0.0
LnGrp LOS	D	C		D	D		D	D		D	D	
Approach Vol, veh/h		1241			766			1027			951	
Approach Delay, s/veh		38.2			47.5			43.1			42.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	36.4	33.8	27.3	17.8	35.3	16.2	44.9
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green Setting (Gmax), s	30.0	60.0	50.0	40.0	35.0	60.0	40.0	45.0
Max Q Clear Time (g_c+I1), s	10.6	26.6	27.1	19.4	12.0	24.8	10.2	16.1
Green Ext Time (p_c), s	0.3	3.0	0.9	1.9	0.2	2.9	0.3	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	42.3
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	646	19	7	655	27	9	4	11	17	0	133
Future Vol, veh/h	59	646	19	7	655	27	9	4	11	17	0	133
Conflicting Peds, #/hr	0	0	0	0	0	0	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	50	-	-	50	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	53	14	2	0	0	0	18	0	0	0
Mvmt Flow	61	673	20	7	682	28	9	4	11	18	0	139

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	710	0	0	693	0	0	1161	1531	346	1172	1527	355
Stage 1	-	-	-	-	-	-	806	806	-	711	711	-
Stage 2	-	-	-	-	-	-	356	725	-	461	816	-
Critical Hdwy	4.1	-	-	4.38	-	-	7.5	6.5	7.26	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	-	-	2.34	-	-	3.5	4	3.48	3.5	4	3.3
Pot Cap-1 Maneuver	898	-	-	823	-	-	153	118	605	150	119	647
Stage 1	-	-	-	-	-	-	346	398	-	395	439	-
Stage 2	-	-	-	-	-	-	640	433	-	555	394	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	898	-	-	823	-	-	111	109	605	133	110	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	218	218	-	259	229	-
Stage 1	-	-	-	-	-	-	323	371	-	391	435	-
Stage 2	-	-	-	-	-	-	499	429	-	501	367	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.76	0.1	17.68	12.96
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	309	898	-	-	823	-	-	259	647
HCM Lane V/C Ratio	0.081	0.068	-	-	0.009	-	-	0.068	0.214
HCM Ctrl Dly (s/v)	17.7	9.3	-	-	9.4	-	-	19.9	12.1
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	0.2	0.8

Intersection	
Int Delay, s/veh	15.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	73	484	87	17	575	26	63	73	52	16	52	63
Future Vol, veh/h	73	484	87	17	575	26	63	73	52	16	52	63
Conflicting Peds, #/hr	0	0	0	0	0	0	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	200	-	-	150	-	-	150	-	-	-	-	0
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, %	3	4	1	0	2	0	0	0	2	0	0	2
Mvmt Flow	78	515	93	18	612	28	67	78	55	17	55	67

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	639	0	0	607	0	0	1086	1392	304	1113	1424	320
Stage 1	-	-	-	-	-	-	716	716	-	662	662	-
Stage 2	-	-	-	-	-	-	370	676	-	452	763	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.5	6.5	6.94	7.5	6.5	6.94
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	2.23	-	-	2.2	-	-	3.5	4	3.32	3.5	4	3.32
Pot Cap-1 Maneuver	934	-	-	981	-	-	173	143	692	166	137	676
Stage 1	-	-	-	-	-	-	392	437	-	422	463	-
Stage 2	-	-	-	-	-	-	628	456	-	562	416	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	934	-	-	981	-	-	81	129	692	58	123	676
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	129	-	58	123	-
Stage 1	-	-	-	-	-	-	359	401	-	414	454	-
Stage 2	-	-	-	-	-	-	488	447	-	382	382	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.04	0.24	85.61	61.97
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	81	195	934	-	-	981	-	-	97	676
HCM Lane V/C Ratio	0.827	0.682	0.083	-	-	0.018	-	-	0.742	0.099
HCM Ctrl Dly (s/v)	144.7	55.8	9.2	-	-	8.7	-	-	109.3	10.9
HCM Lane LOS	F	F	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	4.2	4.2	0.3	-	-	0.1	-	-	3.9	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	350	62	39	454	333	78	120	22	321	129	71
Future Volume (vph)	100	350	62	39	454	333	78	120	22	321	129	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6		5.6	5.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00		1.00	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	
Flpb, ped/bikes	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	0.98		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1827	1491	1804	3539	1503	1805	1819		1752	1787	
Flt Permitted	0.34	1.00	1.00	0.37	1.00	1.00	0.62	1.00		0.44	1.00	
Satd. Flow (perm)	619	1827	1491	709	3539	1503	1179	1819		817	1787	
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)	110	385	68	43	499	366	86	132	24	353	142	78
RTOR Reduction (vph)	0	0	47	0	0	131	0	6	0	0	17	0
Lane Group Flow (vph)	110	385	21	43	499	235	86	150	0	353	203	0
Confl. Peds. (#/hr)			1	1					1	1		
Confl. Bikes (#/hr)						2						
Heavy Vehicles (%)	3%	4%	6%	0%	2%	5%	0%	2%	0%	3%	1%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Actuated Green, G (s)	29.3	23.5	23.5	23.9	20.8	20.8	17.9	13.0		33.6	23.1	
Effective Green, g (s)	29.3	23.5	23.5	23.9	20.8	20.8	17.9	13.0		33.6	23.1	
Actuated g/C Ratio	0.38	0.31	0.31	0.31	0.27	0.27	0.23	0.17		0.44	0.30	
Clearance Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6		5.6	5.6	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.0	1.5		1.5	1.5	
Lane Grp Cap (vph)	320	557	455	264	955	406	313	307		538	536	
v/s Ratio Prot	c0.03	c0.21		0.01	0.14		0.02	0.08		c0.13	0.11	
v/s Ratio Perm	0.10		0.01	0.04		0.16	0.05			c0.16		
v/c Ratio	0.34	0.69	0.05	0.16	0.52	0.58	0.27	0.49		0.66	0.38	
Uniform Delay, d1	16.1	23.6	18.8	19.0	23.9	24.3	23.8	29.0		15.7	21.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	3.0	0.0	0.1	0.2	1.2	0.2	0.4		2.2	0.2	
Delay (s)	16.3	26.5	18.9	19.1	24.1	25.5	24.0	29.4		17.9	21.4	
Level of Service	B	C	B	B	C	C	C	C		B	C	
Approach Delay (s/veh)		23.6			24.5			27.5			19.2	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	77.0	Sum of lost time (s)	22.4
Intersection Capacity Utilization	67.5%	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)	100	350	62	39	454	333	78	120	22	321	129	71
Future Volume (veh/h)	100	350	62	39	454	333	78	120	22	321	129	71
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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1811	1900	1870	1826	1900	1870	1900	1856	1885	1900
Adj Flow Rate, veh/h	110	385	68	43	499	366	86	132	24	353	142	78
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, %	3	4	6	0	2	5	0	2	0	3	1	0
Cap, veh/h	330	580	483	306	1038	441	354	187	34	499	296	163
Arrive On Green	0.06	0.32	0.32	0.04	0.29	0.29	0.06	0.12	0.12	0.20	0.26	0.26
Sat Flow, veh/h	1767	1841	1532	1810	3554	1510	1810	1539	280	1767	1143	628
Grp Volume(v), veh/h	110	385	68	43	499	366	86	0	156	353	0	220
Grp Sat Flow(s),veh/h/ln	1767	1841	1532	1810	1777	1510	1810	0	1819	1767	0	1771
Q Serve(g_s), s	2.9	12.4	2.2	1.1	7.9	15.5	2.8	0.0	5.7	11.2	0.0	7.2
Cycle Q Clear(g_c), s	2.9	12.4	2.2	1.1	7.9	15.5	2.8	0.0	5.7	11.2	0.0	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.35
Lane Grp Cap(c), veh/h	330	580	483	306	1038	441	354	0	221	499	0	458
V/C Ratio(X)	0.33	0.66	0.14	0.14	0.48	0.83	0.24	0.00	0.71	0.71	0.00	0.48
Avail Cap(c_a), veh/h	603	805	670	628	1554	660	644	0	663	797	0	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	20.3	16.8	16.5	20.0	22.7	24.2	0.0	29.0	18.9	0.0	21.5
Incr Delay (d2), s/veh	0.2	0.5	0.0	0.1	0.1	3.4	0.1	0.0	1.5	0.7	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	1.1	4.9	0.7	0.4	3.0	5.5	1.2	0.0	2.5	4.3	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.9	20.8	16.9	16.6	20.1	26.1	24.3	0.0	30.5	19.6	0.0	21.8
LnGrp LOS	B	C	B	B	C	C	C		C	B		C
Approach Vol, veh/h		563			908			242			573	
Approach Delay, s/veh		19.4			22.4			28.3			20.4	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	25.6	19.0	13.9	8.4	27.2	9.6	23.4
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Max Green Setting (Gmax), s	15.0	30.0	25.0	25.0	15.0	30.0	15.0	25.0
Max Q Clear Time (g_c+I1), s	4.9	17.5	13.2	7.7	3.1	14.4	4.8	9.2
Green Ext Time (p_c), s	0.1	2.4	0.3	0.4	0.0	1.4	0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	21.8
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	229	20	20	260	6	49	0	67	7	0	12
Future Vol, veh/h	10	229	20	20	260	6	49	0	67	7	0	12
Conflicting Peds, #/hr	3	0	0	0	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	100	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	5	0	1	17	0	0	0	0	0	0
Mvmt Flow	11	257	22	22	292	7	55	0	75	8	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	302	0	0	280	0	0	628	638	269	623	646	299
Stage 1	-	-	-	-	-	-	291	291	-	343	343	-
Stage 2	-	-	-	-	-	-	337	347	-	280	302	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1271	-	-	1294	-	-	398	397	775	401	393	746
Stage 1	-	-	-	-	-	-	721	675	-	676	641	-
Stage 2	-	-	-	-	-	-	681	638	-	731	668	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1267	-	-	1294	-	-	381	386	775	352	382	744
Mov Cap-2 Maneuver	-	-	-	-	-	-	381	386	-	352	382	-
Stage 1	-	-	-	-	-	-	715	669	-	662	628	-
Stage 2	-	-	-	-	-	-	657	626	-	654	662	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.3	0.55	13.79	12.12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	539	1267	-	-	1294	-	-	527
HCM Lane V/C Ratio	0.242	0.009	-	-	0.017	-	-	0.04
HCM Ctrl Dly (s/v)	13.8	7.9	-	-	7.8	-	-	12.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.1

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	271	20	52	256	7	24	27	80	6	19	11
Future Vol, veh/h	13	271	20	52	256	7	24	27	80	6	19	11
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
Heavy Vehicles, %	0	0	0	4	0	0	12	0	0	0	0	0
Mvmt Flow	14	298	22	57	281	8	26	30	88	7	21	12
Number of Lanes	1	1	0	1	1	0	1	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	1	2	2
HCM Control Delay, s/veh	14.9	13.3	9.6	10.2
HCM LOS	B	B	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	17%
Vol Thru, %	0%	100%	0%	0%	93%	0%	97%	53%
Vol Right, %	0%	0%	100%	0%	7%	0%	3%	31%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	27	80	13	291	52	263	36
LT Vol	24	0	0	13	0	52	0	6
Through Vol	0	27	0	0	271	0	256	19
RT Vol	0	0	80	0	20	0	7	11
Lane Flow Rate	26	30	88	14	320	57	289	40
Geometry Grp	5	5	5	6	6	6	6	6
Degree of Util (X)	0.053	0.053	0.14	0.026	0.526	0.104	0.476	0.076
Departure Headway (Hd)	7.176	6.462	5.752	6.47	5.917	6.524	5.932	6.885
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	499	554	622	553	611	549	607	519
Service Time	4.924	4.209	3.499	4.209	3.656	4.263	3.671	4.645
HCM Lane V/C Ratio	0.052	0.054	0.141	0.025	0.524	0.104	0.476	0.077
HCM Control Delay, s/veh	10.3	9.6	9.4	9.4	15.1	10	14	10.2
HCM Lane LOS	B	A	A	A	C	A	B	B
HCM 95th-tile Q	0.2	0.2	0.5	0.1	3.1	0.3	2.6	0.2

Intersection	
Int Delay, s/veh	1196.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	2	101	3	3	7	99	1355	61	14	1482	22
Future Vol, veh/h	34	2	101	3	3	7	99	1355	61	14	1482	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	75	-	-	-	-	0	150	-	300	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	15	0	2	33	0	0	4	5	0	0	6	12
Mvmt Flow	37	2	110	3	3	8	108	1473	66	15	1611	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2607	3341	817	2364	3353	736	1635	0	-	1473	0	0
Stage 1	1653	1653	-	1688	1688	-	-	-	-	-	-	-
Stage 2	953	1688	-	676	1665	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.5	7.14	7.61	6.5	6.9	5.38	-	-	4.1	-	-
Critical Hdwy Stg 1	7.6	5.5	-	7.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.8	5.5	-	7.36	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.92	3.98	4	3.3	3.14	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 15	8	274	17	8	366	187	-	0	464	-	-
Stage 1	61	157	-	70	151	-	-	-	0	-	-	-
Stage 2	248	151	-	322	155	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	~ 0	3	274	~ 2	3	366	187	-	-	464	-	-
Mov Cap-2 Maneuver	~ 0	3	-	~ 2	3	-	-	-	-	-	-	-
Stage 1	59	152	-	30	64	-	-	-	-	-	-	-
Stage 2	98	64	-	184	150	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v $	27102.77	$ 1292.86	3.24	0.12
HCM LOS	F	F		

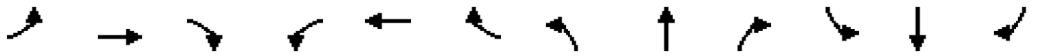
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	187	-	-	107	3	366	464	-	-
HCM Lane V/C Ratio	0.576	-	173.183	1.045	2.325	0.021	0.033	-	-
HCM Ctrl Dly (s/v)	47.5	$ 108	678.5	174.8	$ 2783.6	15.1	13	-	-
HCM Lane LOS	E	-	F	F	F	C	B	-	-
HCM 95th %tile Q(veh)	3.1	-	6.7	6.8	1.8	0.1	0.1	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	5.7
Intersection LOS	A

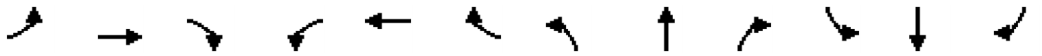
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	330	370	313
Demand Flow Rate, veh/h	333	370	314
Vehicles Circulating, veh/h	106	148	169
Vehicles Exiting, veh/h	412	335	270
Ped Vol Crossing Leg, #/h	0	1	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.4	6.0	5.6
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	R	TR	LT
Assumed Moves	R	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	333	370	314
Cap Entry Lane, veh/h	1238	1187	1161
Entry HV Adj Factor	0.991	1.000	0.997
Flow Entry, veh/h	330	370	313
Cap Entry, veh/h	1227	1186	1158
V/C Ratio	0.269	0.312	0.270
Control Delay, s/veh	5.4	6.0	5.6
LOS	A	A	A
95th %tile Queue, veh	1	1	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	103	50	84	94	442	82	1222	64	335	1371	121
Future Volume (vph)	222	103	50	84	94	442	82	1222	64	335	1371	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	7.0	7.0	5.6	7.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*0.89	1.00	*0.68	*0.98	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	
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	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1787	1900	1590	1781	1881	1538	1770	3191	1577	2407	5220	
Flt Permitted	0.66	1.00	1.00	0.64	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1247	1900	1590	1205	1881	1538	1770	3191	1577	2407	5220	
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)	239	111	54	90	101	475	88	1314	69	360	1474	130
RTOR Reduction (vph)	0	0	42	0	0	14	0	0	37	0	5	0
Lane Group Flow (vph)	239	111	12	90	101	461	88	1314	32	360	1599	0
Confl. Peds. (#/hr)			3	3			1		1	1		1
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	1%	0%	0%	1%	1%	5%	2%	6%	0%	2%	6%	0%
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		8			4	5	1	6		5	2	
Permitted Phases	8		8	4		4			6			
Actuated Green, G (s)	35.2	35.2	35.2	35.2	35.2	63.3	11.9	72.5	72.5	28.1	88.7	
Effective Green, g (s)	35.2	35.2	35.2	35.2	35.2	63.3	11.9	72.5	72.5	28.1	88.7	
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.41	0.08	0.47	0.47	0.18	0.58	
Clearance Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	7.0	7.0	5.6	7.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.2	1.3	2.7	2.7	1.2	2.7	
Lane Grp Cap (vph)	285	434	363	275	429	688	136	1502	742	439	3006	
v/s Ratio Prot		0.06			0.05	0.12	0.05	c0.41		c0.15	0.31	
v/s Ratio Perm	c0.19		0.01	0.07		0.18			0.02			
v/c Ratio	0.84	0.26	0.03	0.33	0.24	0.67	0.65	0.87	0.04	0.82	0.53	
Uniform Delay, d1	56.7	48.7	46.2	49.5	48.4	36.9	69.0	36.7	22.0	60.5	20.0	
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	18.2	0.1	0.0	0.3	0.1	2.0	7.7	6.0	0.0	11.1	0.2	
Delay (s)	74.9	48.8	46.2	49.8	48.5	38.9	76.7	42.6	22.0	71.6	20.1	
Level of Service	E	D	D	D	D	D	E	D	C	E	C	
Approach Delay (s/veh)		63.9			41.8			43.7			29.6	
Approach LOS		E			D			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	39.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	154.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	88.6%	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)	222	103	50	84	94	442	82	1222	64	335	1371	121
Future Volume (veh/h)	222	103	50	84	94	442	82	1222	64	335	1371	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	1.00	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		1.00
Parking Bus, Adj	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	1885	1900	1900	1885	1885	1826	1870	1811	1900	1870	1811	1900
Adj Flow Rate, veh/h	239	111	54	90	101	475	88	1314	69	360	1474	130
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, %	1	0	0	1	1	5	2	6	0	2	6	0
Cap, veh/h	257	559	473	350	555	702	107	1413	690	388	2615	231
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.06	0.44	0.44	0.16	0.54	0.54
Sat Flow, veh/h	843	1900	1605	1228	1885	1543	1781	3224	1575	2423	4855	428
Grp Volume(v), veh/h	239	111	54	90	101	475	88	1314	69	360	1078	526
Grp Sat Flow(s),veh/h/ln	843	1900	1605	1228	1885	1543	1781	1612	1575	1211	1775	1734
Q Serve(g_s), s	43.2	7.4	4.2	10.1	6.8	41.2	8.3	65.6	4.4	24.9	34.2	34.2
Cycle Q Clear(g_c), s	50.0	7.4	4.2	17.5	6.8	41.2	8.3	65.6	4.4	24.9	34.2	34.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	257	559	473	350	555	702	107	1413	690	388	1912	934
V/C Ratio(X)	0.93	0.20	0.11	0.26	0.18	0.68	0.82	0.93	0.10	0.93	0.56	0.56
Avail Cap(c_a), veh/h	257	559	473	350	555	702	262	1518	742	571	1912	934
HCM Platoon Ratio	1.00	1.00	1.00	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	65.5	44.9	43.8	51.5	44.7	36.5	79.0	45.2	28.0	70.4	26.0	26.0
Incr Delay (d2), s/veh	37.3	0.1	0.0	0.1	0.1	2.1	5.9	10.0	0.1	13.6	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	3.6	1.7	3.2	3.3	16.2	4.0	27.9	1.7	8.5	14.5	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	102.8	45.0	43.8	51.6	44.7	38.7	84.9	55.2	28.1	84.0	26.3	26.7
LnGrp LOS	F	D	D	D	D	D	F	E	C	F	C	C
Approach Vol, veh/h		404			666			1471			1964	
Approach Delay, s/veh		79.0			41.3			55.7			37.0	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	98.5		55.6	32.8	81.5		55.6				
Change Period (Y+Rc), s	5.6	7.0		5.6	5.6	7.0		5.6				
Max Green Setting (Gmax), s	25.0	75.0		35.0	40.0	80.0		50.0				
Max Q Clear Time (g_c+I1), s	10.3	36.2		43.2	26.9	67.6		52.0				
Green Ext Time (p_c), s	0.0	13.7		0.0	0.3	6.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			47.5									
HCM 7th LOS			D									

Notes

User approved pedestrian interval to be less than phase max green.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	48	18	1	34	16	1323	51	26	1452	27
Future Vol, veh/h	11	0	48	18	1	34	16	1323	51	26	1452	27
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	1	0	1
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	130	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	3	0	6	0	0	7	15
Mvmt Flow	12	0	52	20	1	37	17	1438	55	28	1578	29

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	2189	3167	748	1609	0	0	1494	0	0
Stage 1	1502	1502	-	-	-	-	-	-	-
Stage 2	688	1665	-	-	-	-	-	-	-
Critical Hdwy	6.25	6.5	6.96	5.3	-	-	4.1	-	-
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.33	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	55	11	353	201	-	-	455	-	-
Stage 1	171	187	-	-	-	-	-	-	-
Stage 2	435	155	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	44	0	353	201	-	-	455	-	-
Mov Cap-2 Maneuver	112	0	-	-	-	-	-	-	-
Stage 1	145	0	-	-	-	-	-	-	-
Stage 2	408	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	26.44	3.68	0.23
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	39	-	-	112	353	455	-	-
HCM Lane V/C Ratio	0.087	-	-	0.185	0.105	0.062	-	-
HCM Ctrl Dly (s/v)	24.6	3.6	-	44.4	16.4	13.4	-	-
HCM Lane LOS	C	A	-	E	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.6	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	35.7

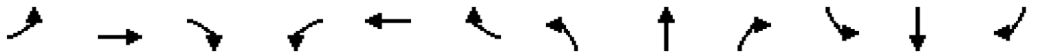
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	35	137	5	4	38	116	1107	36	11	1015	41
Future Vol, veh/h	25	35	137	5	4	38	116	1107	36	11	1015	41
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	4	4	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	115	100	-	-	100	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	0	0	2	13	0	2	2
Mvmt Flow	27	38	149	5	4	41	126	1203	39	12	1103	45

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1986	2629	555	2074	2654	625	1151	0	0	1246	0	0
Stage 1	1130	1130	-	1479	1479	-	-	-	-	-	-	-
Stage 2	856	1499	-	595	1175	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.92	7.5	6.5	6.9	4.1	-	-	4.1	-	-
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	3.5	4	3.31	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	37	~ 24	478	32	23	432	614	-	-	565	-	-
Stage 1	220	281	-	134	191	-	-	-	-	-	-	-
Stage 2	323	187	-	463	268	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 21	~ 19	477	-	18	431	613	-	-	563	-	-
Mov Cap-2 Maneuver	~ 21	~ 19	-	-	18	-	-	-	-	-	-	-
Stage 1	215	274	-	106	151	-	-	-	-	-	-	-
Stage 2	225	148	-	268	261	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 457.22		1.14	0.12
HCM LOS	F	-		

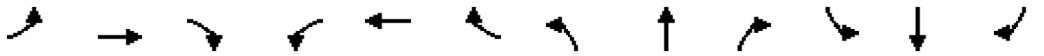
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	613	-	-	19	477	-	135	563	-	-
HCM Lane V/C Ratio	0.206	-	-	3.348	0.312	-	0.338	0.021	-	-
HCM Ctrl Dly (s/v)	12.4	-	-	$ 1464.8	15.9	-	44.7	11.5	-	-
HCM Lane LOS	B	-	-	F	C	-	E	B	-	-
HCM 95th %tile Q(veh)	0.8	-	-	8.6	1.3	-	1.4	0.1	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	225	260	50	176	33	145	1124	47	59	1041	57
Future Volume (vph)	102	225	260	50	176	33	145	1124	47	59	1041	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2	5.2	5.2	5.2		5.2	5.2		5.2	5.2	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	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	0.98		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1881	1615	1703	1820		1787	3517		1752	3510	
Flt Permitted	0.21	1.00	1.00	0.35	1.00		0.12	1.00		0.14	1.00	
Satd. Flow (perm)	400	1881	1615	621	1820		227	3517		261	3510	
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)	116	256	295	57	200	38	165	1277	53	67	1183	65
RTOR Reduction (vph)	0	0	239	0	5	0	0	1	0	0	2	0
Lane Group Flow (vph)	116	256	56	57	233	0	165	1329	0	67	1246	0
Confl. Peds. (#/hr)	2					2	3		2	2		3
Confl. Bikes (#/hr)									2			
Heavy Vehicles (%)	0%	1%	0%	6%	2%	0%	1%	2%	0%	3%	2%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)	39.8	28.7	28.7	30.2	23.9		99.4	89.1		86.1	81.0	
Effective Green, g (s)	39.8	28.7	28.7	30.2	23.9		99.4	89.1		86.1	81.0	
Actuated g/C Ratio	0.27	0.19	0.19	0.20	0.16		0.66	0.59		0.57	0.54	
Clearance Time (s)	5.2	5.2	5.2	5.2	5.2		5.2	5.2		5.2	5.2	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.7		1.0	2.0	
Lane Grp Cap (vph)	210	359	309	170	289		287	2089		200	1895	
v/s Ratio Prot	c0.04	c0.14		0.01	c0.13		c0.05	c0.38		0.01	c0.36	
v/s Ratio Perm	0.11		0.03	0.05			0.33			0.18		
v/c Ratio	0.55	0.71	0.18	0.34	0.81		0.57	0.64		0.34	0.66	
Uniform Delay, d1	44.6	56.8	50.8	49.9	60.8		18.0	19.9		16.8	24.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.94	1.16		1.00	1.00	
Incremental Delay, d2	1.8	5.5	0.1	0.4	14.2		1.5	1.3		0.4	1.8	
Delay (s)	46.4	62.3	50.9	50.3	75.1		18.5	24.3		17.1	26.4	
Level of Service	D	E	D	D	E		B	C		B	C	
Approach Delay (s/veh)		54.5			70.3			23.6			25.9	
Approach LOS		D			E			C			C	

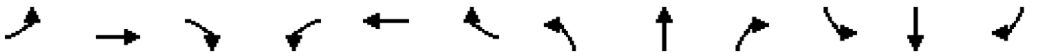
Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	225	260	50	176	33	145	1124	47	59	1041	57
Future Volume (veh/h)	102	225	260	50	176	33	145	1124	47	59	1041	57
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		1.00
Parking Bus, Adj	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	1900	1885	1900	1811	1870	1900	1885	1870	1900	1856	1870	1900
Adj Flow Rate, veh/h	116	256	295	57	200	38	165	1277	53	67	1183	65
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	1	0	6	2	0	1	2	0	3	2	0
Cap, veh/h	217	372	317	171	259	49	297	2069	86	209	1975	108
Arrive On Green	0.06	0.20	0.20	0.04	0.17	0.17	0.02	0.20	0.20	0.03	0.58	0.58
Sat Flow, veh/h	1810	1885	1605	1725	1527	290	1795	3473	144	1767	3425	188
Grp Volume(v), veh/h	116	256	295	57	0	238	165	653	677	67	613	635
Grp Sat Flow(s),veh/h/ln	1810	1885	1605	1725	0	1817	1795	1777	1840	1767	1777	1836
Q Serve(g_s), s	7.8	18.9	27.1	4.1	0.0	18.8	5.5	50.4	50.5	2.3	33.5	33.5
Cycle Q Clear(g_c), s	7.8	18.9	27.1	4.1	0.0	18.8	5.5	50.4	50.5	2.3	33.5	33.5
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.08	1.00		0.10
Lane Grp Cap(c), veh/h	217	372	317	171	0	308	297	1058	1096	209	1025	1059
V/C Ratio(X)	0.54	0.69	0.93	0.33	0.00	0.77	0.56	0.62	0.62	0.32	0.60	0.60
Avail Cap(c_a), veh/h	302	500	426	300	0	482	420	1058	1096	364	1025	1059
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	0.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	55.9	59.2	49.7	0.0	59.5	18.1	44.6	44.6	21.0	20.5	20.5
Incr Delay (d2), s/veh	0.8	1.1	20.0	0.4	0.0	1.6	0.5	2.1	2.0	0.3	2.6	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	3.6	9.1	12.7	1.8	0.0	8.8	2.4	24.7	25.6	0.9	14.3	14.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.4	57.0	79.2	50.1	0.0	61.1	18.6	46.7	46.7	21.4	23.1	23.0
LnGrp LOS	D	E	E	D		E	B	D	D	C	C	C
Approach Vol, veh/h		667			295			1495			1315	
Approach Delay, s/veh		65.3			59.0			43.6			23.0	
Approach LOS		E			E			D			C	

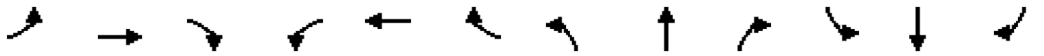
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	91.7	14.9	30.6	9.9	94.6	10.7	34.8
Change Period (Y+Rc), s	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2
Max Green Setting (Gmax), s	17.8	54.8	16.8	39.8	17.8	54.8	16.8	39.8
Max Q Clear Time (g_c+I1), s	7.5	35.5	9.8	20.8	4.3	52.5	6.1	29.1
Green Ext Time (p_c), s	0.0	5.4	0.0	0.4	0.0	1.3	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	41.4
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	331	133	210	363	136	118	991	151	157	1020	174
Future Volume (vph)	190	331	133	210	363	136	118	991	151	157	1020	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
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	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3610	1593	1787	3610	1568	1805	3539	1594	1770	3539	1599
Flt Permitted	0.24	1.00	1.00	0.21	1.00	1.00	0.17	1.00	1.00	0.17	1.00	1.00
Satd. Flow (perm)	444	3610	1593	403	3610	1568	315	3539	1594	318	3539	1599
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)	209	364	146	231	399	149	130	1089	166	173	1121	191
RTOR Reduction (vph)	0	0	128	0	0	101	0	0	77	0	0	88
Lane Group Flow (vph)	209	364	18	231	399	48	130	1089	89	173	1121	103
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)									2			
Heavy Vehicles (%)	3%	0%	0%	1%	0%	3%	0%	2%	0%	2%	2%	1%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	36.3	18.7	18.7	40.1	20.6	20.6	91.3	80.1	80.1	92.7	80.8	80.8
Effective Green, g (s)	36.3	18.7	18.7	40.1	20.6	20.6	91.3	80.1	80.1	92.7	80.8	80.8
Actuated g/C Ratio	0.24	0.12	0.12	0.27	0.14	0.14	0.61	0.53	0.53	0.62	0.54	0.54
Clearance Time (s)	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2
Vehicle Extension (s)	1.3	1.0	1.0	1.3	1.0	1.0	1.3	1.9	1.9	1.2	1.9	1.9
Lane Grp Cap (vph)	260	450	198	287	495	215	302	1889	851	311	1906	861
v/s Ratio Prot	0.09	0.10		c0.10	c0.11		0.03	0.31		c0.04	c0.32	
v/s Ratio Perm	0.10		0.01	0.11		0.03	0.23		0.06	0.30		0.06
v/c Ratio	0.80	0.81	0.09	0.80	0.81	0.22	0.43	0.58	0.10	0.56	0.59	0.12
Uniform Delay, d1	49.4	63.9	58.1	46.9	62.8	57.6	15.9	23.5	17.2	16.2	23.4	17.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.43	0.40	0.07
Incremental Delay, d2	15.5	9.7	0.1	14.2	8.8	0.2	0.4	1.3	0.2	1.0	1.1	0.2
Delay (s)	64.8	73.6	58.2	61.1	71.6	57.8	16.3	24.8	17.5	24.2	10.5	1.5
Level of Service	E	E	E	E	E	E	B	C	B	C	B	A
Approach Delay (s/veh)		67.9			65.8			23.1			10.9	
Approach LOS		E			E			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.8
Intersection Capacity Utilization	74.0%	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 (veh/h)	190	331	133	210	363	136	118	991	151	157	1020	174
Future Volume (veh/h)	190	331	133	210	363	136	118	991	151	157	1020	174
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		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1885	1900	1856	1900	1870	1900	1870	1870	1885
Adj Flow Rate, veh/h	209	364	146	231	399	149	130	1089	166	173	1121	191
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, %	3	0	0	1	0	3	0	2	0	2	2	1
Cap, veh/h	272	434	193	293	467	203	368	2010	899	314	2056	924
Arrive On Green	0.12	0.12	0.12	0.13	0.13	0.13	0.04	0.57	0.57	0.11	1.00	1.00
Sat Flow, veh/h	1767	3610	1606	1795	3610	1569	1810	3554	1590	1781	3554	1598
Grp Volume(v), veh/h	209	364	146	231	399	149	130	1089	166	173	1121	191
Grp Sat Flow(s),veh/h/ln	1767	1805	1606	1795	1805	1569	1810	1777	1590	1781	1777	1598
Q Serve(g_s), s	15.4	14.8	13.2	16.7	16.2	13.7	4.5	28.8	7.6	6.4	0.0	0.0
Cycle Q Clear(g_c), s	15.4	14.8	13.2	16.7	16.2	13.7	4.5	28.8	7.6	6.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	272	434	193	293	467	203	368	2010	899	314	2056	924
V/C Ratio(X)	0.77	0.84	0.76	0.79	0.85	0.73	0.35	0.54	0.18	0.55	0.55	0.21
Avail Cap(c_a), veh/h	423	669	298	430	669	291	546	2010	899	466	2056	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	50.5	64.6	63.9	49.9	63.9	62.8	12.3	20.4	15.8	15.3	0.0	0.0
Incr Delay (d2), s/veh	1.7	3.3	2.3	3.3	5.4	2.5	0.2	1.1	0.5	0.4	0.8	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	7.0	5.5	7.8	7.8	5.6	1.9	12.1	2.9	2.3	0.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.2	67.9	66.1	53.2	69.3	65.3	12.5	21.5	16.2	15.7	0.8	0.4
LnGrp LOS	D	E	E	D	E	E	B	C	B	B	A	A
Approach Vol, veh/h		719			779			1385			1485	
Approach Delay, s/veh		63.0			63.8			20.0			2.5	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	92.0	22.2	24.6	13.2	90.1	23.5	23.2
Change Period (Y+Rc), s	4.7	5.2	4.7	5.2	4.7	5.2	4.7	5.2
Max Green Setting (Gmax), s	21.3	50.8	30.3	27.8	21.3	50.8	30.3	27.8
Max Q Clear Time (g_c+I1), s	6.5	2.0	17.4	18.2	8.4	30.8	18.7	16.8
Green Ext Time (p_c), s	0.1	6.3	0.1	0.8	0.1	5.3	0.1	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	28.9
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	150	223	270	159	38	259
Future Vol, veh/h	150	223	270	159	38	259
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	400	-	125	90	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	1	1	0	1
Mvmt Flow	170	253	307	181	43	294

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	693	312	0	0	493	0
Stage 1	312	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	413	733	-	-	1081	-
Stage 1	747	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	394	730	-	-	1076	-
Mov Cap-2 Maneuver	500	-	-	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.88	0	1.09
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	500	730	1076	-
HCM Lane V/C Ratio	-	-	0.341	0.347	0.04	-
HCM Ctrl Dly (s/v)	-	-	15.9	12.5	8.5	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.5	1.6	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	272	407	3	0	238	140	37	17	11	169	3	237
Future Volume (vph)	272	407	3	0	238	140	37	17	11	169	3	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2			5.2	5.2	5.2	5.2		5.2	5.2	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00	0.97	1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00			1.00	0.85	1.00	0.94		1.00	0.85	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1879			1863	1574	1802	1789		1805	1567	
Flt Permitted	0.32	1.00			1.00	1.00	1.00	1.00		0.50	1.00	
Satd. Flow (perm)	612	1879			1863	1574	1897	1789		950	1567	
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	349	522	4	0	305	179	47	22	14	217	4	304
RTOR Reduction (vph)	0	0	0	0	0	132	0	13	0	0	244	0
Lane Group Flow (vph)	349	526	0	0	305	47	47	23	0	217	64	0
Confl. Peds. (#/hr)	1					1	2					2
Confl. Bikes (#/hr)			2			3						
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	1%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4	6			2		
Actuated Green, G (s)	33.6	33.6			17.0	17.0	5.7	2.8		20.8	12.7	
Effective Green, g (s)	33.6	33.6			17.0	17.0	5.7	2.8		20.8	12.7	
Actuated g/C Ratio	0.52	0.52			0.26	0.26	0.09	0.04		0.32	0.20	
Clearance Time (s)	5.2	5.2			5.2	5.2	5.2	5.2		5.2	5.2	
Vehicle Extension (s)	1.2	2.2			2.2	2.2	1.0	1.0		1.5	1.0	
Lane Grp Cap (vph)	527	974			488	412	162	77		473	307	
v/s Ratio Prot	c0.12	0.28			0.16		0.01	0.01		c0.09	0.04	
v/s Ratio Perm	c0.23					0.03	0.01			c0.06		
v/c Ratio	0.66	0.54			0.63	0.11	0.29	0.29		0.46	0.21	
Uniform Delay, d1	10.4	10.4			21.1	18.2	27.7	30.0		17.1	21.8	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.4	0.4			1.9	0.1	0.4	0.8		0.3	0.1	
Delay (s)	12.8	10.8			23.0	18.2	28.0	30.8		17.4	22.0	
Level of Service	B	B			C	B	C	C		B	C	
Approach Delay (s/veh)		11.6			21.3			29.2			20.1	
Approach LOS		B			C			C			C	

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)	64.8	Sum of lost time (s)	20.8
Intersection Capacity Utilization	64.7%	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 (veh/h)	272	407	3	0	238	140	37	17	11	169	3	237
Future Volume (veh/h)	272	407	3	0	238	140	37	17	11	169	3	237
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		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	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	1900	1885	1900	1900	1870	1900	1900	1900	1900	1900	1900	1885
Adj Flow Rate, veh/h	349	522	4	0	305	179	47	22	14	217	4	304
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	1	0	0	2	0	0	0	0	0	0	1
Cap, veh/h	486	880	7	310	399	334	251	162	103	529	5	367
Arrive On Green	0.17	0.47	0.47	0.00	0.21	0.21	0.04	0.15	0.15	0.13	0.23	0.23
Sat Flow, veh/h	1810	1868	14	1810	1870	1566	1810	1083	689	1810	21	1586
Grp Volume(v), veh/h	349	0	526	0	305	179	47	0	36	217	0	308
Grp Sat Flow(s),veh/h/ln	1810	0	1882	1810	1870	1566	1810	0	1773	1810	0	1606
Q Serve(g_s), s	8.6	0.0	12.7	0.0	9.5	6.3	1.3	0.0	1.1	5.8	0.0	11.3
Cycle Q Clear(g_c), s	8.6	0.0	12.7	0.0	9.5	6.3	1.3	0.0	1.1	5.8	0.0	11.3
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.39	1.00		0.99
Lane Grp Cap(c), veh/h	486	0	887	310	399	334	251	0	265	529	0	372
V/C Ratio(X)	0.72	0.00	0.59	0.00	0.76	0.54	0.19	0.00	0.14	0.41	0.00	0.83
Avail Cap(c_a), veh/h	1051	0	1218	892	908	760	609	0	430	1179	0	780
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.5	0.0	12.0	0.0	22.8	21.6	20.9	0.0	22.8	17.0	0.0	22.6
Incr Delay (d2), s/veh	0.7	0.0	0.3	0.0	1.7	0.7	0.1	0.0	0.1	0.2	0.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	4.4	0.0	4.0	2.2	0.5	0.0	0.4	2.2	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.2	0.0	12.3	0.0	24.5	22.3	21.0	0.0	22.9	17.2	0.0	24.4
LnGrp LOS	B		B		C	C	C		C	B		C
Approach Vol, veh/h		875			484			83			525	
Approach Delay, s/veh		13.5			23.7			21.8			21.4	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	19.5	15.9	18.4	13.0	14.4	0.0	34.3
Change Period (Y+Rc), s	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2
Max Green Setting (Gmax), s	15.0	30.0	30.0	30.0	30.0	15.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	3.3	13.3	10.6	11.5	7.8	3.1	0.0	14.7
Green Ext Time (p_c), s	0.0	0.7	0.2	1.5	0.2	0.0	0.0	2.4

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

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	2	268	4	51	3	127	224	8	5	213	81
Future Vol, veh/h	61	2	268	4	51	3	127	224	8	5	213	81
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
Heavy Vehicles, %	3	0	0	0	0	0	1	0	0	0	1	2
Mvmt Flow	73	2	319	5	61	4	151	267	10	6	254	96
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	15.9	12.3	15.1	20.4
HCM LOS	C	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	7%	100%	0%
Vol Thru, %	0%	97%	0%	1%	88%	0%	72%
Vol Right, %	0%	3%	0%	99%	5%	0%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	232	61	270	58	5	294
LT Vol	127	0	61	0	4	5	0
Through Vol	0	224	0	2	51	0	213
RT Vol	0	8	0	268	3	0	81
Lane Flow Rate	151	276	73	321	69	6	350
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.304	0.512	0.153	0.563	0.15	0.012	0.643
Departure Headway (Hd)	7.227	6.674	7.574	6.303	7.841	7.309	6.618
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	497	541	474	572	457	490	546
Service Time	4.965	4.412	5.309	4.038	5.896	5.047	4.356
HCM Lane V/C Ratio	0.304	0.51	0.154	0.561	0.151	0.012	0.641
HCM Control Delay, s/veh	13.1	16.2	11.7	16.9	12.3	10.1	20.6
HCM Lane LOS	B	C	B	C	B	B	C
HCM 95th-tile Q	1.3	2.9	0.5	3.5	0.5	0	4.5

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	49	42	44	31	2	12	223	53	7	213	13
Future Vol, veh/h	7	49	42	44	31	2	12	223	53	7	213	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	2	5	0	12	0	0	0	0	0	0	0
Mvmt Flow	8	57	49	51	36	2	14	259	62	8	248	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	577	621	255	611	598	291	263	0	0	322	0	0
Stage 1	272	272	-	319	319	-	-	-	-	-	-	-
Stage 2	305	350	-	292	279	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.25	7.1	6.62	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.1	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.1	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.345	3.5	4.108	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	431	403	776	409	403	753	1313	-	-	1249	-	-
Stage 1	739	685	-	697	635	-	-	-	-	-	-	-
Stage 2	709	633	-	720	662	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	384	396	776	323	395	752	1313	-	-	1248	-	-
Mov Cap-2 Maneuver	384	396	-	323	395	-	-	-	-	-	-	-
Stage 1	734	680	-	689	628	-	-	-	-	-	-	-
Stage 2	659	626	-	614	658	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.91	16.76	0.32	0.24
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1313	-	-	384	512	323	407	1248	-	-
HCM Lane V/C Ratio	0.011	-	-	0.021	0.207	0.159	0.094	0.007	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	14.6	13.9	18.3	14.8	7.9	-	-
HCM Lane LOS	A	-	-	B	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.8	0.6	0.3	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	96	23	165	67	19	137
Future Vol, veh/h	96	23	165	67	19	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	1	0	1
Mvmt Flow	108	26	185	75	21	154

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	420	223	0	0	261	0
Stage 1	223	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	594	822	-	-	1315	-
Stage 1	819	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	584	822	-	-	1315	-
Mov Cap-2 Maneuver	584	-	-	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.96	0	0.95
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	584	822	1315	-
HCM Lane V/C Ratio	-	-	0.185	0.031	0.016	-
HCM Ctrl Dly (s/v)	-	-	12.5	9.5	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	0	-

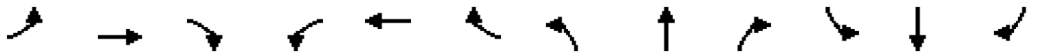
Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	2	4	4	137	1	83	2	117	113	0
Future Vol, veh/h	0	2	2	4	4	137	1	83	2	117	113	0
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	150	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	25	0	0	1	0	2	1	0
Mvmt Flow	0	2	2	4	4	144	1	87	2	123	119	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	458	458	121	458	457	88	120	0	0	89	0	0
Stage 1	366	366	-	91	91	-	-	-	-	-	-	-
Stage 2	92	92	-	367	366	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.75	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.225	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	517	502	936	517	467	975	1480	-	-	1506	-	-
Stage 1	657	626	-	922	777	-	-	-	-	-	-	-
Stage 2	921	823	-	656	584	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	400	461	934	471	429	975	1479	-	-	1506	-	-
Mov Cap-2 Maneuver	400	461	-	471	429	-	-	-	-	-	-	-
Stage 1	603	574	-	921	777	-	-	-	-	-	-	-
Stage 2	780	822	-	599	536	-	-	-	-	-	-	-

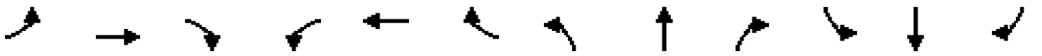
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.88	9.54	0.09	3.87
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1479	-	-	617	449	975	1506	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.019	0.148	0.082	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	10.9	13.2	9.3	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.5	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	2	339	7	3	1	412	1453	21	2	1481	14
Future Volume (vph)	13	2	339	7	3	1	412	1453	21	2	1481	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	8.2		7.0		8.2	7.0		8.0	7.0	
Lane Util. Factor		1.00	1.00		1.00		0.97	0.95		1.00	0.95	
Frt		1.00	0.85		0.99		1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1701	1583		1540		3467	3396		1805	3435	
Flt Permitted		1.00	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1776	1583		1589		3467	3396		1805	3435	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	14	2	361	7	3	1	438	1546	22	2	1576	15
RTOR Reduction (vph)	0	0	65	0	1	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	16	296	0	10	0	438	1567	0	2	1591	0
Heavy Vehicles (%)	8%	0%	2%	0%	33%	100%	1%	6%	11%	0%	5%	0%
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		1.5	16.9		1.5		15.4	63.3		0.8	48.5	
Effective Green, g (s)		1.5	16.9		1.5		15.4	63.3		0.8	48.5	
Actuated g/C Ratio		0.02	0.19		0.02		0.18	0.72		0.01	0.55	
Clearance Time (s)		7.0	8.2		7.0		8.2	7.0		8.0	7.0	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	2.0		1.0	2.0	
Lane Grp Cap (vph)		30	305		27		609	2453		16	1901	
v/s Ratio Prot			c0.17				0.13	0.46		0.00	c0.46	
v/s Ratio Perm		0.01	0.02		0.01							
v/c Ratio		0.53	0.97		0.37		0.72	0.64		0.13	0.84	
Uniform Delay, d1		42.7	35.1		42.6		34.1	6.3		43.1	16.3	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		8.8	42.4		3.1		3.4	0.4		1.3	3.2	
Delay (s)		51.5	77.5		45.7		37.5	6.7		44.3	19.5	
Level of Service		D	E		D		D	A		D	B	
Approach Delay (s/veh)		76.4			45.7			13.4			19.5	
Approach LOS		E			D			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	87.6	Sum of lost time (s)	22.2
Intersection Capacity Utilization	89.2%	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)	13	2	339	7	3	1	412	1453	21	2	1481	14
Future Volume (veh/h)	13	2	339	7	3	1	412	1453	21	2	1481	14
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	1781	1900	1870	1900	1411	418	1885	1811	1737	1900	1826	1900
Adj Flow Rate, veh/h	14	2	361	7	3	1	438	1546	22	2	1576	15
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, %	8	0	2	0	33	100	1	6	11	0	5	0
Cap, veh/h	261	33	468	140	49	13	502	2169	31	5	1693	16
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.14	0.62	0.62	0.00	0.48	0.48
Sat Flow, veh/h	1278	219	1585	536	326	86	3483	3473	49	1810	3521	33
Grp Volume(v), veh/h	16	0	361	11	0	0	438	765	803	2	776	815
Grp Sat Flow(s),veh/h/ln	1497	0	1585	948	0	0	1742	1721	1802	1810	1735	1820
Q Serve(g_s), s	0.1	0.0	15.0	0.0	0.0	0.0	12.2	29.8	29.9	0.1	41.7	41.8
Cycle Q Clear(g_c), s	0.7	0.0	15.0	0.7	0.0	0.0	12.2	29.8	29.9	0.1	41.7	41.8
Prop In Lane	0.87		1.00	0.64		0.09	1.00		0.03	1.00		0.02
Lane Grp Cap(c), veh/h	294	0	468	203	0	0	502	1074	1125	5	834	875
V/C Ratio(X)	0.05	0.00	0.77	0.05	0.00	0.00	0.87	0.71	0.71	0.41	0.93	0.93
Avail Cap(c_a), veh/h	294	0	468	203	0	0	527	1734	1817	456	874	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	31.9	36.0	0.0	0.0	41.6	12.6	12.6	49.4	24.2	24.2
Incr Delay (d2), s/veh	0.0	0.0	7.0	0.0	0.0	0.0	13.6	0.3	0.3	19.0	15.3	15.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	8.6	0.2	0.0	0.0	6.1	10.4	10.9	0.1	19.6	20.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.1	0.0	38.9	36.1	0.0	0.0	55.2	12.9	12.9	68.4	39.5	39.2
LnGrp LOS	D		D	D			E	B	B	E	D	D
Approach Vol, veh/h		377			11			2006			1593	
Approach Delay, s/veh		38.8			36.1			22.2			39.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	68.9		22.0	22.5	54.7		22.0				
Change Period (Y+Rc), s	8.0	7.0		7.0	8.2	7.0		7.0				
Max Green Setting (Gmax), s	25.0	100.0		15.0	15.0	50.0		15.0				
Max Q Clear Time (g_c+I1), s	2.1	31.9		17.0	14.2	43.8		2.7				
Green Ext Time (p_c), s	0.0	10.4		0.0	0.1	3.9		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		30.7
HCM 7th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	187	1238	91	1412	191	175	163	151	122	248
v/c Ratio	0.61	0.68	0.43	0.75	0.47	0.63	0.43	0.44	0.55	0.62
Control Delay (s/veh)	27.6	25.6	19.3	31.1	32.3	54.5	11.0	32.4	56.2	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.6	25.6	19.3	31.1	32.3	54.5	11.0	32.4	56.2	13.4
Queue Length 50th (ft)	60	256	25	273	93	107	0	72	75	0
Queue Length 95th (ft)	159	403	60	420	185	216	63	149	162	79
Internal Link Dist (ft)		1861		1276		1249			573	
Turn Bay Length (ft)	125		125		175		175	150		150
Base Capacity (vph)	430	2222	431	2566	530	671	673	660	872	857
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.56	0.21	0.55	0.36	0.26	0.24	0.23	0.14	0.29

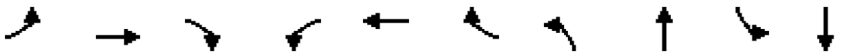
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	719	522	169	188	578	120	226	921	148	803	756
v/c Ratio	0.90	0.47	0.26	0.74	0.87	0.33	0.75	0.79	0.77	0.70	0.96
Control Delay (s/veh)	80.1	49.6	10.9	97.8	86.7	12.0	95.7	63.0	105.1	57.5	46.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	80.1	49.6	10.9	97.8	86.7	12.0	95.7	63.0	105.1	57.5	46.4
Queue Length 50th (ft)	447	277	21	158	359	0	167	509	177	448	461
Queue Length 95th (ft)	#639	393	90	238	467	64	243	665	278	584	#836
Internal Link Dist (ft)		1276			570			1181		608	
Turn Bay Length (ft)	370			260		390	175		175		
Base Capacity (vph)	889	1119	645	580	826	427	497	1257	322	1292	824
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.47	0.26	0.32	0.70	0.28	0.45	0.73	0.46	0.62	0.92

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	110	385	68	43	499	366	86	156	353	220
v/c Ratio	0.32	0.66	0.11	0.14	0.54	0.69	0.25	0.57	0.65	0.38
Control Delay (s/veh)	17.8	31.2	0.4	16.4	27.9	22.2	18.8	41.7	22.9	24.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.8	31.2	0.4	16.4	27.9	22.2	18.8	41.7	22.9	24.2
Queue Length 50th (ft)	30	162	0	11	104	74	24	66	116	76
Queue Length 95th (ft)	79	331	0	37	201	217	62	159	238	169
Internal Link Dist (ft)		839			670			529		2322
Turn Bay Length (ft)	180			135		50	120		115	
Base Capacity (vph)	512	836	778	539	1593	775	567	686	731	950
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.46	0.09	0.08	0.31	0.47	0.15	0.23	0.48	0.23

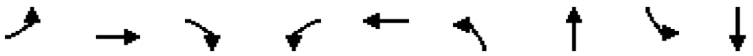
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	239	111	54	90	101	475	88	1314	69	360	1604
v/c Ratio	0.84	0.26	0.13	0.33	0.24	0.68	0.65	0.88	0.09	0.83	0.53
Control Delay (s/veh)	85.0	53.0	2.0	56.3	52.7	37.9	96.6	46.5	4.4	79.4	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	85.0	53.0	2.0	56.3	52.7	37.9	96.6	46.5	4.4	79.4	22.0
Queue Length 50th (ft)	247	98	0	81	89	392	93	664	0	277	325
Queue Length 95th (ft)	386	169	7	148	156	520	172	#1061	26	398	479
Internal Link Dist (ft)		290			2322			704			473
Turn Bay Length (ft)	125		125	200		200	200		200	350	
Base Capacity (vph)	418	637	590	403	630	831	296	1712	882	646	3393
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.17	0.09	0.22	0.16	0.57	0.30	0.77	0.08	0.56	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	256	295	57	238	165	1330	67	1248
v/c Ratio	0.57	0.71	0.54	0.32	0.84	0.57	0.62	0.31	0.65
Control Delay (s/veh)	52.5	68.0	8.7	44.4	84.8	17.8	25.6	15.4	28.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.5	68.0	8.7	44.4	84.8	17.8	25.6	15.4	28.4
Queue Length 50th (ft)	90	241	0	43	224	77	562	21	438
Queue Length 95th (ft)	128	310	68	71	298	71	694	49	643
Internal Link Dist (ft)		501			407		2515		1276
Turn Bay Length (ft)	150			150		175		100	
Base Capacity (vph)	261	499	645	279	487	341	2139	347	1920
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.51	0.46	0.20	0.49	0.48	0.62	0.19	0.65

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	209	364	146	231	399	149	130	1089	166	173	1121	191
v/c Ratio	0.80	0.81	0.45	0.80	0.80	0.47	0.43	0.58	0.18	0.55	0.59	0.20
Control Delay (s/veh)	63.8	77.8	12.6	62.8	75.4	20.5	16.2	27.4	3.9	22.6	11.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.8	77.8	12.6	62.8	75.4	20.5	16.2	27.4	3.9	22.6	11.4	0.6
Queue Length 50th (ft)	166	185	0	185	202	28	46	364	0	31	243	0
Queue Length 95th (ft)	219	234	64	240	254	95	90	563	47	90	398	7
Internal Link Dist (ft)		1507			2291			2578			2515	
Turn Bay Length (ft)	120		250	150		115	220		550	130		430
Base Capacity (vph)	392	669	414	396	669	385	414	1889	928	412	1906	949
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.54	0.35	0.58	0.60	0.39	0.31	0.58	0.18	0.42	0.59	0.20

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	349	526	305	179	47	36	217	308
v/c Ratio	0.65	0.53	0.64	0.32	0.18	0.20	0.49	0.55
Control Delay (s/veh)	16.3	13.5	30.4	4.9	21.6	29.8	23.3	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.3	13.5	30.4	4.9	21.6	29.8	23.3	8.5
Queue Length 50th (ft)	82	138	111	0	12	8	63	1
Queue Length 95th (ft)	141	222	201	20	37	37	133	37
Internal Link Dist (ft)		333	600			432		594
Turn Bay Length (ft)	200				50		115	
Base Capacity (vph)	1010	1351	993	930	565	487	968	975
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.39	0.31	0.19	0.08	0.07	0.22	0.32

Intersection Summary



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	16	361	11	438	1568	2	1591
v/c Ratio	0.07	0.82	0.05	0.62	0.50	0.02	0.84
Control Delay (s/veh)	35.3	38.5	34.1	34.4	4.4	40.5	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.3	38.5	34.1	34.4	4.4	40.5	19.8
Queue Length 50th (ft)	6	121	4	89	0	1	262
Queue Length 95th (ft)	29	244	23	#210	417	8	#578
Internal Link Dist (ft)	1619		1520		1010		2197
Turn Bay Length (ft)		875		730		150	
Base Capacity (vph)	364	441	326	710	3397	616	3436
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.82	0.03	0.62	0.46	0.00	0.46

Intersection Summary

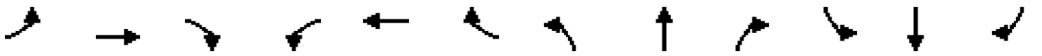
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	71	0	3	39	14	2	2	2	25	5	6
Future Volume (Veh/h)	11	71	0	3	39	14	2	2	2	25	5	6
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	14	93	0	4	51	18	3	3	3	33	7	8
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	69			93			201	198	93	194	189	60
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	69			93			201	198	93	194	189	60
tC, single (s)	4.4			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	99			100			100	100	100	95	99	99
cM capacity (veh/h)	1387			1514			743	692	970	733	700	1011

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	107	73	9	48
Volume Left	14	4	3	33
Volume Right	0	18	3	8
cSH	1387	1514	785	763
Volume to Capacity	0.01	0.00*	0.01	0.06
Queue Length 95th (ft)	1	0	1	5
Control Delay (s/veh)	1.1	0.4	9.6	10.0
Lane LOS	A	A	A	B
Approach Delay (s/veh)	1.1	0.4	9.6	10.0
Approach LOS			A	B

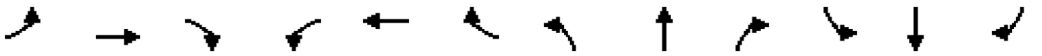
Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	257	951	108	88	965	81	205	184	124	139	106	271
Future Volume (vph)	257	951	108	88	965	81	205	184	124	139	106	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6		5.6	5.6		5.6	5.6	5.6	5.6	5.6	5.6
Lane Util. Factor	1.00	*0.76		1.00	*0.92		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	4070		1787	4951		1804	1900	1593	1804	1900	1577
Flt Permitted	0.11	1.00		0.15	1.00		0.51	1.00	1.00	0.57	1.00	1.00
Satd. Flow (perm)	209	4070		275	4951		977	1900	1593	1074	1900	1577
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	279	1034	117	96	1049	88	223	200	135	151	115	295
RTOR Reduction (vph)	0	6	0	0	6	0	0	0	113	0	0	258
Lane Group Flow (vph)	279	1145	0	96	1131	0	223	200	22	151	115	37
Confl. Peds. (#/hr)							2		2	2		2
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	5%	1%	1%	5%	1%	0%	0%	0%	0%	0%	1%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6		6	2		2
Actuated Green, G (s)	55.6	41.7		39.1	30.8		31.6	16.2	16.2	24.4	12.6	12.6
Effective Green, g (s)	55.6	41.7		39.1	30.8		31.6	16.2	16.2	24.4	12.6	12.6
Actuated g/C Ratio	0.55	0.42		0.39	0.31		0.31	0.16	0.16	0.24	0.13	0.13
Clearance Time (s)	5.6	5.6		5.6	5.6		5.6	5.6	5.6	5.6	5.6	5.6
Vehicle Extension (s)	2.0	2.2		2.0	2.2		1.8	2.0	2.0	1.8	2.0	2.0
Lane Grp Cap (vph)	420	1690		232	1518		434	306	257	346	238	197
v/s Ratio Prot	c0.13	c0.28		0.03	c0.23		c0.08	c0.11		0.05	0.06	
v/s Ratio Perm	0.24			0.13			0.08		0.01	0.05		0.02
v/c Ratio	0.66	0.68		0.41	0.74		0.51	0.65	0.08	0.44	0.48	0.19
Uniform Delay, d1	21.2	23.9		20.1	31.3		27.0	39.5	35.8	31.4	40.9	39.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.1	0.9		0.4	1.8		0.4	3.8	0.1	0.3	0.6	0.2
Delay (s)	24.3	24.8		20.5	33.1		27.4	43.3	35.8	31.7	41.4	39.5
Level of Service	C	C		C	C		C	D	D	C	D	D
Approach Delay (s/veh)		24.7			32.1			35.1			37.8	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.4	Sum of lost time (s)	22.4
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



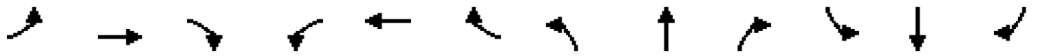
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	951	108	88	965	81	205	184	124	139	106	271
Future Volume (veh/h)	257	951	108	88	965	81	205	184	124	139	106	271
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	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		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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	1900	1826	1885	1885	1826	1885	1900	1900	1900	1900	1900	1885
Adj Flow Rate, veh/h	279	1034	117	96	1049	88	223	200	135	151	115	295
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, %	0	5	1	1	5	1	0	0	0	0	0	1
Cap, veh/h	353	1474	167	248	1377	115	458	477	403	405	415	348
Arrive On Green	0.13	0.36	0.36	0.05	0.29	0.29	0.12	0.25	0.25	0.09	0.22	0.22
Sat Flow, veh/h	1810	4049	457	1795	4719	395	1810	1900	1606	1810	1900	1593
Grp Volume(v), veh/h	279	708	443	96	746	391	223	200	135	151	115	295
Grp Sat Flow(s),veh/h/ln	1810	1388	1731	1795	1680	1755	1810	1900	1606	1810	1900	1593
Q Serve(g_s), s	9.3	19.9	19.9	3.4	18.5	18.5	8.5	8.0	6.3	5.8	4.6	16.2
Cycle Q Clear(g_c), s	9.3	19.9	19.9	3.4	18.5	18.5	8.5	8.0	6.3	5.8	4.6	16.2
Prop In Lane	1.00		0.26	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	353	1010	630	248	980	512	458	477	403	405	415	348
V/C Ratio(X)	0.79	0.70	0.70	0.39	0.76	0.76	0.49	0.42	0.34	0.37	0.28	0.85
Avail Cap(c_a), veh/h	520	1521	949	544	1841	962	939	937	792	747	729	611
HCM Platoon Ratio	1.00	1.00	1.00	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	20.7	24.8	24.8	21.8	29.4	29.4	23.1	28.6	28.0	24.3	29.7	34.2
Incr Delay (d2), s/veh	2.7	0.5	0.8	0.4	0.7	1.3	0.3	0.2	0.2	0.2	0.1	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	6.3	7.9	1.4	7.2	7.6	3.6	3.7	2.4	2.5	2.1	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.5	25.3	25.6	22.2	30.1	30.7	23.4	28.8	28.1	24.5	29.8	36.5
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	D
Approach Vol, veh/h		1430			1233			558			561	
Approach Delay, s/veh		25.0			29.7			26.5			31.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	25.5	17.2	32.2	13.4	28.5	10.6	38.8
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Max Green Setting (Gmax), s	35.0	35.0	20.0	50.0	25.0	45.0	20.0	50.0
Max Q Clear Time (g_c+I1), s	10.5	18.2	11.3	20.5	7.8	10.0	5.4	21.9
Green Ext Time (p_c), s	0.3	0.9	0.3	6.1	0.2	1.0	0.1	6.2

Intersection Summary	
HCM 7th Control Delay, s/veh	27.8
HCM 7th LOS	C

Notes

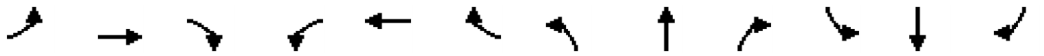
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	598	419	171	232	475	124	243	689	115	131	662	595
Future Volume (vph)	598	419	171	232	475	124	243	689	115	131	662	595
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7		5.7	5.7	5.7
Lane Util. Factor	*0.93	*0.90	1.00	*0.71	*0.92	1.00	*0.78	*0.94		1.00	*0.93	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.95
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	0.98		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)	3109	3420	1591	2563	3461	1513	2761	3429		1787	3499	1456
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3109	3420	1591	2563	3461	1513	2761	3429		1787	3499	1456
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)	610	428	174	237	485	127	248	703	117	134	676	607
RTOR Reduction (vph)	0	0	122	0	0	103	0	6	0	0	0	335
Lane Group Flow (vph)	610	428	52	237	485	24	248	814	0	134	676	272
Confl. Peds. (#/hr)	3		2	2		3	32		2	2		32
Heavy Vehicles (%)	8%	0%	0%	0%	1%	5%	2%	2%	0%	1%	1%	5%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						2
Actuated Green, G (s)	35.4	43.0	43.0	19.7	27.3	27.3	19.2	42.8		16.8	40.4	40.4
Effective Green, g (s)	35.4	43.0	43.0	19.7	27.3	27.3	19.2	42.8		16.8	40.4	40.4
Actuated g/C Ratio	0.24	0.30	0.30	0.14	0.19	0.19	0.13	0.29		0.12	0.28	0.28
Clearance Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7		5.7	5.7	5.7
Vehicle Extension (s)	1.5	1.8	1.8	1.8	1.5	1.5	1.8	1.5		1.8	1.5	1.5
Lane Grp Cap (vph)	758	1013	471	347	651	284	365	1011		206	974	405
v/s Ratio Prot	c0.20	0.13		0.09	c0.14		c0.09	c0.24		0.07	0.19	
v/s Ratio Perm			0.03			0.02						0.19
v/c Ratio	0.80	0.42	0.11	0.68	0.75	0.08	0.68	0.80		0.65	0.69	0.67
Uniform Delay, d1	51.6	41.1	37.1	59.7	55.6	48.6	60.0	47.3		61.3	46.8	46.5
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	5.9	0.1	0.0	4.4	4.1	0.0	3.9	4.5		5.5	1.7	3.4
Delay (s)	57.5	41.2	37.2	64.1	59.7	48.6	63.9	51.8		66.8	48.6	49.9
Level of Service	E	D	D	E	E	D	E	D		E	D	D
Approach Delay (s/veh)		48.8			59.3			54.6			50.9	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	52.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	145.1	Sum of lost time (s)	22.8
Intersection Capacity Utilization	81.7%	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)	598	419	171	232	475	124	243	689	115	131	662	595
Future Volume (veh/h)	598	419	171	232	475	124	243	689	115	131	662	595
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	1781	1900	1900	1900	1885	1826	1870	1870	1900	1885	1885	1826
Adj Flow Rate, veh/h	610	428	0	237	485	0	248	703	0	134	676	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	8	0	0	0	1	5	2	2	0	1	1	5
Cap, veh/h	678	964		290	623		305	1037		165	971	
Arrive On Green	0.21	0.28	0.00	0.11	0.18	0.00	0.11	0.30	0.00	0.09	0.28	0.00
Sat Flow, veh/h	3156	3420	1610	2570	3469	1547	2779	3628	0	1795	3506	1547
Grp Volume(v), veh/h	610	428	0	237	485	0	248	703	0	134	676	0
Grp Sat Flow(s),veh/h/ln	1578	1710	1610	1285	1734	1547	1389	1758	0	1795	1753	1547
Q Serve(g_s), s	19.6	10.7	0.0	9.4	13.9	0.0	9.1	18.4	0.0	7.6	18.0	0.0
Cycle Q Clear(g_c), s	19.6	10.7	0.0	9.4	13.9	0.0	9.1	18.4	0.0	7.6	18.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	678	964		290	623		305	1037		165	971	
V/C Ratio(X)	0.90	0.44		0.82	0.78		0.81	0.68		0.81	0.70	
Avail Cap(c_a), veh/h	1512	1475		985	1330		799	2022		602	2016	
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.9	30.8	0.0	45.2	40.8	0.0	45.4	32.4	0.0	46.5	33.8	0.0
Incr Delay (d2), s/veh	1.8	0.1	0.0	2.2	0.8	0.0	2.0	0.3	0.0	3.6	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	4.4	0.0	3.1	6.0	0.0	3.2	7.7	0.0	3.5	7.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.7	30.9	0.0	47.4	41.6	0.0	47.4	32.7	0.0	50.1	34.1	0.0
LnGrp LOS	D	C		D	D		D	C		D	C	
Approach Vol, veh/h		1038			722			951			810	
Approach Delay, s/veh		37.2			43.5			36.5			36.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	34.6	28.1	24.5	15.3	36.5	17.5	35.1
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green Setting (Gmax), s	30.0	60.0	50.0	40.0	35.0	60.0	40.0	45.0
Max Q Clear Time (g_c+I1), s	11.1	20.0	21.6	15.9	9.6	20.4	11.4	12.7
Green Ext Time (p_c), s	0.4	2.4	0.8	1.7	0.1	2.7	0.4	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	38.2
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	81	582	3	6	610	21	9	2	1	14	1	160
Future Vol, veh/h	81	582	3	6	610	21	9	2	1	14	1	160
Conflicting Peds, #/hr	0	0	0	0	0	0	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	50	-	-	50	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	2	0	0	0	0	7	0	0
Mvmt Flow	87	626	3	6	656	23	10	2	1	15	1	172

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	678	0	0	629	0	0	1143	1493	315	1168	1483	339
Stage 1	-	-	-	-	-	-	802	802	-	680	680	-
Stage 2	-	-	-	-	-	-	341	691	-	488	803	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.64	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.64	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.64	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.57	4	3.3
Pot Cap-1 Maneuver	923	-	-	963	-	-	157	124	687	143	126	662
Stage 1	-	-	-	-	-	-	348	399	-	395	454	-
Stage 2	-	-	-	-	-	-	653	448	-	517	399	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	923	-	-	963	-	-	104	112	687	127	113	662
Mov Cap-2 Maneuver	-	-	-	-	-	-	206	215	-	251	232	-
Stage 1	-	-	-	-	-	-	315	362	-	393	451	-
Stage 2	-	-	-	-	-	-	479	445	-	465	361	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.13	0.08	22.32	13.02
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	221	923	-	-	963	-	-	249	662
HCM Lane V/C Ratio	0.058	0.094	-	-	0.007	-	-	0.065	0.26
HCM Ctrl Dly (s/v)	22.3	9.3	-	-	8.8	-	-	20.4	12.3
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	0.2	1

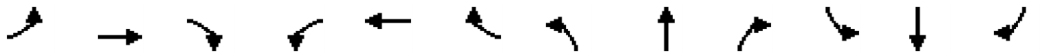
Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	73	433	74	12	509	43	61	33	49	16	10	63
Future Vol, veh/h	73	433	74	12	509	43	61	33	49	16	10	63
Conflicting Peds, #/hr	0	0	0	0	0	0	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	200	-	-	150	-	-	150	-	-	-	-	0
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	1	0	2	0	0	0	0	0	0	2
Mvmt Flow	78	461	79	13	541	46	65	35	52	17	11	67

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	587	0	0	539	0	0	957	1268	270	993	1285	294
Stage 1	-	-	-	-	-	-	655	655	-	590	590	-
Stage 2	-	-	-	-	-	-	302	613	-	403	695	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.94
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	3.32
Pot Cap-1 Maneuver	998	-	-	1039	-	-	215	170	734	203	166	703
Stage 1	-	-	-	-	-	-	426	466	-	466	498	-
Stage 2	-	-	-	-	-	-	688	487	-	600	447	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	998	-	-	1039	-	-	166	155	734	135	151	703
Mov Cap-2 Maneuver	-	-	-	-	-	-	166	155	-	135	151	-
Stage 1	-	-	-	-	-	-	393	429	-	460	492	-
Stage 2	-	-	-	-	-	-	602	481	-	472	412	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.12	0.18	29.91	18.25
HCM LOS			D	C

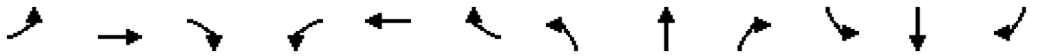
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	166	293	998	-	-	1039	-	-	141	703
HCM Lane V/C Ratio	0.391	0.298	0.078	-	-	0.012	-	-	0.196	0.095
HCM Ctrl Dly (s/v)	40	22.4	8.9	-	-	8.5	-	-	36.6	10.7
HCM Lane LOS	E	C	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	1.7	1.2	0.3	-	-	0	-	-	0.7	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	271	52	41	383	256	81	131	29	256	150	89
Future Volume (vph)	112	271	52	41	383	256	81	131	29	256	150	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6		5.6	5.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	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	0.97		1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1881	1615	1805	3539	1599	1787	1818		1770	1772	
Flt Permitted	0.40	1.00	1.00	0.55	1.00	1.00	0.60	1.00		0.45	1.00	
Satd. Flow (perm)	759	1881	1615	1038	3539	1599	1134	1818		834	1772	
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)	118	285	55	43	403	269	85	138	31	269	158	94
RTOR Reduction (vph)	0	0	41	0	0	139	0	7	0	0	19	0
Lane Group Flow (vph)	118	285	14	43	403	130	85	162	0	269	233	0
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	1%	2%	0%	2%	0%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Actuated Green, G (s)	22.9	17.2	17.2	17.7	14.6	14.6	17.2	12.4		28.8	18.4	
Effective Green, g (s)	22.9	17.2	17.2	17.7	14.6	14.6	17.2	12.4		28.8	18.4	
Actuated g/C Ratio	0.35	0.26	0.26	0.27	0.22	0.22	0.26	0.19		0.44	0.28	
Clearance Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6		5.6	5.6	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.0	1.5		1.5	1.5	
Lane Grp Cap (vph)	354	490	421	314	784	354	343	342		517	494	
v/s Ratio Prot	c0.03	c0.15		0.01	0.11		0.02	0.09		c0.09	0.13	
v/s Ratio Perm	0.09		0.01	0.03		0.08	0.05			c0.14		
v/c Ratio	0.33	0.58	0.03	0.14	0.51	0.37	0.25	0.47		0.52	0.47	
Uniform Delay, d1	15.1	21.2	18.2	18.1	22.5	21.7	18.9	23.8		12.6	19.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	1.1	0.0	0.1	0.2	0.2	0.1	0.4		0.4	0.3	
Delay (s)	15.3	22.4	18.2	18.1	22.8	22.0	19.0	24.2		13.1	20.0	
Level of Service	B	C	B	B	C	C	B	C		B	B	
Approach Delay (s/veh)		20.0			22.2			22.5			16.4	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	65.9	Sum of lost time (s)	22.4
Intersection Capacity Utilization	59.9%	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 (veh/h)	112	271	52	41	383	256	81	131	29	256	150	89
Future Volume (veh/h)	112	271	52	41	383	256	81	131	29	256	150	89
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	1900	1885	1900	1900	1870	1885	1885	1870	1900	1870	1900	1870
Adj Flow Rate, veh/h	118	285	55	43	403	269	85	138	31	269	158	94
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, %	0	1	0	0	2	1	1	2	0	2	0	2
Cap, veh/h	368	492	421	346	815	366	358	196	44	465	250	149
Arrive On Green	0.08	0.26	0.26	0.04	0.23	0.23	0.07	0.13	0.13	0.16	0.23	0.23
Sat Flow, veh/h	1810	1885	1610	1810	3554	1598	1795	1478	332	1781	1110	661
Grp Volume(v), veh/h	118	285	55	43	403	269	85	0	169	269	0	252
Grp Sat Flow(s),veh/h/ln	1810	1885	1610	1810	1777	1598	1795	0	1811	1781	0	1771
Q Serve(g_s), s	2.7	7.3	1.4	1.0	5.5	8.7	2.2	0.0	5.0	6.7	0.0	7.1
Cycle Q Clear(g_c), s	2.7	7.3	1.4	1.0	5.5	8.7	2.2	0.0	5.0	6.7	0.0	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		0.37
Lane Grp Cap(c), veh/h	368	492	421	346	815	366	358	0	240	465	0	399
V/C Ratio(X)	0.32	0.58	0.13	0.12	0.49	0.73	0.24	0.00	0.70	0.58	0.00	0.63
Avail Cap(c_a), veh/h	721	1020	871	756	1923	864	726	0	816	986	0	1150
HCM Platoon Ratio	1.00	1.00	1.00	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	14.6	17.8	15.7	15.3	18.6	19.8	18.7	0.0	23.0	15.6	0.0	19.4
Incr Delay (d2), s/veh	0.2	0.4	0.1	0.1	0.2	1.1	0.1	0.0	1.4	0.4	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.8	0.5	0.4	2.0	3.0	0.9	0.0	2.0	2.5	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.8	18.2	15.7	15.4	18.7	20.9	18.9	0.0	24.4	16.1	0.0	20.0
LnGrp LOS	B	B	B	B	B	C	B		C	B		C
Approach Vol, veh/h		458			715			254			521	
Approach Delay, s/veh		17.1			19.3			22.6			18.0	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	18.3	14.4	13.0	8.0	20.1	9.2	18.1
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Max Green Setting (Gmax), s	15.0	30.0	25.0	25.0	15.0	30.0	15.0	36.0
Max Q Clear Time (g_c+I1), s	4.7	10.7	8.7	7.0	3.0	9.3	4.2	9.1
Green Ext Time (p_c), s	0.1	2.1	0.2	0.4	0.0	1.0	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	18.9
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	253	57	47	239	2	61	0	88	3	2	6
Future Vol, veh/h	7	253	57	47	239	2	61	0	88	3	2	6
Conflicting Peds, #/hr	2	0	0	0	0	2	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	75	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	1	0	0	0	1	0	0	0
Mvmt Flow	8	275	62	51	260	2	66	0	96	3	2	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	264	0	0	337	0	0	684	687	306	655	717	263
Stage 1	-	-	-	-	-	-	321	321	-	365	365	-
Stage 2	-	-	-	-	-	-	363	366	-	290	352	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.21	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.309	3.5	4	3.3
Pot Cap-1 Maneuver	1312	-	-	1234	-	-	365	372	736	382	358	781
Stage 1	-	-	-	-	-	-	695	655	-	658	627	-
Stage 2	-	-	-	-	-	-	660	626	-	722	635	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1309	-	-	1234	-	-	343	354	736	316	340	779
Mov Cap-2 Maneuver	-	-	-	-	-	-	343	354	-	316	340	-
Stage 1	-	-	-	-	-	-	691	651	-	630	600	-
Stage 2	-	-	-	-	-	-	625	599	-	624	631	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	1.31	15.58	12.74
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	501	1309	-	-	1234	-	-	477
HCM Lane V/C Ratio	0.323	0.006	-	-	0.041	-	-	0.025
HCM Ctrl Dly (s/v)	15.6	7.8	-	-	8	-	-	12.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.4	0	-	-	0.1	-	-	0.1

Intersection	
Intersection Delay, s/veh	14
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	285	32	86	241	20	23	32	122	17	22	18
Future Vol, veh/h	23	285	32	86	241	20	23	32	122	17	22	18
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
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	24	300	34	91	254	21	24	34	128	18	23	19
Number of Lanes	1	1	0	1	1	0	1	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	1	2	2
HCM Control Delay, s/veh	16.6	13.7	10.3	11
HCM LOS	C	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	30%
Vol Thru, %	0%	100%	0%	0%	90%	0%	92%	39%
Vol Right, %	0%	0%	100%	0%	10%	0%	8%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	32	122	23	317	86	261	57
LT Vol	23	0	0	23	0	86	0	17
Through Vol	0	32	0	0	285	0	241	22
RT Vol	0	0	122	0	32	0	20	18
Lane Flow Rate	24	34	128	24	334	91	275	60
Geometry Grp	5	5	5	6	6	6	6	6
Degree of Util (X)	0.048	0.062	0.213	0.046	0.576	0.17	0.476	0.121
Departure Headway (Hd)	7.185	6.677	5.966	6.774	6.214	6.78	6.238	7.249
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	497	534	598	527	577	528	577	491
Service Time	4.952	4.443	3.732	4.532	3.973	4.54	3.997	5.035
HCM Lane V/C Ratio	0.048	0.064	0.214	0.046	0.579	0.172	0.477	0.122
HCM Control Delay, s/veh	10.3	9.9	10.4	9.9	17.1	10.9	14.6	11
HCM Lane LOS	B	A	B	A	C	B	B	B
HCM 95th-tile Q	0.2	0.2	0.8	0.1	3.6	0.6	2.6	0.4

Intersection	
Int Delay, s/veh	26.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	3	192	7	2	33	142	1172	79	25	1222	63
Future Vol, veh/h	22	3	192	7	2	33	142	1172	79	25	1222	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	75	-	-	-	-	0	150	-	300	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	4	4	0
Mvmt Flow	23	3	202	7	2	35	149	1234	83	26	1286	66

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2289	2905	676	2101	2938	617	1353	0	-	1234	0	0
Stage 1	1372	1372	-	1533	1533	-	-	-	-	-	-	-
Stage 2	917	1533	-	569	1405	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.95	6.5	6.9	5.3	-	-	4.18	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.65	4	3.3	3.1	-	-	2.24	-	-
Pot Cap-1 Maneuver	31	16	343	41	15	438	268	-	0	550	-	-
Stage 1	113	216	-	122	180	-	-	-	0	-	-	-
Stage 2	289	180	-	450	208	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	~ 10	7	343	~ 5	6	438	268	-	-	550	-	-
Mov Cap-2 Maneuver	~ 10	7	-	~ 5	6	-	-	-	-	-	-	-
Stage 1	108	205	-	54	80	-	-	-	-	-	-	-
Stage 2	115	80	-	173	198	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	256.95	$ 348.35	3.68	0.23
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	268	-	10	194	5	438	550	-	-
HCM Lane V/C Ratio	0.557	-	2.353	1.058	1.743	0.079	0.048	-	-
HCM Ctrl Dly (s/v)	34.1	$	1368.1	131.$	1574.5	13.9	11.9	-	-
HCM Lane LOS	D	-	F	F	F	B	B	-	-
HCM 95th %tile Q(veh)	3.1	-	3.9	9.5	2.2	0.3	0.2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	7.0
Intersection LOS	A

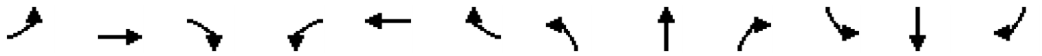
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	519	405	336
Demand Flow Rate, veh/h	522	405	343
Vehicles Circulating, veh/h	89	233	261
Vehicles Exiting, veh/h	549	371	350
Ped Vol Crossing Leg, #/h	0	1	2
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.0	7.1	6.8
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	R	TR	LT
Assumed Moves	R	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	522	405	343
Cap Entry Lane, veh/h	1260	1088	1057
Entry HV Adj Factor	0.994	1.000	0.980
Flow Entry, veh/h	519	405	336
Cap Entry, veh/h	1253	1088	1036
V/C Ratio	0.414	0.372	0.324
Control Delay, s/veh	7.0	7.1	6.8
LOS	A	A	A
95th %tile Queue, veh	2	2	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	175	66	128	166	256	110	940	114	310	1083	188
Future Volume (vph)	250	175	66	128	166	256	110	940	114	310	1083	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	7.0	7.0	5.6	7.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*0.87	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	
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	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1900	1590	1765	1900	1583	1805	3119	1554	3433	4858	
Flt Permitted	0.60	1.00	1.00	0.59	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1117	1900	1590	1092	1900	1583	1805	3119	1554	3433	4858	
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)	260	182	69	133	173	267	115	979	119	323	1128	196
RTOR Reduction (vph)	0	0	44	0	0	24	0	0	50	0	15	0
Lane Group Flow (vph)	260	182	25	133	173	243	115	979	69	323	1309	0
Confl. Peds. (#/hr)			3	3					7	7		
Heavy Vehicles (%)	2%	0%	0%	2%	0%	2%	0%	6%	0%	2%	5%	1%
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		8			4	5	1	6		5	2	
Permitted Phases	8		8	4		4			6			
Actuated Green, G (s)	47.6	47.6	47.6	47.6	47.6	64.9	13.0	50.6	50.6	17.3	54.9	
Effective Green, g (s)	47.6	47.6	47.6	47.6	47.6	64.9	13.0	50.6	50.6	17.3	54.9	
Actuated g/C Ratio	0.36	0.36	0.36	0.36	0.36	0.49	0.10	0.38	0.38	0.13	0.41	
Clearance Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	7.0	7.0	5.6	7.0	
Vehicle Extension (s)	2.0	2.0	2.0	1.3	1.3	1.2	1.3	2.7	2.7	1.2	2.7	
Lane Grp Cap (vph)	397	676	566	388	676	834	175	1180	588	444	1994	
v/s Ratio Prot		0.10			0.09	0.04	0.06	c0.31		c0.09	c0.27	
v/s Ratio Perm	c0.23		0.02	0.12		0.12			0.04			
v/c Ratio	0.65	0.27	0.04	0.34	0.26	0.29	0.66	0.83	0.12	0.73	0.66	
Uniform Delay, d1	36.2	30.7	28.2	31.6	30.5	20.6	58.2	37.6	27.0	55.9	31.8	
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	3.0	0.1	0.0	0.2	0.1	0.1	6.6	4.9	0.1	5.0	0.7	
Delay (s)	39.1	30.7	28.2	31.8	30.6	20.7	64.8	42.6	27.1	60.9	32.5	
Level of Service	D	C	C	C	C	C	E	D	C	E	C	
Approach Delay (s/veh)		34.7			26.2			43.1			38.1	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	133.7	Sum of lost time (s)	18.2
Intersection Capacity Utilization	77.2%	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)	250	175	66	128	166	256	110	940	114	310	1083	188
Future Volume (veh/h)	250	175	66	128	166	256	110	940	114	310	1083	188
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		0.99	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	1870	1900	1900	1870	1900	1870	1900	1811	1900	1870	1826	1885
Adj Flow Rate, veh/h	260	182	69	133	173	267	115	979	119	323	1128	196
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	0	2	0	2	0	6	0	2	5	1
Cap, veh/h	343	683	577	391	683	745	142	1167	591	385	1721	299
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.08	0.37	0.37	0.11	0.40	0.40
Sat Flow, veh/h	948	1900	1606	1127	1900	1581	1810	3151	1595	3456	4267	741
Grp Volume(v), veh/h	260	182	69	133	173	267	115	979	119	323	878	446
Grp Sat Flow(s),veh/h/ln	948	1900	1606	1127	1900	1581	1810	1576	1595	1728	1662	1685
Q Serve(g_s), s	30.5	7.8	3.3	10.9	7.4	12.3	7.2	32.6	5.8	10.5	24.6	24.6
Cycle Q Clear(g_c), s	37.9	7.8	3.3	18.7	7.4	12.3	7.2	32.6	5.8	10.5	24.6	24.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	343	683	577	391	683	745	142	1167	591	385	1341	680
V/C Ratio(X)	0.76	0.27	0.12	0.34	0.25	0.36	0.81	0.84	0.20	0.84	0.66	0.66
Avail Cap(c_a), veh/h	415	828	700	391	683	745	394	2197	1112	1205	2172	1101
HCM Platoon Ratio	1.00	1.00	1.00	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	26.0	24.6	32.6	25.9	19.3	52.0	33.0	24.6	50.0	27.7	27.8
Incr Delay (d2), s/veh	4.9	0.1	0.0	0.2	0.1	0.1	4.1	1.5	0.1	1.9	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	3.6	1.3	3.0	3.3	4.6	3.4	12.3	2.2	4.6	9.6	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.2	26.1	24.6	32.8	26.0	19.4	56.2	34.4	24.7	51.9	28.2	28.7
LnGrp LOS	D	C	C	C	C	B	E	C	C	D	C	C
Approach Vol, veh/h		511			573			1213			1647	
Approach Delay, s/veh		35.1			24.5			35.5			33.0	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	53.3		46.8	18.4	49.5		46.8				
Change Period (Y+Rc), s	5.6	7.0		5.6	5.6	7.0		5.6				
Max Green Setting (Gmax), s	25.0	75.0		35.0	40.0	80.0		50.0				
Max Q Clear Time (g_c+I1), s	9.2	26.6		20.7	12.5	34.6		39.9				
Green Ext Time (p_c), s	0.1	10.7		0.8	0.3	7.9		1.3				

Intersection Summary		
HCM 7th Control Delay, s/veh		32.8
HCM 7th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved changes to right turn type.

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	3	0	74	13	2	44	52	1130	70	28	1211	21
Future Vol, veh/h	3	0	74	13	2	44	52	1130	70	28	1211	21
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	2	2	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	130	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	2	0	5	1	0	5	0
Mvmt Flow	3	0	78	14	2	46	55	1189	74	29	1275	22

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1907	2694	636	1297	0	0	1265	0	0
Stage 1	1338	1338	-	-	-	-	-	-	-
Stage 2	569	1356	-	-	-	-	-	-	-
Critical Hdwy	6.25	6.5	6.94	5.3	-	-	4.1	-	-
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.32	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	81	22	421	286	-	-	556	-	-
Stage 1	209	224	-	-	-	-	-	-	-
Stage 2	503	220	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	54	0	419	286	-	-	555	-	-
Mov Cap-2 Maneuver	117	0	-	-	-	-	-	-	-
Stage 1	146	0	-	-	-	-	-	-	-
Stage 2	476	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.25	5.9	0.26
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	138	-	-	117	419	555	-	-
HCM Lane V/C Ratio	0.192	-	-	0.135	0.11	0.053	-	-
HCM Ctrl Dly (s/v)	20.6	5.6	-	40.6	14.7	11.8	-	-
HCM Lane LOS	C	A	-	E	B	B	-	-
HCM 95th %tile Q(veh)	0.7	-	-	0.5	0.4	0.2	-	-

Intersection	
Int Delay, s/veh	9.2

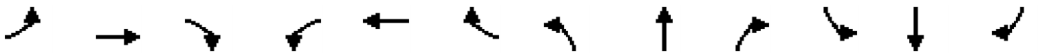
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	5	168	4	8	24	146	1125	16	29	941	73
Future Vol, veh/h	21	5	168	4	8	24	146	1125	16	29	941	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	115	100	-	-	100	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	1
Mvmt Flow	21	5	171	4	8	24	149	1148	16	30	960	74

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1895	2482	480	1996	2548	582	1035	0	0	1164	0	0
Stage 1	1019	1019	-	1454	1454	-	-	-	-	-	-	-
Stage 2	876	1462	-	542	1094	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	43	30	537	36	27	461	680	-	-	607	-	-
Stage 1	257	317	-	139	197	-	-	-	-	-	-	-
Stage 2	314	195	-	497	292	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 20	22	537	15	20	461	680	-	-	607	-	-
Mov Cap-2 Maneuver	~ 20	22	-	15	20	-	-	-	-	-	-	-
Stage 1	245	301	-	109	154	-	-	-	-	-	-	-
Stage 2	220	152	-	317	278	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	88.79	117.1	1.34	0.31
HCM LOS	F	F		

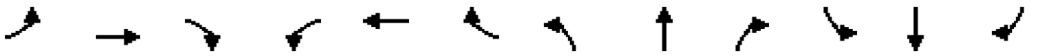
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	680	-	-	21	537	15	71	607	-	-
HCM Lane V/C Ratio	0.219	-	-	1.284	0.319	0.27	0.457	0.049	-	-
HCM Ctrl Dly (s/v)	11.8	-	-	$ 566.8	14.8	$ 315.7	92.3	11.2	-	-
HCM Lane LOS	B	-	-	F	B	F	F	B	-	-
HCM 95th %tile Q(veh)	0.8	-	-	3.5	1.4	0.7	1.8	0.2	-	-

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 (vph)	78	131	176	58	121	51	116	1116	87	63	995	39
Future Volume (vph)	78	131	176	58	121	51	116	1116	87	63	995	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2	5.2	5.2	5.2		5.2	5.2		5.2	5.2	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	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	0.96		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1751	1900	1599	1805	1794		1787	3498		1805	3548	
Flt Permitted	0.29	1.00	1.00	0.58	1.00		0.18	1.00		0.16	1.00	
Satd. Flow (perm)	533	1900	1599	1104	1794		332	3498		298	3548	
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)	84	141	189	62	130	55	125	1200	94	68	1070	42
RTOR Reduction (vph)	0	0	161	0	13	0	0	2	0	0	1	0
Lane Group Flow (vph)	84	141	28	62	172	0	125	1292	0	68	1111	0
Confl. Peds. (#/hr)	3					3	2					2
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	3%	0%	1%	0%	1%	0%	1%	2%	1%	0%	1%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)	29.7	20.7	20.7	24.5	18.1		96.9	87.5		87.3	82.7	
Effective Green, g (s)	29.7	20.7	20.7	24.5	18.1		96.9	87.5		87.3	82.7	
Actuated g/C Ratio	0.21	0.15	0.15	0.18	0.13		0.69	0.63		0.62	0.59	
Clearance Time (s)	5.2	5.2	5.2	5.2	5.2		5.2	5.2		5.2	5.2	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.7		1.0	1.7	
Lane Grp Cap (vph)	191	280	236	225	231		327	2186		235	2095	
v/s Ratio Prot	c0.03	c0.07		0.01	c0.10		c0.03	c0.37		0.01	0.31	
v/s Ratio Perm	0.06		0.02	0.04			0.24			0.17		
v/c Ratio	0.44	0.50	0.12	0.28	0.74		0.38	0.59		0.29	0.53	
Uniform Delay, d1	46.1	54.9	51.7	49.4	58.7		10.7	15.6		12.4	17.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.82	0.61		1.00	1.00	
Incremental Delay, d2	0.6	0.5	0.1	0.2	10.8		0.2	1.0		0.2	1.0	
Delay (s)	46.7	55.4	51.8	49.6	69.5		9.1	10.6		12.6	18.0	
Level of Service	D	E	D	D	E		A	B		B	B	
Approach Delay (s/veh)		52.0			64.5			10.5			17.7	
Approach LOS		D			E			B			B	

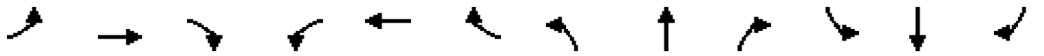
Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	131	176	58	121	51	116	1116	87	63	995	39
Future Volume (veh/h)	78	131	176	58	121	51	116	1116	87	63	995	39
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		0.98	1.00		1.00
Parking Bus, Adj	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	1856	1900	1885	1900	1885	1900	1885	1870	1885	1900	1885	1856
Adj Flow Rate, veh/h	84	141	189	62	130	55	125	1200	94	68	1070	42
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, %	3	0	1	0	1	0	1	2	1	0	1	3
Cap, veh/h	181	273	228	203	164	69	361	2115	165	383	2206	87
Arrive On Green	0.05	0.14	0.14	0.04	0.13	0.13	0.08	1.00	1.00	0.03	0.63	0.63
Sat Flow, veh/h	1767	1900	1588	1810	1255	531	1795	3333	261	1810	3513	138
Grp Volume(v), veh/h	84	141	189	62	0	185	125	639	655	68	545	567
Grp Sat Flow(s),veh/h/ln	1767	1900	1588	1810	0	1785	1795	1777	1816	1810	1791	1860
Q Serve(g_s), s	5.7	9.6	16.2	4.1	0.0	14.1	3.6	0.0	0.0	1.9	22.8	22.8
Cycle Q Clear(g_c), s	5.7	9.6	16.2	4.1	0.0	14.1	3.6	0.0	0.0	1.9	22.8	22.8
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.14	1.00		0.07
Lane Grp Cap(c), veh/h	181	273	228	203	0	233	361	1128	1153	383	1125	1168
V/C Ratio(X)	0.46	0.52	0.83	0.30	0.00	0.79	0.35	0.57	0.57	0.18	0.48	0.49
Avail Cap(c_a), veh/h	274	540	451	322	0	508	492	1128	1153	527	1125	1168
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	0.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	55.4	58.3	50.1	0.0	59.0	10.3	0.0	0.0	8.4	13.9	13.9
Incr Delay (d2), s/veh	0.7	0.6	2.9	0.3	0.0	2.3	0.2	1.7	1.7	0.1	1.5	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	2.6	4.6	6.7	1.9	0.0	6.5	1.3	0.5	0.5	0.7	9.4	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.4	56.0	61.2	50.4	0.0	61.4	10.5	1.7	1.7	8.4	15.4	15.4
LnGrp LOS	D	E	E	D		E	B	A	A	A	B	B
Approach Vol, veh/h		414			247			1419			1180	
Approach Delay, s/veh		57.3			58.6			2.5			15.0	
Approach LOS		E			E			A			B	

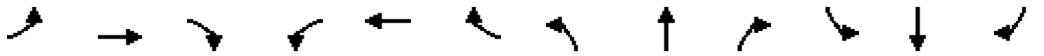
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	93.1	12.6	23.5	9.8	94.1	10.8	25.3
Change Period (Y+Rc), s	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2
Max Green Setting (Gmax), s	15.8	48.8	14.8	39.8	15.8	48.8	14.8	39.8
Max Q Clear Time (g_c+I1), s	5.6	24.8	7.7	16.1	3.9	2.0	6.1	18.2
Green Ext Time (p_c), s	0.0	4.0	0.0	0.3	0.0	5.4	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	18.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	238	135	180	222	173	132	1047	134	130	958	111
Future Volume (vph)	179	238	135	180	222	173	132	1047	134	130	958	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.98
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	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3574	1583	1803	3610	1615	1805	3539	1587	1719	3574	1585
Flt Permitted	0.46	1.00	1.00	0.38	1.00	1.00	0.22	1.00	1.00	0.21	1.00	1.00
Satd. Flow (perm)	866	3574	1583	717	3610	1615	415	3539	1587	375	3574	1585
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)	183	243	138	184	227	177	135	1068	137	133	978	113
RTOR Reduction (vph)	0	0	125	0	0	160	0	0	56	0	0	48
Lane Group Flow (vph)	183	243	13	184	227	17	135	1068	81	133	978	65
Confl. Peds. (#/hr)			4	4			5		4	4		5
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	2%	0%	5%	1%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	28.3	13.0	13.0	29.3	13.5	13.5	93.9	83.0	83.0	88.9	80.5	80.5
Effective Green, g (s)	28.3	13.0	13.0	29.3	13.5	13.5	93.9	83.0	83.0	88.9	80.5	80.5
Actuated g/C Ratio	0.20	0.09	0.09	0.21	0.10	0.10	0.67	0.59	0.59	0.64	0.57	0.57
Clearance Time (s)	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2
Vehicle Extension (s)	1.3	1.0	1.0	1.3	1.0	1.0	1.3	1.9	1.9	1.2	1.9	1.9
Lane Grp Cap (vph)	277	331	146	272	348	155	386	2098	940	318	2055	911
v/s Ratio Prot	0.07	c0.07		c0.08	0.06		c0.03	c0.30		0.03	0.27	
v/s Ratio Perm	0.06		0.01	0.07		0.01	0.21		0.05	0.24		0.04
v/c Ratio	0.66	0.73	0.09	0.68	0.65	0.11	0.35	0.51	0.09	0.42	0.48	0.07
Uniform Delay, d1	49.6	61.8	58.1	48.8	61.0	57.8	10.3	16.6	12.2	11.7	17.4	13.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.73	1.18	2.76
Incremental Delay, d2	4.5	7.1	0.1	5.2	3.3	0.1	0.2	0.9	0.2	0.3	0.7	0.1
Delay (s)	54.2	68.9	58.2	54.0	64.3	57.9	10.5	17.5	12.4	8.9	21.2	36.5
Level of Service	D	E	E	D	E	E	B	B	B	A	C	D
Approach Delay (s/veh)		61.5			59.2			16.3			21.3	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.8
Intersection Capacity Utilization	71.7%	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 (veh/h)	179	238	135	180	222	173	132	1047	134	130	958	111
Future Volume (veh/h)	179	238	135	180	222	173	132	1047	134	130	958	111
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		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1900	1900	1900	1870	1900	1826	1885	1900
Adj Flow Rate, veh/h	183	243	138	184	227	177	135	1068	137	133	978	113
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	0	0	0	0	2	0	5	1	0
Cap, veh/h	311	482	212	308	488	216	308	2052	928	309	2069	928
Arrive On Green	0.10	0.13	0.13	0.10	0.14	0.14	0.04	0.58	0.58	0.01	0.19	0.19
Sat Flow, veh/h	1810	3582	1574	1810	3610	1596	1810	3554	1606	1739	3582	1606
Grp Volume(v), veh/h	183	243	138	184	227	177	135	1068	137	133	978	113
Grp Sat Flow(s),veh/h/ln	1810	1791	1574	1810	1805	1596	1810	1777	1606	1739	1791	1606
Q Serve(g_s), s	12.0	8.8	11.6	12.1	8.1	15.1	4.3	25.4	5.5	4.3	34.0	8.2
Cycle Q Clear(g_c), s	12.0	8.8	11.6	12.1	8.1	15.1	4.3	25.4	5.5	4.3	34.0	8.2
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	311	482	212	308	488	216	308	2052	928	309	2069	928
V/C Ratio(X)	0.59	0.50	0.65	0.60	0.47	0.82	0.44	0.52	0.15	0.43	0.47	0.12
Avail Cap(c_a), veh/h	507	686	301	503	691	305	477	2052	928	471	2069	928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	45.8	56.2	57.5	45.8	55.9	58.9	16.3	17.9	13.7	14.5	37.7	27.2
Incr Delay (d2), s/veh	0.7	0.3	1.3	0.7	0.3	7.9	0.4	0.9	0.3	0.3	0.7	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	4.0	4.7	5.5	3.7	6.5	1.7	10.4	2.1	1.7	16.6	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.5	56.5	58.7	46.5	56.1	66.7	16.7	18.8	14.0	14.8	38.4	27.5
LnGrp LOS	D	E	E	D	E	E	B	B	B	B	D	C
Approach Vol, veh/h		564			588			1340			1224	
Approach Delay, s/veh		53.8			56.3			18.1			34.8	
Approach LOS		D			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	86.1	18.8	24.1	11.0	86.1	18.9	24.1
Change Period (Y+Rc), s	4.7	5.2	4.7	5.2	4.7	5.2	4.7	5.2
Max Green Setting (Gmax), s	19.3	44.8	29.3	26.8	19.3	44.8	29.3	26.8
Max Q Clear Time (g_c+I1), s	6.3	36.0	14.0	17.1	6.3	27.4	14.1	13.6
Green Ext Time (p_c), s	0.1	3.2	0.1	0.5	0.1	4.9	0.1	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	35.1
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	146	265	222	181	92	191
Future Vol, veh/h	146	265	222	181	92	191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	400	-	125	90	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	2	0
Mvmt Flow	154	279	234	191	97	201

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	628	234	0	0	424	0
Stage 1	234	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.218	-
Pot Cap-1 Maneuver	450	808	-	-	1135	-
Stage 1	810	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	411	808	-	-	1135	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	627	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.03	0	2.75
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	503	808	1135	-
HCM Lane V/C Ratio	-	-	0.305	0.345	0.085	-
HCM Ctrl Dly (s/v)	-	-	15.3	11.8	8.5	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.3	1.5	0.3	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	307	252	1	0	172	119	1	3	2	126	2	247
Future Volume (vph)	307	252	1	0	172	119	1	3	2	126	2	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2			5.2	5.2	5.2	5.2		5.2	5.2	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00			1.00	0.85	1.00	0.94		1.00	0.85	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1804	1862			1863	1580	1801	1777		1787	1580	
Flt Permitted	0.42	1.00			1.00	1.00	1.00	1.00		0.56	1.00	
Satd. Flow (perm)	795	1862			1863	1580	1896	1777		1045	1580	
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)	337	277	1	0	189	131	1	3	2	138	2	271
RTOR Reduction (vph)	0	0	0	0	0	104	0	2	0	0	226	0
Lane Group Flow (vph)	337	278	0	0	189	27	1	3	0	138	47	0
Confl. Peds. (#/hr)	2		2	2		2	3		1	1		3
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	1%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4	6			2		
Actuated Green, G (s)	23.7	23.7			9.9	9.9	2.6	2.0		13.8	8.0	
Effective Green, g (s)	23.7	23.7			9.9	9.9	2.6	2.0		13.8	8.0	
Actuated g/C Ratio	0.49	0.49			0.21	0.21	0.05	0.04		0.29	0.17	
Clearance Time (s)	5.2	5.2			5.2	5.2	5.2	5.2		5.2	5.2	
Vehicle Extension (s)	1.2	2.2			2.2	2.2	1.0	1.0		1.5	1.0	
Lane Grp Cap (vph)	574	921			385	326	101	74		403	263	
v/s Ratio Prot	c0.11	0.15			0.10		0.00	0.00		c0.05	0.03	
v/s Ratio Perm	c0.18					0.02	0.00			c0.05		
v/c Ratio	0.59	0.30			0.49	0.08	0.01	0.04		0.34	0.18	
Uniform Delay, d1	7.9	7.2			16.8	15.3	21.5	22.0		13.3	17.1	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.0	0.1			0.5	0.1	0.0	0.1		0.2	0.1	
Delay (s)	8.9	7.3			17.3	15.4	21.5	22.1		13.5	17.3	
Level of Service	A	A			B	B	C	C		B	B	
Approach Delay (s/veh)		8.2			16.5			22.0			16.0	
Approach LOS		A			B			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	47.9	Sum of lost time (s)	20.8
Intersection Capacity Utilization	55.9%	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 (veh/h)	307	252	1	0	172	119	1	3	2	126	2	247
Future Volume (veh/h)	307	252	1	0	172	119	1	3	2	126	2	247
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		0.99	0.99		0.99	0.99		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	1900	1870	1900	1900	1870	1900	1900	1900	1900	1885	1900	1900
Adj Flow Rate, veh/h	337	277	1	0	189	131	1	3	2	138	2	271
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, %	0	2	0	0	2	0	0	0	0	1	0	0
Cap, veh/h	555	846	3	336	308	264	224	144	96	497	3	356
Arrive On Green	0.18	0.45	0.45	0.00	0.16	0.16	0.00	0.14	0.14	0.09	0.22	0.22
Sat Flow, veh/h	1810	1862	7	1810	1870	1600	1810	1060	707	1795	12	1590
Grp Volume(v), veh/h	337	0	278	0	189	131	1	0	5	138	0	273
Grp Sat Flow(s),veh/h/ln	1810	0	1869	1810	1870	1600	1810	0	1767	1795	0	1601
Q Serve(g_s), s	6.8	0.0	4.6	0.0	4.6	3.6	0.0	0.0	0.1	3.0	0.0	7.8
Cycle Q Clear(g_c), s	6.8	0.0	4.6	0.0	4.6	3.6	0.0	0.0	0.1	3.0	0.0	7.8
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.40	1.00		0.99
Lane Grp Cap(c), veh/h	555	0	849	336	308	264	224	0	240	497	0	359
V/C Ratio(X)	0.61	0.00	0.33	0.00	0.61	0.50	0.00	0.00	0.02	0.28	0.00	0.76
Avail Cap(c_a), veh/h	1339	0	1536	1075	1153	986	777	0	544	1443	0	987
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	0.0	8.5	0.0	18.9	18.5	18.2	0.0	18.2	14.9	0.0	17.7
Incr Delay (d2), s/veh	0.4	0.0	0.1	0.0	1.1	0.8	0.0	0.0	0.0	0.1	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	1.4	0.0	1.8	1.2	0.0	0.0	0.0	1.1	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.2	0.0	8.6	0.0	20.0	19.3	18.2	0.0	18.2	15.0	0.0	18.9
LnGrp LOS	B		A		B	B	B		B	B		B
Approach Vol, veh/h		615			320			6			411	
Approach Delay, s/veh		10.6			19.7			18.2			17.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	16.1	14.1	13.2	9.6	11.8	0.0	27.3
Change Period (Y+Rc), s	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2
Max Green Setting (Gmax), s	15.0	30.0	30.0	30.0	30.0	15.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	2.0	9.8	8.8	6.6	5.0	2.1	0.0	6.6
Green Ext Time (p_c), s	0.0	0.7	0.2	0.9	0.1	0.0	0.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	14.9
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	6	202	2	4	0	135	189	3	1	185	52
Future Vol, veh/h	56	6	202	2	4	0	135	189	3	1	185	52
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	1	1	0	0	1	0
Mvmt Flow	58	6	210	2	4	0	141	197	3	1	193	54
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	10.6	9.8	10.9	11.8
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	33%	100%	0%
Vol Thru, %	0%	98%	0%	3%	67%	0%	78%
Vol Right, %	0%	2%	0%	97%	0%	0%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	135	192	56	208	6	1	237
LT Vol	135	0	56	0	2	1	0
Through Vol	0	189	0	6	4	0	185
RT Vol	0	3	0	202	0	0	52
Lane Flow Rate	141	200	58	217	6	1	247
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.24	0.312	0.107	0.326	0.012	0.002	0.385
Departure Headway (Hd)	6.138	5.622	6.604	5.412	6.633	6.255	5.611
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	586	640	546	669	539	573	642
Service Time	3.867	3.35	4.304	3.112	4.676	3.986	3.342
HCM Lane V/C Ratio	0.241	0.313	0.106	0.324	0.011	0.002	0.385
HCM Control Delay, s/veh	10.8	10.9	10.1	10.7	9.8	9	11.8
HCM Lane LOS	B	B	B	B	A	A	B
HCM 95th-tile Q	0.9	1.3	0.4	1.4	0	0	1.8

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	26	21	13	28	1	10	220	14	0	207	7
Future Vol, veh/h	7	26	21	13	28	1	10	220	14	0	207	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	7	27	22	14	29	1	11	232	15	0	218	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	489	489	222	492	485	239	225	0	0	246	0	0
Stage 1	222	222	-	260	260	-	-	-	-	-	-	-
Stage 2	267	267	-	232	225	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	493	482	823	491	485	805	1355	-	-	1331	-	-
Stage 1	785	724	-	749	697	-	-	-	-	-	-	-
Stage 2	743	691	-	776	721	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	459	479	823	447	481	805	1355	-	-	1331	-	-
Mov Cap-2 Maneuver	459	479	-	447	481	-	-	-	-	-	-	-
Stage 1	785	724	-	743	691	-	-	-	-	-	-	-
Stage 2	704	686	-	726	721	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.84	13.01	0.31	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1355	-	-	459	589	447	488	1331	-	-
HCM Lane V/C Ratio	0.008	-	-	0.016	0.084	0.031	0.063	-	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	13	11.7	13.3	12.9	0	-	-
HCM Lane LOS	A	-	-	B	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	85	5	155	68	1	127
Future Vol, veh/h	85	5	155	68	1	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	89	5	161	71	1	132

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	331	197	0	0	232	0
Stage 1	197	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	668	849	-	-	1347	-
Stage 1	841	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	667	849	-	-	1347	-
Mov Cap-2 Maneuver	667	-	-	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	896	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.11	0	0.06
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	667	849	1347	-
HCM Lane V/C Ratio	-	-	0.133	0.006	0.001	-
HCM Ctrl Dly (s/v)	-	-	11.2	9.3	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	0	-

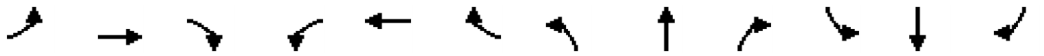
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	2	2	5	95	0	69	1	89	90	2
Future Vol, veh/h	2	2	2	2	5	95	0	69	1	89	90	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	150	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	1	0	0	0	0	0	0
Mvmt Flow	2	2	2	2	5	97	0	70	1	91	92	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	347	346	93	345	346	71	94	0	0	71	0	0
Stage 1	274	274	-	71	71	-	-	-	-	-	-	-
Stage 2	73	71	-	274	276	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	611	580	970	613	580	994	1513	-	-	1542	-	-
Stage 1	736	687	-	944	840	-	-	-	-	-	-	-
Stage 2	942	839	-	736	686	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	514	546	970	573	546	994	1513	-	-	1542	-	-
Mov Cap-2 Maneuver	514	546	-	573	546	-	-	-	-	-	-	-
Stage 1	693	646	-	944	840	-	-	-	-	-	-	-
Stage 2	845	839	-	689	645	-	-	-	-	-	-	-

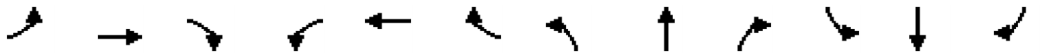
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.82	9.19	0	3.68
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1513	-	-	624	554	994	1542	-	-
HCM Lane V/C Ratio	-	-	-	0.01	0.013	0.097	0.059	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.8	11.6	9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.3	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	286	13	3	1	233	1164	5	5	1259	5
Future Volume (vph)	7	0	286	13	3	1	233	1164	5	5	1259	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	8.2		7.0		8.2	7.0		8.0	7.0	
Lane Util. Factor		1.00	1.00		1.00		0.97	0.95		1.00	0.95	
Frt		1.00	0.85		0.99		1.00	1.00		1.00	1.00	
Flt Protected		0.95	1.00		0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1583	1615		1815		3400	3437		1805	3437	
Flt Permitted		1.00	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1667	1615		1885		3400	3437		1805	3437	
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)	7	0	292	13	3	1	238	1188	5	5	1285	5
RTOR Reduction (vph)	0	0	73	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	7	219	0	16	0	238	1193	0	5	1290	0
Heavy Vehicles (%)	14%	0%	0%	0%	0%	0%	3%	5%	0%	0%	5%	0%
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		1.4	13.7		1.4		12.3	54.8		0.7	43.0	
Effective Green, g (s)		1.4	13.7		1.4		12.3	54.8		0.7	43.0	
Actuated g/C Ratio		0.02	0.17		0.02		0.16	0.69		0.01	0.54	
Clearance Time (s)		7.0	8.2		7.0		8.2	7.0		8.0	7.0	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	2.0		1.0	2.0	
Lane Grp Cap (vph)		29	280		33		530	2387		16	1873	
v/s Ratio Prot			c0.12				0.07	0.35		0.00	c0.38	
v/s Ratio Perm		0.00	0.01		0.01							
v/c Ratio		0.24	0.78		0.49		0.45	0.50		0.31	0.69	
Uniform Delay, d1		38.2	31.2		38.4		30.2	5.6		38.9	13.1	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.6	12.4		4.0		0.2	0.1		4.0	0.9	
Delay (s)		39.8	43.5		42.4		30.4	5.7		42.9	13.9	
Level of Service		D	D		D		C	A		D	B	
Approach Delay (s/veh)		43.5			42.4			9.8			14.0	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	78.9	Sum of lost time (s)	22.2
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 (veh/h)	7	0	286	13	3	1	233	1164	5	5	1259	5
Future Volume (veh/h)	7	0	286	13	3	1	233	1164	5	5	1259	5
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	1693	1900	1900	1900	1900	1900	1856	1826	1900	1900	1826	1900
Adj Flow Rate, veh/h	7	0	292	13	3	1	238	1188	5	5	1285	5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	14	0	0	0	0	0	3	5	0	0	5	0
Cap, veh/h	362	0	453	247	52	14	330	1856	8	12	1529	6
Arrive On Green	0.19	0.00	0.19	0.19	0.19	0.19	0.10	0.52	0.52	0.01	0.43	0.43
Sat Flow, veh/h	1450	0	1610	891	281	73	3428	3543	15	1810	3544	14
Grp Volume(v), veh/h	7	0	292	17	0	0	238	582	611	5	629	661
Grp Sat Flow(s),veh/h/ln	1450	0	1610	1245	0	0	1714	1735	1823	1810	1735	1823
Q Serve(g_s), s	0.0	0.0	12.3	0.0	0.0	0.0	5.2	18.6	18.6	0.2	25.0	25.0
Cycle Q Clear(g_c), s	0.2	0.0	12.3	0.6	0.0	0.0	5.2	18.6	18.6	0.2	25.0	25.0
Prop In Lane	1.00		1.00	0.76		0.06	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	362	0	453	313	0	0	330	908	955	12	748	787
V/C Ratio(X)	0.02	0.00	0.64	0.05	0.00	0.00	0.72	0.64	0.64	0.42	0.84	0.84
Avail Cap(c_a), veh/h	374	0	467	323	0	0	664	2241	2356	585	1121	1178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	24.4	25.9	0.0	0.0	34.0	13.2	13.2	38.3	19.6	19.6
Incr Delay (d2), s/veh	0.0	0.0	2.2	0.0	0.0	0.0	1.1	0.3	0.3	8.5	2.4	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.8	0.3	0.0	0.0	2.2	6.5	6.8	0.1	9.7	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.8	0.0	26.6	25.9	0.0	0.0	35.1	13.5	13.5	46.8	22.0	21.9
LnGrp LOS	C		C	C			D	B	B	D	C	C
Approach Vol, veh/h		299			17			1431			1295	
Approach Delay, s/veh		26.6			25.9			17.1			22.0	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	47.5		21.3	15.6	40.4		21.3				
Change Period (Y+Rc), s	8.0	7.0		7.0	8.2	7.0		7.0				
Max Green Setting (Gmax), s	25.0	100.0		15.0	15.0	50.0		15.0				
Max Q Clear Time (g_c+I1), s	2.2	20.6		14.3	7.2	27.0		2.6				
Green Ext Time (p_c), s	0.0	6.3		0.0	0.3	6.4		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		20.2
HCM 7th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	279	1151	96	1137	223	200	135	151	115	295
v/c Ratio	0.67	0.68	0.42	0.75	0.52	0.66	0.37	0.44	0.49	0.65
Control Delay (s/veh)	30.7	27.6	19.6	35.4	30.9	52.4	10.2	30.0	51.3	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.7	27.6	19.6	35.4	30.9	52.4	10.2	30.0	51.3	12.7
Queue Length 50th (ft)	109	253	27	236	108	121	0	70	69	0
Queue Length 95th (ft)	#268	404	65	337	197	229	54	135	147	83
Internal Link Dist (ft)		1861		1276		1227			573	
Turn Bay Length (ft)	125		125		175		175	150		150
Base Capacity (vph)	440	2075	447	2521	667	869	801	545	676	751
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.55	0.21	0.45	0.33	0.23	0.17	0.28	0.17	0.39

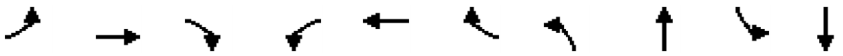
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	610	428	174	237	485	127	248	820	134	676	607
v/c Ratio	0.81	0.43	0.30	0.69	0.75	0.33	0.69	0.81	0.66	0.70	0.83
Control Delay (s/veh)	64.2	45.3	7.3	75.6	67.2	11.6	75.3	56.6	83.3	53.5	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.2	45.3	7.3	75.6	67.2	11.6	75.3	56.6	83.3	53.5	23.8
Queue Length 50th (ft)	288	178	0	150	234	0	142	373	121	304	134
Queue Length 95th (ft)	491	313	63	285	402	65	269	607	255	496	397
Internal Link Dist (ft)		1276			570			1181		608	
Turn Bay Length (ft)	370			260		390	175		175		
Base Capacity (vph)	1125	1276	702	742	1002	527	599	1502	452	1646	917
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.34	0.25	0.32	0.48	0.24	0.41	0.55	0.30	0.41	0.66

Intersection Summary



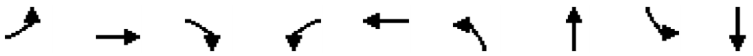
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	118	285	55	43	403	269	85	169	269	252
v/c Ratio	0.31	0.55	0.10	0.12	0.54	0.56	0.23	0.54	0.52	0.47
Control Delay (s/veh)	16.2	27.1	0.3	14.8	27.0	14.8	15.1	33.0	17.4	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.2	27.1	0.3	14.8	27.0	14.8	15.1	33.0	17.4	23.5
Queue Length 50th (ft)	28	98	0	10	73	29	19	57	68	76
Queue Length 95th (ft)	74	215	0	33	146	114	52	140	149	172
Internal Link Dist (ft)		839			670			529		2322
Turn Bay Length (ft)	180			135		50	120		115	
Base Capacity (vph)	581	979	927	619	1843	918	630	825	813	1117
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.29	0.06	0.07	0.22	0.29	0.13	0.20	0.33	0.23

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	260	182	69	133	173	267	115	979	119	323	1324
v/c Ratio	0.66	0.27	0.11	0.34	0.26	0.31	0.66	0.83	0.19	0.73	0.66
Control Delay (s/veh)	48.6	34.9	4.4	38.3	34.7	16.9	79.4	45.2	11.4	68.0	33.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.6	34.9	4.4	38.3	34.7	16.9	79.4	45.2	11.4	68.0	33.2
Queue Length 50th (ft)	188	111	0	84	105	102	100	452	22	143	340
Queue Length 95th (ft)	363	215	24	178	206	202	185	587	67	220	421
Internal Link Dist (ft)		290			2322			704			473
Turn Bay Length (ft)	125		125	200		200	200		200	350	
Base Capacity (vph)	424	722	658	414	722	1125	343	1897	969	1044	3517
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.25	0.10	0.32	0.24	0.24	0.34	0.52	0.12	0.31	0.38

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	84	141	189	62	185	125	1294	68	1112
v/c Ratio	0.45	0.50	0.48	0.27	0.80	0.38	0.58	0.27	0.52
Control Delay (s/veh)	49.7	61.0	10.7	44.1	78.9	9.5	11.1	11.3	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.7	61.0	10.7	44.1	78.9	9.5	11.1	11.3	19.4
Queue Length 50th (ft)	63	122	0	46	153	19	427	18	295
Queue Length 95th (ft)	100	181	67	78	226	39	160	43	467
Internal Link Dist (ft)		501			407		2515		1276
Turn Bay Length (ft)	150			150		175		100	
Base Capacity (vph)	247	540	589	313	520	398	2240	377	2124
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.26	0.32	0.20	0.36	0.31	0.58	0.18	0.52

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	183	243	138	184	227	177	135	1068	137	133	978	113
v/c Ratio	0.65	0.74	0.51	0.67	0.65	0.56	0.35	0.51	0.14	0.42	0.48	0.12
Control Delay (s/veh)	54.9	75.1	15.5	55.9	69.9	15.0	10.9	19.2	3.1	9.9	23.2	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.9	75.1	15.5	55.9	69.9	15.0	10.9	19.2	3.1	9.9	23.2	9.2
Queue Length 50th (ft)	141	115	0	142	106	0	38	280	0	52	377	30
Queue Length 95th (ft)	197	158	63	198	150	71	76	440	36	74	513	92
Internal Link Dist (ft)		1507			2291			2578			2515	
Turn Bay Length (ft)	120		250	150		115	220		550	130		430
Base Capacity (vph)	412	684	414	406	691	452	477	2098	996	443	2054	959
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.36	0.33	0.45	0.33	0.39	0.28	0.51	0.14	0.30	0.48	0.12

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	337	278	189	131	1	5	138	273
v/c Ratio	0.54	0.28	0.47	0.26	0.00	0.02	0.39	0.54
Control Delay (s/veh)	10.1	7.2	21.4	2.6	17.0	21.4	19.0	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.1	7.2	21.4	2.6	17.0	21.4	19.0	8.2
Queue Length 50th (ft)	34	27	36	0	0	1	27	0
Queue Length 95th (ft)	129	104	125	14	3	11	80	59
Internal Link Dist (ft)		333	600			432		594
Turn Bay Length (ft)	200				50		115	
Base Capacity (vph)	1323	1678	1353	1198	685	646	1297	1216
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.17	0.14	0.11	0.00	0.01	0.11	0.22

Intersection Summary



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	7	292	17	238	1193	5	1290
v/c Ratio	0.03	0.69	0.06	0.38	0.38	0.03	0.70
Control Delay (s/veh)	33.4	27.0	32.2	29.6	3.4	38.2	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.4	27.0	32.2	29.6	3.4	38.2	14.4
Queue Length 50th (ft)	2	80	6	44	0	2	153
Queue Length 95th (ft)	18	178	29	107	263	15	391
Internal Link Dist (ft)	1619		1520		1010		2197
Turn Bay Length (ft)		875		730		150	
Base Capacity (vph)	403	511	456	822	3435	727	3435
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.57	0.04	0.29	0.35	0.01	0.38

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	41	0	1	31	9	2	2	2	10	3	2
Future Volume (Veh/h)	1	41	0	1	31	9	2	2	2	10	3	2
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	1	59	0	1	44	13	3	3	3	14	4	3
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	57			59			119	120	59	118	114	51
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	57			59			119	120	59	118	114	51
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	98	99	100
cM capacity (veh/h)	1560			1558			855	773	1012	857	779	1023

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	60	58	9	21
Volume Left	1	1	3	14
Volume Right	0	13	3	3
cSH	1560	1558	869	860
Volume to Capacity	0.00*	0.00*	0.01	0.02
Queue Length 95th (ft)	0	0	1	2
Control Delay (s/veh)	0.1	0.1	9.2	9.3
Lane LOS	A	A	A	A
Approach Delay (s/veh)	0.1	0.1	9.2	9.3
Approach LOS			A	A

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

Attachment H
VISSIM Calibration and Results

VISSIM Model

VISSIM Model Development and Calibration

VISSIM microsimulation analysis was applied to evaluate the study network at a detailed operational level, explicitly capturing vehicle interactions, intersection control logic, and coordinated operations within the connected corridor. This section describes the development and calibration of the VISSIM model, including network coding, demand inputs, and validation against observed conditions. The section concludes with a presentation of network-level performance measures used to assess operational effectiveness.

Simulation Parameters

This section summarizes the simulation parameters used in the simulation models including simulation resolution, network warm-up and cooldown periods, and the simulation run time.

Simulation Resolution

The simulation resolution is the number of times the position of a vehicle will be calculated within one simulated second. This value can range from 1 to 20. The input parameter of one will result in the vehicles moving once per simulation second, while an input of ten will result in the position of the vehicle being calculated 10 times in one simulated second. The higher the number, the smoother the movement of the vehicles. This also leads to more accurate results and a longer run time. The simulation resolution is set to 10. This value will be consistent between existing and future analyses but may be adjusted for model visualization outputs only.

Driving Behavior

Wiedemann 74 driving behavior (i.e., car following behavioral model) was used for all arterials within the model. The traffic flow model in VISSIM is a discrete, stochastic, step based, microsimulation model with driver-vehicle-units as single entities. The model contains a psycho-physical model for longitudinal vehicle movement and a rule-based algorithm for lateral movements.

Network Warm Up & Cooldown Periods

A warm-up period of 15 minutes (900 seconds) was used prior to the analysis period to allow for the model to populate with a sufficient number of vehicles to better represent field conditions and be at a solid state before data analysis begins. The measure of effectiveness (MOEs) are not reported for the warm-up period. A 15-minute (900 second) cool down period was also included after the analysis period to improve the analysis result

performance. Similar to the warm-up period, MOEs were not reported for the cool down period. The simulation periods and durations modeled are as follows:

- Warm-up Time (warm-up period): 0 to 900 simulation seconds (15 minutes)
- Peak Hour (analysis period): 900 to 4,500 simulation seconds (60 minutes, in four 15-minute intervals)
- Post Peak Hour (cool down period): 4,500 to 5,400 simulation seconds (15 minutes)

Simulation Run-Time

Simulation runs were conducted for the weekday PM peak hour in addition to the warm-up and cool down periods described above. As noted above, the weekday PM peak hour time is 5-6 PM.

Error Checking

The VISSIM model input parameters were reviewed after the initial coding of the network before proceeding to calibration and the existing model was examined for completeness and accuracy.

Review Animation

After reviewing the model and addressing coding or input errors, the weekday PM peak hour VISSIM model was run, and the animation of the simulations were reviewed closely to observe vehicular routes and identify any unusual traffic behavior. Any errors observed in the vehicular routes were addressed. Visual inspection of the model was performed to observe traffic signal operations near signalized intersections, conflict areas near stop signs, and priority rules for yielding right-of-way.

Model Calibration Targets

The calibration stage compares modeled values for chosen MOEs to observed values for the same MOEs. This process is used to determine how closely the VISSIM model approximates field conditions. Two MOEs were used for VISSIM model calibration and validation, which is also outlined in the *Federal Highway Administration's Traffic Analysis Toolbox, Volume III: Guidelines for Applying Traffic Microsimulation*[1] including:

- **Traffic volume** – individual turning movements.
  - The simulated traffic volume measure compares the traffic volumes at turning movement volumes to the field counts and the developed traffic volumes.
- **Queue length** – Checking visually the consistency/lengths of the queues observed in the microsimulation model compared to the observed field queue lengths.

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[1] Federal Highway Administration. *FHWA's Traffic Analysis Toolbox, Vol III: Guidelines for Applying Traffic Microsimulation*. July 2004.

- The simulated maximum queue lengths visually compared with the field conditions.

Table 1 summarizes the project's calibration targets for the quantitative measures as documented in the *Federal Highway Administration's Traffic Analysis Toolbox, Volume III: Guidelines for Applying Traffic Microsimulation*.

Table 1. Simulated Measures and Calibration Targets

Simulated Measure	Calibration Threshold/Target
Simulated Turning Movement Volume (vehicles per hour) GEH Statistic* < 5 for Individual Link Flows	> 85% of cases
Visual Audits Bottlenecks Visually Acceptable Queuing	To analyst's satisfaction

*: GEH statistic formula is as follows:

Equation 1

$$GEH = \sqrt{\frac{(E-V)^2}{(E+V)/2}}$$

Where:

E = model estimated volume
V = field count

VISSIM Model Number of Runs

VISSIM models rely on random number generators to release vehicles, assign vehicle type, and determine their behavior as the vehicles move through the network. Therefore, multiple simulation runs using different seed numbers are required to obtain an average traffic condition of a specific scenario.

VISSIM simulations were run multiple times with different random seeds to capture the impact of the stochastic nature of the model on the results. Ten simulation runs were

performed first with different random seed numbers. After the ten simulation runs, the adequacy of the number of runs was assessed using Equation 2.

Equation 2

$$N = \left(2 * t_{0.025, N-1} \frac{s}{R} \right)^2$$

R = 95-percent confidence interval for the true mean

$t_{0.025,N-1}$ = Student's t-statistic for two-sided error of 2.5 percent (totals 5 percent) with N-1 degrees of freedom

s = standard deviation of about the mean for selected MOE

N = number of required simulation runs

In the equation above, the system performance measure used is the "average delay time per vehicles (sec), all vehicle types" for the peak hour period through vehicle network performance. With 10 runs and 95% confidence, the critical t value is 2.226. A ±10% tolerable error was used. The calculation was done for average network delay. The calculation shows that the minimum number of runs for the weekday PM peak hour model is 1; however, it is standard practice to use no fewer than ten runs, so ten runs were used for each scenario.

Calibration and Validation Results

Model calibration focused on comparing quantitative and qualitative model output against existing field data to verify that the existing model is operating similar to the actual field conditions. Model output statistics represent an average of 10 simulation runs to achieve a confidence level of 95% with a 10% margin of error for all performance measures. Each simulation run was set to 5,400 seconds and the data was collected from 900 seconds to 4,500 seconds, for a total of one hour. Three MOEs; turning movement volumes, and queue lengths were utilized based on the criteria listed in Table 1.

Hourly Flows (Modeled vs. Observed)

Simulated turning movement volumes were obtained at all intersections in the network from Node Evaluation output and compared to the balanced turning movement counts. Attachment H provides a detailed comparison of simulated volume versus traffic counts using GEH statistic for the weekday PM peak hour, respectively.

- For the weekday PM peak hour, the simulation results showed that GEH value for all movements except 1 (more than 85%) is below 5 and in acceptable range.

The turning movement volumes calibration targets for all movements are met. Therefore, based on the overall consistency of the field and simulation volume data, the traffic volume can be considered calibrated.

Lane Utilizations

Lane utilization is a quantitative measure describing how traffic demand is distributed across the available lanes within a lane group, approach, or roadway segment over a specified analysis period. The project team collected lane separated volumes at three main intersections of Blue Lakes Boulevard at Pole Line Road, Pole Line Road at Fillmore Street, and Blue Lakes Boulevard at Fillmore Street/Bridgeview Boulevard. Attachment H provides a detailed comparison of simulated volume versus traffic counts using GEH statistic for the weekday PM peak hour for lane volumes at the three intersections mentioned above, respectively.

For the weekday PM peak hour, the simulation results showed that GEH value for all movements is below 5 and in acceptable range.

The lane utilizations calibration targets for all movements are met. Therefore, based on the overall consistency of the field and simulation volume data, the traffic volume can be considered calibrated.

Visual Audits for Bottlenecks

The existing conditions model was visually inspected beyond the queue observations to ensure congestion and driving behavior matched field observed conditions.

The signal timing operations were reviewed in the field to ensure that the traffic signal coordination along the study area was modeled correctly.

Based on the observations above, the modeling team considers this model to be visually calibrated.

Existing volume calibration

Node ID	Movement Name	Calibration Vehs	Simulation Vehs	GEH
1	EBL	80	77.9	0.2
1	EBT	764	780.7	0.6
1	EBR	148	145.7	0.2
1	WBL	489	470.1	0.9
1	WBT	961	921.8	1.3
1	WBR	219	210.8	0.6
1	NBL	139	142	0.3
1	NBT	257	259.2	0.1
1	NBR	382	383.3	0.1
1	SBL	177	179.4	0.2
1	SBT	226	226	0.0
1	SBR	92	91.7	0.0
2	EBL	174	174.8	0.1
2	EBT	1047	1072.5	0.8
2	EBR	104	89.1	1.5
2	WBL	85	86	0.1
2	WBT	1258	1251.2	0.2
2	WBR	55	58.9	0.5
2	NBL	178	173.8	0.3
2	NBT	163	161.1	0.1
2	NBR	152	154.2	0.2
2	SBL	140	127.6	1.1
2	SBT	113	143.5	2.7
2	SBR	231	197.6	2.3
6	EBL	669	675.7	0.3
6	EBT	485	497.6	0.6
6	EBR	157	149.3	0.6
6	WBL	175	168.4	0.5
6	WBT	538	536.1	0.1
6	WBR	112	109.2	0.3
6	NBL	210	217.6	0.5
6	NBT	745	742.3	0.1
6	NBR	112	115.8	0.4
6	SBL	138	116.4	1.9
6	SBT	747	746.9	0.0
6	SBR	703	710.8	0.3
12	EBL	73	76.7	0.4
12	EBT	484	470.2	0.6
12	EBR	87	78.9	0.9
12	WBL	17	1.9	4.9
12	WBT	575	582.9	0.3
12	WBR	26	27.6	0.3
12	NBL	63	45.9	2.3

Node ID	Movement Name	Calibration Vehs	Simulation Vehs	GEH
12	NBT	73	73.2	0.0
12	NBR	52	49.3	0.4
12	SBL	16	17.6	0.4
12	SBT	52	48.4	0.5
12	SBR	63	62.4	0.1
14	EBL	100	106.2	0.6
14	EBT	350	337.4	0.7
14	EBR	62	57.7	0.6
14	WBL	39	39.8	0.1
14	WBT	454	456.9	0.1
14	WBR	333	330.6	0.1
14	NBL	78	74.9	0.4
14	NBT	120	119.1	0.1
14	NBR	22	19.2	0.6
14	SBL	321	328.4	0.4
14	SBT	129	116.4	1.1
14	SBR	71	70.9	0.0
17	EBL	10	10.1	0.0
17	EBT	229	234.1	0.3
17	EBR	20	18.3	0.4
17	WBL	20	27.2	1.5
17	WBT	260	215.1	2.9
17	WBR	6	7.6	0.6
17	NBL	49	58.1	1.2
17	NBT	0	0	0.0
17	NBR	67	65.5	0.2
17	SBL	7	6.9	0.0
17	SBT	0	0	0.0
17	SBR	12	12.2	0.1
19	EBL	13	12.9	0.0
19	EBT	271	276.5	0.3
19	EBR	20	19.2	0.2
19	WBL	52	46.1	0.8
19	WBT	256	230	1.7
19	WBR	7	20.2	3.6
19	NBL	24	15.9	1.8
19	NBT	27	10.8	3.7
19	NBR	80	73.9	0.7
19	SBL	6	5.9	0.0
19	SBT	19	15.2	0.9
19	SBR	11	10.8	0.1
21	EBL	34	37.8	0.6
21	EBT	2	2	0.0

Node ID	Movement Name	Calibration Vehs	Simulation Vehs	GEH
21	EBR	101	89.3	1.2
21	WBL	3	2.4	0.4
21	WBT	3	2.2	0.5
21	WBR	7	4.4	1.1
21	NBL	99	100.1	0.1
21	NBT	1355	1369.6	0.4
21	NBR	61	58.2	0.4
21	SBL	14	13.6	0.1
21	SBT	1482	1481.3	0.0
21	SBR	22	9.9	3.0
25	WBL	149	137.3	1.0
25	WBR	148	157.8	0.8
25	NBT	95	102.2	0.7
25	NBR	238	233.1	0.3
25	SBL	132	114.3	1.6
25	SBT	149	172.1	1.8
25	NBU	0	0	0.0
25	WBU	0	0	0.0
25	SBU	0	0	0.0
26	EBL	222	222.3	0.0
26	EBT	103	92.8	1.0
26	EBR	50	33.5	2.6
26	WBL	84	77.8	0.7
26	WBT	94	101.2	0.7
26	WBR	442	435.3	0.3
26	NBL	82	82.2	0.0
26	NBT	1222	1275.6	1.5
26	NBR	64	40.8	3.2
26	SBL	335	359.6	1.3
26	SBT	1371	1353.3	0.5
26	SBR	121	112.4	0.8
41	EBL	25	49.3	4.0
41	EBT	35	28.8	1.1
41	EBR	137	143.3	0.5
41	WBL	5	7.6	1.0
41	WBT	4	8	1.6
41	WBR	38	5.2	7.1
41	NBL	116	113.4	0.2
41	NBT	1107	1113.7	0.2
41	NBR	36	39	0.5
41	SBL	11	11.2	0.1
41	SBT	1015	1006.1	0.3
41	SBR	41	41.9	0.1

Node ID	Movement Name	Calibration Vehs	Simulation Vehs	GEH
42	EBL	102	104.5	0.2
42	EBT	225	223.1	0.1
42	EBR	260	264.2	0.3
42	WBL	50	49.5	0.1
42	WBT	176	174.6	0.1
42	WBR	33	34.1	0.2
42	NBL	145	146.9	0.2
42	NBT	1124	1131.9	0.2
42	NBR	47	45.2	0.3
42	SBL	59	65.6	0.8
42	SBT	1041	1037.6	0.1
42	SBR	57	54.1	0.4
43	EBL	190	183.4	0.5
43	EBT	331	342.7	0.6
43	EBR	133	134.5	0.1
43	WBL	210	216.5	0.4
43	WBT	363	361.1	0.1
43	WBR	136	136.6	0.1
43	NBL	118	115.7	0.2
43	NBT	991	988.8	0.1
43	NBR	151	154.5	0.3
43	SBL	157	157	0.0
43	SBT	1020	1026.6	0.2
43	SBR	174	179.5	0.4
44	WBL	150	140.2	0.8
44	WBR	223	216.3	0.5
44	NBT	270	269.2	0.0
44	NBR	159	176.8	1.4
44	SBL	38	49	1.7
44	SBT	259	270.7	0.7
45	EBL	272	271.6	0.0
45	EBT	407	408.3	0.1
45	EBR	3	3	0.0
45	WBL	0	0	0.0
45	WBT	238	235.6	0.2
45	WBR	140	139.4	0.1
45	NBL	37	34.8	0.4
45	NBT	17	17.6	0.1
45	NBR	11	11.9	0.3
45	SBL	169	172.6	0.3
45	SBT	3	3.6	0.3
45	SBR	237	235.4	0.1
46	EBL	61	60.4	0.1

Node ID	Movement Name	Calibration Vehs	Simulation Vehs	GEH
46	EBT	2	2	0.0
46	EBR	268	276.8	0.5
46	WBL	4	3.3	0.4
46	WBT	51	50.7	0.0
46	WBR	3	2.7	0.2
46	NBL	127	125.1	0.2
46	NBT	224	223.2	0.1
46	NBR	8	6.7	0.5
46	SBL	5	5.8	0.3
46	SBT	213	198.8	1.0
46	SBR	81	83.2	0.2
48	EBL	7	8.2	0.4
48	EBT	49	45.2	0.6
48	EBR	42	36	1.0
48	WBL	44	45.9	0.3
48	WBT	31	21	2.0
48	WBR	2	2.6	0.4
48	NBL	12	10.3	0.5
48	NBT	223	221	0.1
48	NBR	53	53.6	0.1
48	SBL	7	8.3	0.5
48	SBT	213	210.1	0.2
48	SBR	13	7.1	1.9
51	EBL	13	11.8	0.3
51	EBT	2	1.5	0.4
51	EBR	339	339.6	0.0
51	WBL	7	6.5	0.2
51	WBT	3	3.4	0.2
51	WBR	1	1	0.0
51	NBL	412	422.5	0.5
51	NBT	1453	1489.8	1.0
51	NBR	21	21	0.0
51	SBL	2	2.2	0.1
51	SBT	1481	1490.7	0.3
51	SBR	14	14.3	0.1

Lane utilization calibration

Intersection	MovementLane	Simulation volume (veh/hr)	Field volume (veh/hr)	GEH
Blue Lake and Pole Line	EBL2	410	349	3.1
Blue Lake and Pole Line	EBL1	264	306	2.5
Blue Lake and Pole Line	EBT2	190	210	1.4
Blue Lake and Pole Line	EBT1	307	275	1.9
Blue Lake and Pole Line	NBL2	95	80	1.6
Blue Lake and Pole Line	NBL1	122	130	0.7
Blue Lake and Pole Line	NBTR2	426	386	2.0
Blue Lake and Pole Line	NBTR1	429	425	0.2
Blue Lake and Pole Line	WBR	109	107	0.2
Blue Lake and Pole Line	WBT2	274	279	0.3
Blue Lake and Pole Line	WBT1	263	259	0.2
Blue Lake and Pole Line	WBL2	75	51	3.0
Blue Lake and Pole Line	WBL1	95	124	2.8
Blue Lake and Pole Line	SBT1	374	371	0.2
Blue Lake and Pole Line	SBT2	373	332	2.2
Blue Lake and Pole Line	SBR	712	703	0.3
Blue Lake and Pole Line	SBL	116	133	1.5
Blue Lake and Fillmore/Bridge View	NBT1	645	669	0.9
Blue Lake and Fillmore/Bridge View	NBT2	630	564	2.7
Blue Lake and Fillmore/Bridge View	SBT1	580	527	2.3
Blue Lake and Fillmore/Bridge View	SBT2	429	464	1.7
Blue Lake and Fillmore/Bridge View	SBT3	458	484	1.2
Blue Lake and Fillmore/Bridge View	SBL1	265	245	1.3
Blue Lake and Fillmore/Bridge View	SBL2	95	90	0.5
Pole Line and Fillmore	EBT1	304	323	1.1
Pole Line and Fillmore	EBT2	331	380	2.6
Pole Line and Fillmore	EBT3	529	428	4.6
Pole Line and Fillmore	WBT1	451	448	0.1
Pole Line and Fillmore	WBT2	457	431	1.2
Pole Line and Fillmore	WBT3	401	405	0.2

Existing operation results

Table 1: Node Results - 1: Washington St and Pole Line

1: Washington St and Pole Line	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	78	781	146	471	918	211	142	259	383	179	226	92
Movement Delay (sec/veh)	51.4	34.8	3.2	43.4	22.6	6.2	34.2	47.4	1.8	38.8	44.2	0.7
Movement LOS	D	C	A	D	C	A	C	D	A	D	D	A
Approach Delay (sec/veh)	31.6			26.6			22.7			34.2		
Approach LOS	C			C			C			C		
Average Queue (ft)	24.2	65.3	0.1	67.6	45.9	0.1	26.7	42.8	0.0	40.4	38.0	0.0
Max Simulated Queue (ft)	172.8	294.9	31.9	362.3	326.0	31.6	198.5	182.6	12.9	252.5	156.2	0.0
						Intersection Delay (sec/veh)					28.1	C

Table 2: Node Results - 2: Pole Line and Fllmore St

2: Pole Line and Fllmore St	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	175	1077	89	86	1243	59	174	160	154	127	144	198
Movement Delay (sec/veh)	37.1	20.9	14.0	28.4	23.8	23.3	26.9	34.0	6.2	33.8	33.3	15.9
Movement LOS	D	C	B	C	C	C	C	C	A	C	C	B
Approach Delay (sec/veh)	22.5			24.1			22.7			26.2		
Approach LOS	C			C			C			C		
Average Queue (ft)	16.9	79.7	79.7	7.2	85.7	89.6	27.4	34.0	3.8	19.3	30.0	7.4
Max Simulated Queue (ft)	290.2	494.1	501.2	112.6	446.9	453.3	290.5	316.3	84.5	248.6	267.2	125.3
						Intersection Delay (sec/veh)					23.6	C

Table 3: Node Results - 6: Blue Lake Blvd and Pole Line

6: Blue Lake Blvd and Pole Line	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	678	499	149	169	538	109	216	739	116	116	748	713
Movement Delay (sec/veh)	45.7	36.3	2.5	58.0	50.6	7.6	57.1	38.9	27.4	69.0	35.9	9.9
Movement LOS	D	D	A	E	D	A	E	D	C	E	D	A
Approach Delay (sec/veh)	37.3			46.4			41.3			26.6		
Approach LOS	D			D			D			C		
Average Queue (ft)	110.0	61.4	0.1	37.9	97.2	12.4	46.2	122.2	30.3	47.5	104.2	6.9
Max Simulated Queue (ft)	656.5	300.8	53.4	159.9	406.3	273.7	194.1	674.1	536.7	285.0	571.7	225.6
						Intersection Delay (sec/veh)					36.2	D

Table 4: Node Results - 12: Pole Line and Locust St

12: Pole Line and Locust St	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	76	467	79	2	583	28	46	74	49	18	48	62
Movement Delay (sec/veh)	7.6	1.4	2.4	3.6	0.5	0.7	8.4	12.4	7.0	13.1	12.6	8.8
Movement LOS	A	A	A	A	A	A	A	B	A	B	B	A
Approach Delay (sec/veh)	2.3			0.5			9.8			10.8		
Approach LOS	A			A			A			B		
Average Queue (ft)	1.1	0.1	0.2	0.0	0.0	0.0	1.6	5.3	4.7	4.5	4.8	4.4
Max Simulated Queue (ft)	80.8	69.2	71.0	18.7	0.0	17.6	55.3	83.8	83.0	75.6	76.2	74.9
						Intersection Delay (sec/veh)					3.1	A

Table 5: Node Results - 14: Pole Line and Bridge view

14: Pole Line and Bridge view	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	105	334	57	40	455	331	75	120	19	330	117	71
Movement Delay (sec/veh)	18.5	19.7	5.3	16.4	21.9	10.2	16.8	28.0	16.1	20.9	19.2	14.3
Movement LOS	B	B	A	B	C	B	B	C	B	C	B	B
Approach Delay (sec/veh)	17.8			17.0			23.0			19.6		
Approach LOS	B			B			C			B		
Average Queue (ft)	9.4	37.4	38.5	2.9	37.1	13.8	6.2	19.4	21.5	47.5	12.5	14.7
Max Simulated Queue (ft)	144.5	425.9	428.5	69.3	302.2	218.8	87.0	165.2	169.4	526.9	147.0	152.6
						Intersection Delay (sec/veh)					18.5	B

Table 6: Node Results - 17: Fillmore St and River View Dr

17: Fillmore St and River View Dr	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	10	234	18	27	215	8	58	0	66	7	0	12
Movement Delay (sec/veh)	1.5	0.1	0.5	1.7	0.0	0.3	10.9	--	9.2	8.1	--	7.6
Movement LOS	A	A	A	A	A	A	B	--	A	A	--	A
Approach Delay (sec/veh)	0.2			0.2			10.0			7.8		
Approach LOS	A			A			A			A		
Average Queue (ft)	0.0	0.0	0.0	0.2	0.0	0.0	5.1	5.0	5.0	0.4	0.4	0.4
Max Simulated Queue (ft)	19.8	8.3	8.1	41.9	10.8	0.0	88.1	88.5	87.9	32.5	32.5	32.1
						Intersection Delay (sec/veh)					2.3	A

Table 7: Node Results - 19: Fillmore St and Canyon Springs Rd

19: Fillmore St and Canyon Springs Rd	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	13	276	19	46	230	20	16	11	74	6	15	11
Movement Delay (sec/veh)	7.0	13.1	10.8	14.7	11.4	2.3	8.9	8.7	10.5	9.9	10.4	8.1
Movement LOS	A	B	B	B	B	A	A	A	B	A	B	A
Approach Delay (sec/veh)	12.7			11.3			10.1			9.6		
Approach LOS	B			B			B			A		
Average Queue (ft)	0.3	21.9	25.3	1.4	13.8	0.8	0.5	0.3	4.7	0.9	0.9	1.3
Max Simulated Queue (ft)	45.3	198.1	206.0	50.0	207.6	136.2	43.3	37.2	106.7	51.9	51.8	61.4
						Intersection Delay (sec/veh)					11.6	B

Table 8: Node Results - 21: Blue Lake Blvd and Canyon Springs

21: Blue Lake Blvd and Canyon Springs	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	38	2	90	2	2	4	101	1369	58	14	1478	10
Movement Delay (sec/veh)	19.4	28.5	13.0	16.8	10.0	13.9	15.0	0.2	1.2	6.8	1.3	0.3
Movement LOS	C	D	B	C	A	B	B	A	A	A	A	A
Approach Delay (sec/veh)	15.2			14.6			1.2			1.4		
Approach LOS	C			B			A			A		
Average Queue (ft)	1.7	4.5	4.7	0.2	0.0	0.3	7.7	0.2	0.0	0.7	2.7	1.6
Max Simulated Queue (ft)	47.3	89.0	88.2	49.0	0.0	49.0	99.8	55.1	0.0	56.2	228.3	101.3
						Intersection Delay (sec/veh)					1.9	A

Table 9: Node Results - 25: Fillmore st roundabout

25: Fillmore st roundabout	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	--	--	--	137	--	158	--	103	233	114	172	--
Movement Delay (sec/veh)	--	--	--	3.2	--	2.5	--	10.6	16.7	13.5	4.4	--
Movement LOS	--	--	--	A	--	A	--	B	C	B	A	--
Approach Delay (sec/veh)	--			2.8			14.9			8.0		
Approach LOS	--			A			B			A		
Average Queue (ft)	--	--	--	1.3	--	1.3	--	16.6	16.6	1.5	1.5	--
Max Simulated Queue (ft)	--	--	--	124.8	--	124.8	--	274.5	274.5	120.9	120.9	--
						Intersection Delay (sec/veh)					8.9	A

Table 10: Node Results - 26: Blue Lake Blvd and Fillmore

26: Blue Lake Blvd and Fillmore	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	222	92	34	77	101	434	83	1270	41	364	1362	113
Movement Delay (sec/veh)	53.4	38.5	7.8	57.3	41.7	24.7	62.3	32.0	13.1	59.5	22.4	21.9
Movement LOS	D	D	A	E	D	C	E	C	B	E	C	C
Approach Delay (sec/veh)	45.1			31.6			33.3			29.7		
Approach LOS	D			C			C			C		
Average Queue (ft)	108.4	24.0	0.6	20.1	23.5	44.0	29.5	189.4	0.4	110.7	90.9	116.0
Max Simulated Queue (ft)	529.6	296.7	47.5	158.6	203.4	464.4	220.4	971.9	35.1	623.1	592.8	644.9
						Intersection Delay (sec/veh)					32.5	C

Table 11: Node Results - 41: Blue Lake Blvd and Cheney

41: Blue Lake Blvd and Cheney	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	49	29	143	8	8	5	114	1113	39	11	1010	42
Movement Delay (sec/veh)	24.3	26.4	10.6	20.0	20.0	7.4	7.6	0.9	0.9	12.8	0.8	1.3
Movement LOS	C	D	B	C	C	A	A	A	A	B	A	A
Approach Delay (sec/veh)	15.7			17.2			1.5			0.9		
Approach LOS	C			C			A			A		
Average Queue (ft)	8.4	7.7	6.7	0.8	1.0	0.5	6.3	0.4	0.4	0.5	0.0	0.0
Max Simulated Queue (ft)	91.3	91.0	84.0	40.6	53.0	51.7	160.5	62.6	76.8	40.2	0.0	13.4
						Intersection Delay (sec/veh)					2.6	A

Table 12: Node Results - 42: Blue Lake Blvd and N College rd

42: Blue Lake Blvd and N College rd	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	104	221	263	50	175	34	145	1135	46	65	1049	54
Movement Delay (sec/veh)	35.4	35.5	16.5	25.7	33.2	24.3	27.0	17.0	15.5	20.0	16.6	16.5
Movement LOS	D	D	B	C	C	C	C	B	B	B	B	B
Approach Delay (sec/veh)	27.0			30.6			18.1			16.8		
Approach LOS	C			C			B			B		
Average Queue (ft)	13.2	45.4	45.4	6.6	38.3	42.4	17.9	77.1	92.4	4.3	75.1	78.4
Max Simulated Queue (ft)	130.2	294.3	294.3	93.9	234.9	241.4	175.8	606.9	636.3	81.1	649.8	656.2
						Intersection Delay (sec/veh)					20.1	C

Table 13: Node Results - 43: Blue Lake Blvd and Falls Ave

43: Blue Lake Blvd and Falls Ave	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	183	343	134	216	361	136	116	989	154	156	1022	179
Movement Delay (sec/veh)	58.9	65.2	9.7	61.3	62.8	19.9	20.4	20.0	4.3	28.4	20.3	9.0
Movement LOS	E	E	A	E	E	B	C	C	A	C	C	A
Approach Delay (sec/veh)	52.2			54.2			18.1			19.7		
Approach LOS	D			D			B			B		
Average Queue (ft)	69.3	85.7	6.6	87.7	90.1	7.8	9.7	72.9	3.0	19.4	78.5	6.6
Max Simulated Queue (ft)	350.8	384.6	91.7	428.4	425.5	146.9	133.9	512.7	95.1	311.4	674.2	177.7
						Intersection Delay (sec/veh)					30.8	C

Table 14: Node Results - 44: Fillmore St and Cheney Dr

44: Fillmore St and Cheney Dr	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	--	--	--	140	--	216	--	269	176	50	272	--
Movement Delay (sec/veh)	--	--	--	9.5	--	2.5	--	0.1	0.6	4.2	0.1	--
Movement LOS	--	--	--	A	--	A	--	A	A	A	A	--
Approach Delay (sec/veh)	--			5.2			0.3			0.7		
Approach LOS	--			A			A			A		
Average Queue (ft)	--	--	--	9.4	--	0.3	--	0.0	0.0	0.7	0.0	--
Max Simulated Queue (ft)	--	--	--	120.7	--	56.2	--	0.0	19.4	59.9	0.0	--
						Intersection Delay (sec/veh)					2.0	A

Table 15: Node Results - 45: Fillmore St and N College Rd

45: Fillmore St and N College Rd	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	272	409	3	0	236	140	35	17	12	172	4	236
Movement Delay (sec/veh)	11.9	9.8	5.4	--	17.7	7.1	20.5	24.7	10.5	14.5	13.4	7.9
Movement LOS	B	A	A	--	B	A	C	C	B	B	B	A
Approach Delay (sec/veh)	10.6			13.8			19.8			10.7		
Approach LOS	B			B			B			B		
Average Queue (ft)	15.0	19.4	20.4	0.0	22.4	22.4	3.5	2.2	2.7	13.8	5.6	8.5
Max Simulated Queue (ft)	271.5	334.8	338.1	0.0	201.1	201.1	80.6	55.0	58.9	191.4	159.9	165.0
						Intersection Delay (sec/veh)					11.8	B

Table 16: Node Results - 46: N College rd and Locust St

46: N College rd and Locust St	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	60	2	277	3	51	3	125	223	7	6	199	83
Movement Delay (sec/veh)	39.3	89.4	76.1	15.7	13.7	7.9	16.4	13.8	10.9	18.0	47.3	39.5
Movement LOS	E	F	F	C	B	A	C	B	B	C	E	E
Approach Delay (sec/veh)	69.5			13.6			14.7			44.4		
Approach LOS	F			B			B			E		
Average Queue (ft)	3.3	177.0	177.3	2.7	3.3	3.9	10.3	13.7	20.3	0.2	89.7	10.8
Max Simulated Queue (ft)	83.6	576.3	576.1	80.7	81.9	91.3	121.4	143.5	166.0	34.8	338.0	123.5
						Intersection Delay (sec/veh)					40.9	E

Table 17: Node Results - 48: Locust St and Cheney Dr

48: Locust St and Cheney Dr	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	8	45	36	46	21	3	10	221	54	8	210	7
Movement Delay (sec/veh)	6.5	9.6	7.0	8.4	9.6	6.2	9.0	5.5	0.9	2.3	0.2	0.4
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Delay (sec/veh)	8.3			8.7			4.7			0.3		
Approach LOS	A			A			A			A		
Average Queue (ft)	0.3	4.2	4.0	2.0	1.0	0.8	0.1	0.0	0.0	0.1	0.0	0.0
Max Simulated Queue (ft)	34.7	82.1	80.8	74.3	65.5	64.2	26.6	0.0	20.4	32.6	0.0	0.0
						Intersection Delay (sec/veh)					4.1	A

Table 18: Node Results - 51: Us 93 and Golf Course Rd

51: Us 93 and Golf Course Rd	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	12	2	339	6	3	1	424	1492	21	2	1488	14
Movement Delay (sec/veh)	40.5	48.3	7.4	42.0	38.3	17.2	28.2	5.4	3.2	24.2	15.8	12.9
Movement LOS	D	D	A	D	D	B	C	A	A	C	B	B
Approach Delay (sec/veh)	8.7			38.8			10.4			15.8		
Approach LOS	A			D			B			B		
Average Queue (ft)	2.9	2.9	12.6	2.5	2.5	3.0	39.9	14.9	18.9	0.2	66.9	70.0
Max Simulated Queue (ft)	54.5	54.5	158.9	59.6	59.6	64.6	212.8	452.5	485.6	27.6	460.2	466.1
						Intersection Delay (sec/veh)					12.5	B

No_build future operation results

Table 1: Node Results - 1: Washington St and Pole Line

1: Washington St and Pole Line	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	100	913	192	363	905	141	228	356	470	144	255	121
Movement Delay (sec/veh)	90.2	108.7	37.5	53.2	26.5	6.7	66.5	67.6	70.0	153.9	42.9	0.9
Movement LOS	F	F	D	D	C	A	E	E	E	F	D	A
Approach Delay (sec/veh)	95.7			31.4			68.5			63.2		
Approach LOS	F			C			E			E		
Average Queue (ft)	78.3	378.0	0.3	69.3	58.6	0.0	73.9	65.3	291.4	303.7	40.2	122.9
Max Simulated Queue (ft)	527.5	1169.0	68.2	457.0	482.4	27.0	408.9	384.7	987.9	1108.0	176.5	660.1
						Intersection Delay (sec/veh)					63.0	E

Table 2: Node Results - 2: Pole Line and Fllmore St

2: Pole Line and Fllmore St	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	94	1012	96	157	1044	111	97	53	214	114	148	263
Movement Delay (sec/veh)	237.6	172.4	122.3	102.2	28.6	40.6	51.8	80.9	44.0	153.0	96.6	46.8
Movement LOS	F	F	F	F	C	D	D	F	D	F	F	D
Approach Delay (sec/veh)	172.7			38.3			51.5			82.3		
Approach LOS	F			D			D			F		
Average Queue (ft)	1472.0	1510.3	1512.0	106.5	128.5	132.3	29.5	35.4	81.9	519.2	518.3	262.6
Max Simulated Queue (ft)	1701.0	1700.2	1700.8	574.8	653.9	660.3	485.7	254.9	741.3	1260.8	1189.0	837.7
						Intersection Delay (sec/veh)					92.8	F

Table 3: Node Results - 6: Blue Lake Blvd and Pole Line

6: Blue Lake Blvd and Pole Line	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	521	665	122	248	472	377	118	870	109	253	601	633
Movement Delay (sec/veh)	217.7	98.3	12.1	104.9	111.7	175.0	89.1	116.0	81.2	246.7	71.5	16.8
Movement LOS	F	F	B	F	F	F	F	F	F	F	E	B
Approach Delay (sec/veh)	137.2			131.7			109.6			78.0		
Approach LOS	F			F			F			E		
Average Queue (ft)	1088.5	900.6	0.1	80.2	744.6	676.6	33.4	1244.5	1231.6	580.5	199.5	44.0
Max Simulated Queue (ft)	1400.3	1395.9	49.0	265.8	1362.0	1297.4	166.9	1417.9	1421.9	753.1	737.1	339.9
						Intersection Delay (sec/veh)					111.4	F

Table 4: Node Results - 12: Pole Line and Locust St

12: Pole Line and Locust St	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	45	874	66	11	921	32	58	72	80	36	49	45
Movement Delay (sec/veh)	19.3	17.9	9.1	77.9	21.6	12.0	37.3	62.8	50.7	59.5	36.2	38.8
Movement LOS	C	C	A	F	C	B	E	F	F	F	E	E
Approach Delay (sec/veh)	17.3			21.7			51.5			43.2		
Approach LOS	C			C			F			E		
Average Queue (ft)	1.8	122.6	121.6	0.5	40.7	92.1	7.6	81.0	80.1	27.6	27.4	27.1
Max Simulated Queue (ft)	68.1	827.8	827.7	35.0	254.4	439.5	83.7	386.4	385.5	137.6	138.2	137.0
						Intersection Delay (sec/veh)					24.4	C

Table 5: Node Results - 14: Pole Line and Bridge view

14: Pole Line and Bridge view	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	181	691	48	31	748	215	87	152	18	274	166	132
Movement Delay (sec/veh)	106.0	70.4	59.8	45.2	58.4	53.2	30.7	51.9	43.3	34.3	33.7	30.9
Movement LOS	F	E	E	D	E	D	C	D	D	C	C	C
Approach Delay (sec/veh)	76.8			56.8			44.2			33.5		
Approach LOS	E			E			D			C		
Average Queue (ft)	204.7	416.9	419.2	3.3	833.9	424.4	13.8	65.7	68.3	121.9	58.7	62.3
Max Simulated Queue (ft)	851.8	887.6	890.3	73.0	1159.7	1163.4	192.8	393.0	397.2	665.4	577.3	582.9
						Intersection Delay (sec/veh)					57.7	E

Table 6: Node Results - 17: Fillmore St and River View Dr

17: Fillmore St and River View Dr	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	6	212	13	19	261	5	43	0	58	27	0	48
Movement Delay (sec/veh)	80.3	134.8	113.9	57.2	37.7	19.2	165.0	--	159.9	176.4	--	134.3
Movement LOS	F	F	F	F	E	C	F	--	F	F	--	F
Approach Delay (sec/veh)	132.5			39.1			161.6			149.2		
Approach LOS	F			E			F			F		
Average Queue (ft)	0.2	395.8	395.5	7.5	154.5	148.3	103.6	104.0	103.4	81.6	81.6	81.4
Max Simulated Queue (ft)	23.8	969.5	969.0	106.5	686.9	662.8	142.1	142.5	141.9	290.3	290.3	290.0
						Intersection Delay (sec/veh)					98.9	F

Table 7: Node Results - 19: Fillmore St and Canyon Springs Rd

19: Fillmore St and Canyon Springs Rd	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	21	200	74	52	252	6	30	33	96	4	33	20
Movement Delay (sec/veh)	103.7	149.5	165.0	510.8	121.9	96.5	50.7	82.4	181.7	332.0	271.0	210.0
Movement LOS	F	F	F	F	F	F	F	F	F	F	F	F
Approach Delay (sec/veh)	150.1			183.3			131.4			261.3		
Approach LOS	F			F			F			F		
Average Queue (ft)	0.5	699.8	700.2	1102.9	180.7	0.0	6.5	21.7	256.5	100.5	100.7	99.6
Max Simulated Queue (ft)	63.3	969.4	969.8	1655.9	857.9	9.2	89.6	133.9	433.7	252.6	252.3	251.5
						Intersection Delay (sec/veh)					157.7	F

Table 8: Node Results - 21: Blue Lake Blvd and Canyon Springs

21: Blue Lake Blvd and Canyon Springs	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	47	14	128	5	8	10	127	1576	60	8	1368	23
Movement Delay (sec/veh)	304.2	233.0	205.3	188.9	34.1	117.5	145.6	25.8	3.7	203.9	131.3	38.7
Movement LOS	F	F	F	F	D	F	F	D	A	F	F	E
Approach Delay (sec/veh)	229.4			101.6			33.4			130.2		
Approach LOS	F			F			D			F		
Average Queue (ft)	189.7	300.7	300.0	6.4	2.2	6.0	221.6	146.9	0.0	2.3	1303.9	1294.4
Max Simulated Queue (ft)	387.0	404.7	403.9	80.5	18.8	80.6	379.9	376.0	0.0	59.8	1650.7	821.8
						Intersection Delay (sec/veh)					84.4	F

Table 9: Node Results - 25: Fillmore st roundabout

25: Fillmore st roundabout	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	--	--	--	123	--	167	--	160	119	193	165	--
Movement Delay (sec/veh)	--	--	--	87.7	--	30.1	--	213.4	223.6	121.1	106.6	--
Movement LOS	--	--	--	F	--	D	--	F	F	F	F	--
Approach Delay (sec/veh)	--			54.5			217.6			113.9		
Approach LOS	--			F			F			F		
Average Queue (ft)	--	--	--	73.7	--	73.7	--	1063.4	1063.4	123.9	123.9	--
Max Simulated Queue (ft)	--	--	--	337.4	--	337.4	--	1283.0	1283.0	185.1	185.1	--
						Intersection Delay (sec/veh)					123.7	F

Table 10: Node Results - 26: Blue Lake Blvd and Fillmore

26: Blue Lake Blvd and Fillmore	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	202	34	79	98	130	376	63	1514	47	325	1252	103
Movement Delay (sec/veh)	80.3	37.7	17.7	304.0	163.4	88.2	177.5	57.6	27.5	145.8	112.3	102.9
Movement LOS	F	D	B	F	F	F	F	E	C	F	F	F
Approach Delay (sec/veh)	60.6			138.3			61.3			118.0		
Approach LOS	E			F			E			F		
Average Queue (ft)	295.8	8.5	10.3	431.0	735.4	662.9	454.9	1146.4	0.5	1022.9	1306.1	1302.9
Max Simulated Queue (ft)	664.0	202.8	278.0	967.3	1621.2	1507.7	1501.4	1677.0	36.9	1702.2	1698.2	1699.0
						Intersection Delay (sec/veh)					94.4	F

Table 11: Node Results - 41: Blue Lake Blvd and Cheney

41: Blue Lake Blvd and Cheney	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	31	50	30	2	8	32	126	1113	24	17	798	138
Movement Delay (sec/veh)	806.9	758.7	429.2	602.2	911.5	844.5	68.8	87.3	60.8	31.3	5.9	13.6
Movement LOS	F	F	F	F	F	F	F	F	F	D	A	B
Approach Delay (sec/veh)	684.0			841.9			85.0			7.4		
Approach LOS	F			F			F			A		
Average Queue (ft)	942.9	942.6	1.7	0.7	536.7	535.8	144.3	768.8	953.0	3.4	14.1	0.1
Max Simulated Queue (ft)	1184.6	1184.3	83.2	33.5	1104.2	1103.0	1000.6	1177.4	1369.5	51.0	37.1	25.6
						Intersection Delay (sec/veh)					94.4	F

Table 12: Node Results - 42: Blue Lake Blvd and N College rd

42: Blue Lake Blvd and N College rd	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	179	297	402	46	238	18	172	1111	36	14	741	78
Movement Delay (sec/veh)	234.4	150.5	88.0	74.0	99.0	92.0	81.4	85.4	76.3	54.5	25.0	24.3
Movement LOS	F	F	F	E	F	F	F	F	E	D	C	C
Approach Delay (sec/veh)	139.7			94.9			84.6			25.5		
Approach LOS	F			F			F			C		
Average Queue (ft)	580.1	614.4	614.4	11.5	217.0	222.8	726.1	1246.3	1251.9	2.7	80.9	84.3
Max Simulated Queue (ft)	1193.3	1126.2	1126.2	90.7	749.2	755.6	1386.4	1681.3	1679.3	62.7	675.4	681.8
						Intersection Delay (sec/veh)					84.8	F

Table 13: Node Results - 43: Blue Lake Blvd and Falls Ave

43: Blue Lake Blvd and Falls Ave	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	195	435	201	254	481	132	152	1100	145	88	966	144
Movement Delay (sec/veh)	223.6	114.3	59.5	108.2	98.4	105.2	91.9	109.2	38.9	55.2	31.3	11.3
Movement LOS	F	F	E	F	F	F	F	F	D	E	C	B
Approach Delay (sec/veh)	126.8			102.2			100.0			30.6		
Approach LOS	F			F			F			C		
Average Queue (ft)	622.7	625.8	274.9	330.8	345.2	249.2	79.4	971.0	5.3	35.4	131.3	6.9
Max Simulated Queue (ft)	1241.4	1243.7	797.9	932.8	927.7	915.7	582.0	1677.3	117.6	406.2	856.2	166.5
						Intersection Delay (sec/veh)					85.8	F

Table 14: Node Results - 44: Fillmore St and Cheney Dr

44: Fillmore St and Cheney Dr	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	--	--	--	200	--	138	--	224	78	64	311	--
Movement Delay (sec/veh)	--	--	--	33.1	--	9.4	--	57.0	212.0	194.5	37.5	--
Movement LOS	--	--	--	D	--	A	--	F	F	F	E	--
Approach Delay (sec/veh)	--			23.5			95.7			64.1		
Approach LOS	--			C			F			F		
Average Queue (ft)	--	--	--	111.9	--	0.7	--	442.5	570.2	349.2	263.2	--
Max Simulated Queue (ft)	--	--	--	552.0	--	78.8	--	1128.4	1333.2	1074.4	883.6	--
						Intersection Delay (sec/veh)					59.5	F

Table 15: Node Results - 45: Fillmore St and N College Rd

45: Fillmore St and N College Rd	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	294	614	5	0	338	147	38	20	37	269	10	243
Movement Delay (sec/veh)	48.3	32.1	24.4	--	31.1	30.4	27.0	48.5	27.5	30.4	32.4	19.7
Movement LOS	D	C	C	--	C	C	C	D	C	C	C	B
Approach Delay (sec/veh)	37.3			30.8			31.7			25.4		
Approach LOS	D			C			C			C		
Average Queue (ft)	168.4	283.9	286.0	0.0	74.3	74.3	4.9	8.6	10.2	67.0	37.5	40.1
Max Simulated Queue (ft)	964.0	964.5	967.8	0.0	471.9	471.9	85.0	168.1	171.9	715.4	680.9	686.0
						Intersection Delay (sec/veh)					32.4	C

Table 16: Node Results - 46: N College rd and Locust St

46: N College rd and Locust St	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	86	32	229	3	53	4	150	384	8	2	281	109
Movement Delay (sec/veh)	144.1	210.1	209.3	38.8	21.9	11.0	32.1	40.9	36.0	27.2	48.8	45.2
Movement LOS	F	F	F	E	C	B	D	E	E	D	E	E
Approach Delay (sec/veh)	193.4			22.2			38.4			47.7		
Approach LOS	F			C			E			E		
Average Queue (ft)	140.9	859.8	859.7	5.5	6.8	7.7	17.9	129.3	146.6	0.1	145.3	32.7
Max Simulated Queue (ft)	518.6	1263.6	1263.5	100.2	101.4	110.8	263.9	374.7	397.2	24.1	509.5	297.3
						Intersection Delay (sec/veh)					80.3	F

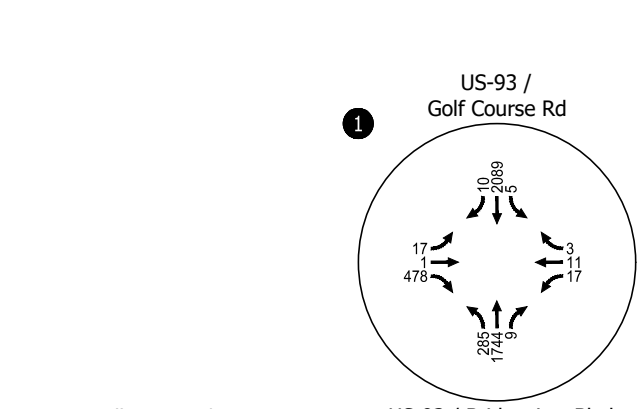
Table 17: Node Results - 48: Locust St and Cheney Dr

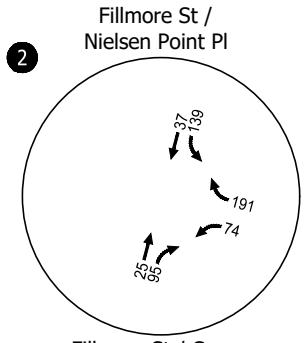
48: Locust St and Cheney Dr	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	1	52	62	105	61	2	24	283	152	8	238	9
Movement Delay (sec/veh)	8.6	11.8	8.1	11.6	11.2	6.6	14.3	3.6	3.0	4.1	0.3	3.4
Movement LOS	A	B	A	B	B	A	B	A	A	A	A	A
Approach Delay (sec/veh)	9.7			11.4			4.0			0.5		
Approach LOS	A			B			A			A		
Average Queue (ft)	0.1	6.6	6.4	7.2	7.9	6.9	2.3	0.3	0.1	0.2	2.5	2.5
Max Simulated Queue (ft)	22.5	96.7	95.4	106.7	132.5	131.3	90.7	28.7	33.8	71.3	56.8	56.8
						Intersection Delay (sec/veh)					5.0	A

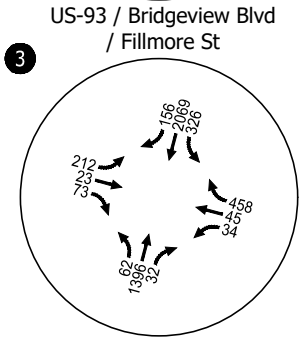
Table 18: Node Results - 51: Us 93 and Golf Course Rd

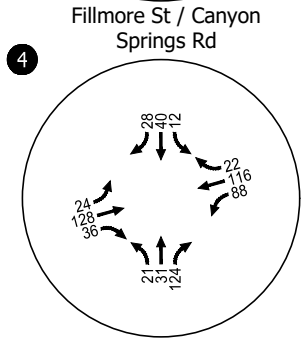
51: Us 93 and Golf Course Rd	E/W Road Name						N/S Road Name					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh)	15	2	415	8	3	0	408	1666	18	2	1430	12
Movement Delay (sec/veh)	92.2	84.0	163.9	72.0	47.0	9.9	47.8	6.8	4.7	59.1	80.7	58.6
Movement LOS	F	F	F	E	D	A	D	A	A	E	F	E
Approach Delay (sec/veh)	161.3			62.4			14.7			80.5		
Approach LOS	F			E			B			F		
Average Queue (ft)	4.9	4.9	579.1	4.1	4.1	4.7	67.1	23.6	28.1	0.2	1448.0	1448.1
Max Simulated Queue (ft)	64.9	64.9	1164.3	92.8	92.8	97.8	274.4	697.8	730.8	25.0	1701.7	1701.5
						Intersection Delay (sec/veh)					54.2	D

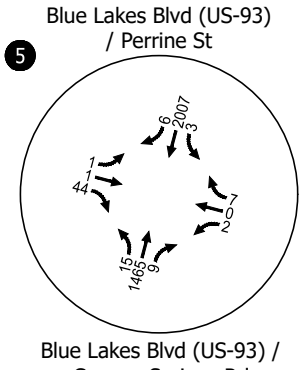
Attachment I
Future Year 2050 Traffic Volumes & Lane Configurations

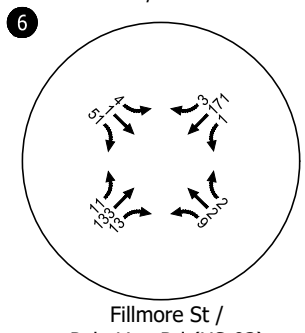


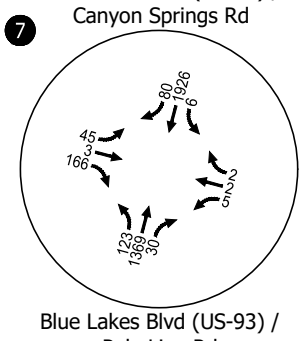


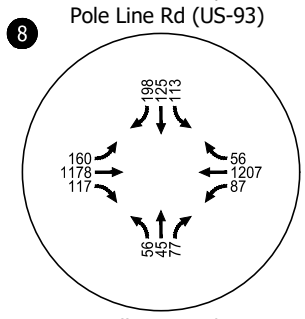


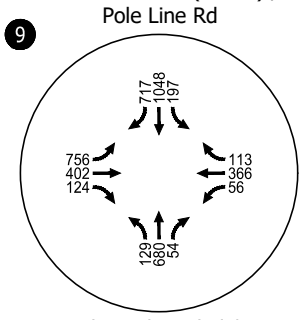


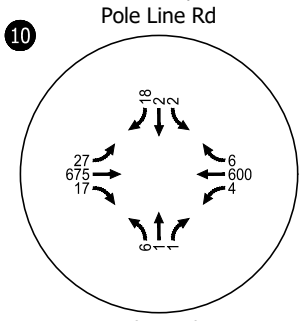


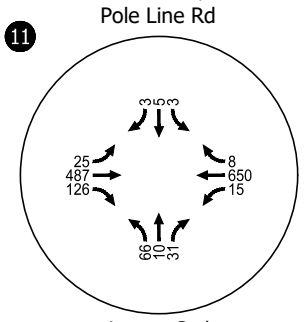


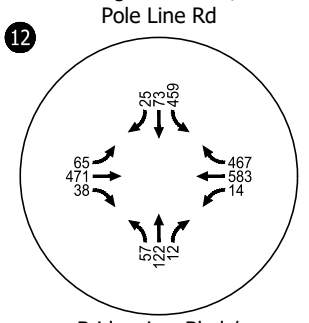


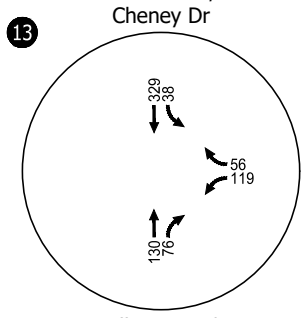


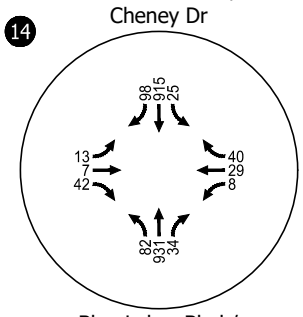


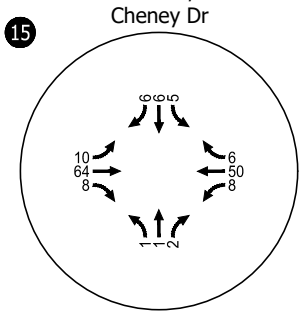


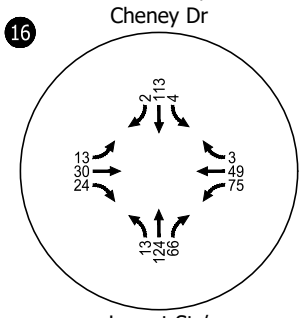


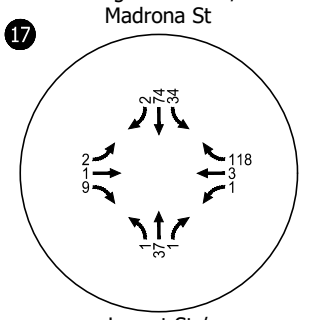


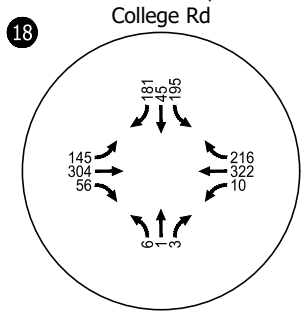


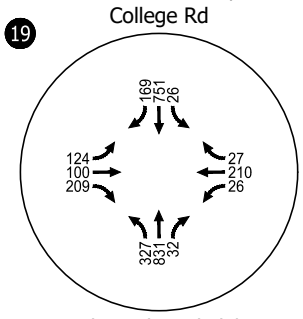


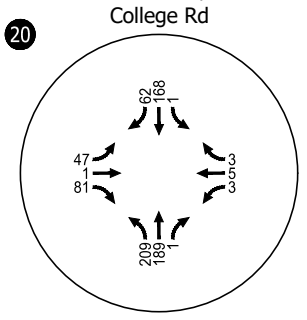


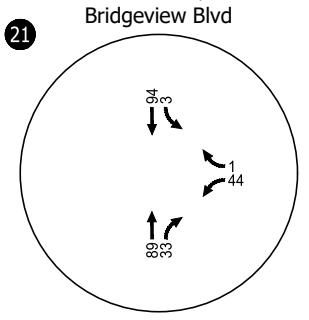


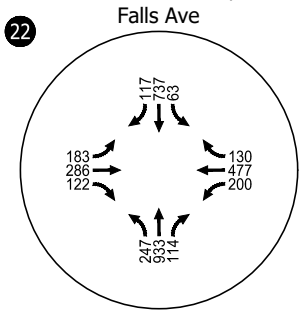


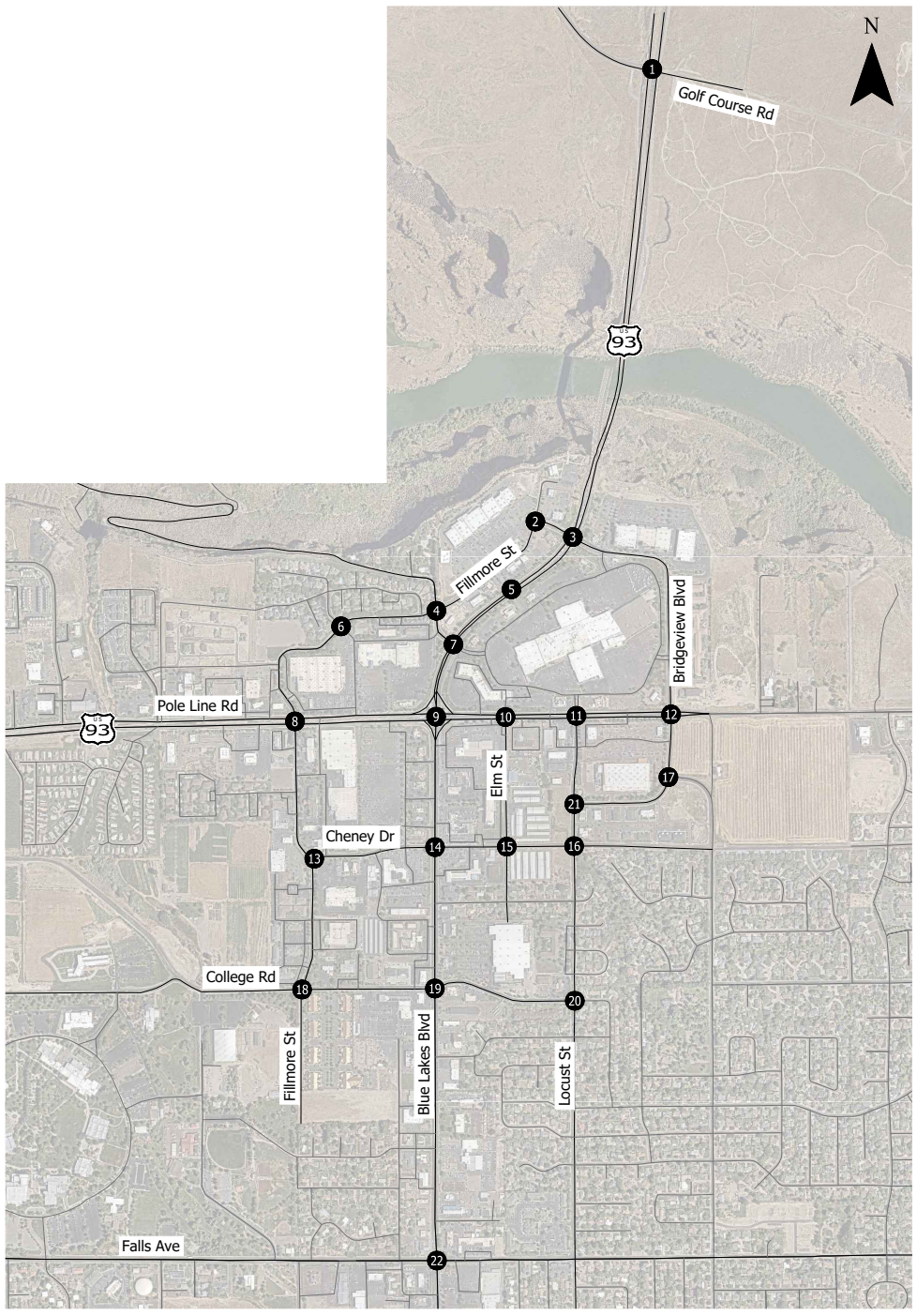












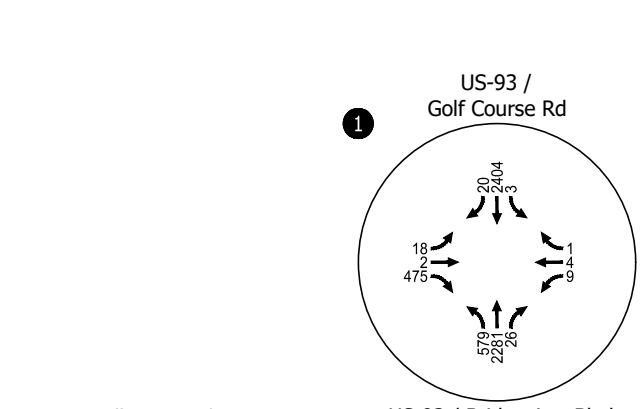
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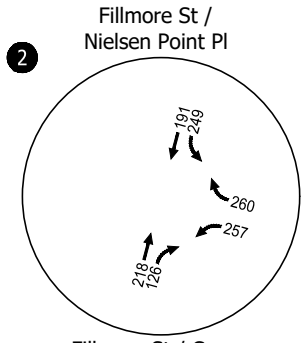
Future Year 2050 Weekday AM Peak Hour Volume
City of Twin Falls, Idaho

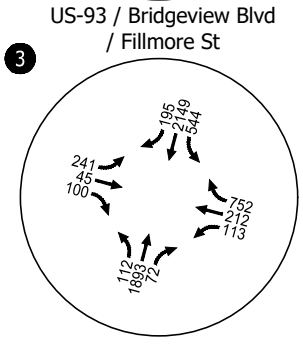
Figure
I01

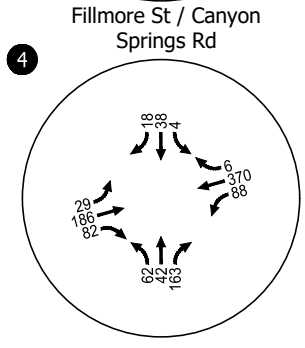
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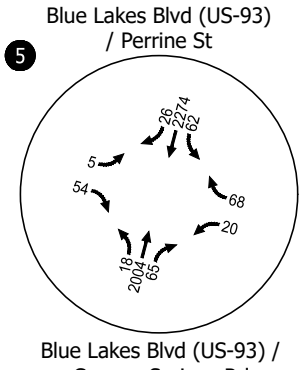
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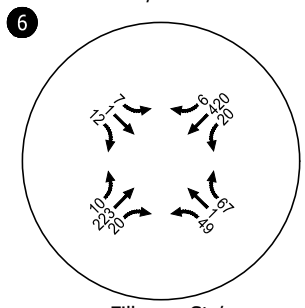


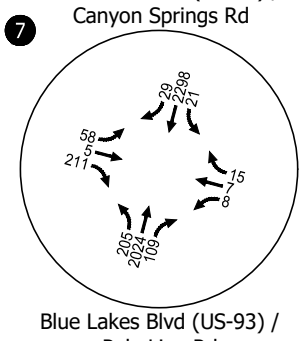


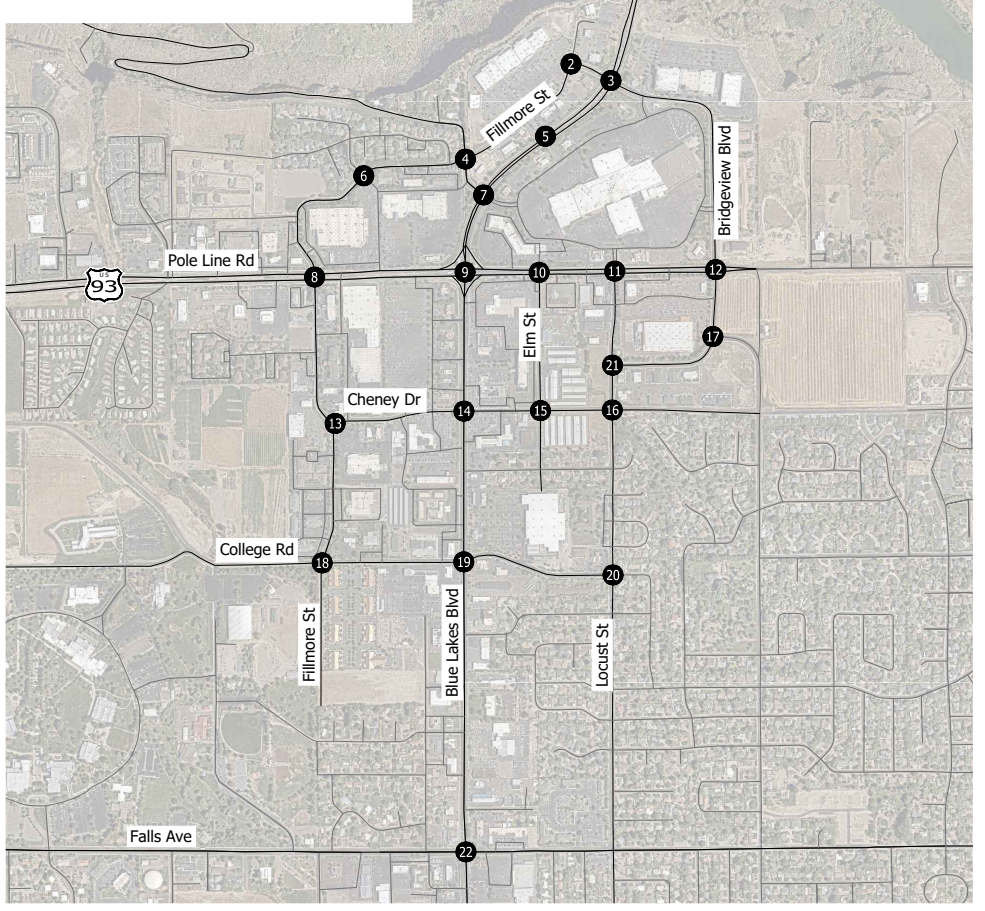


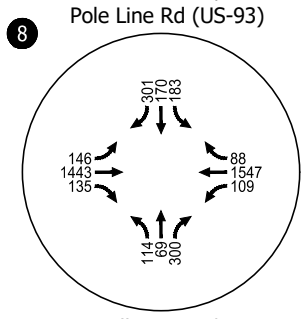


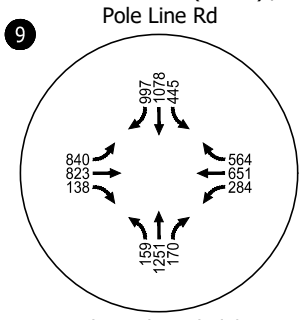


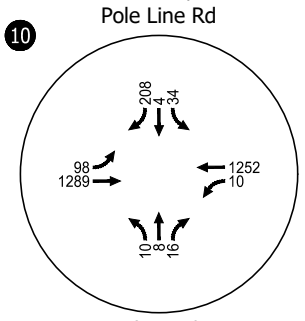


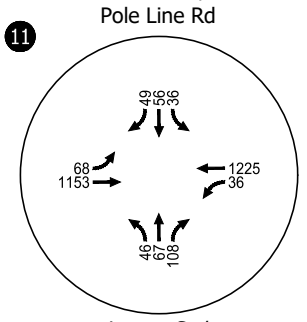


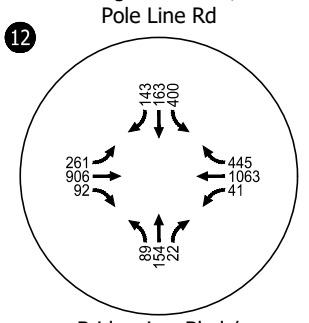


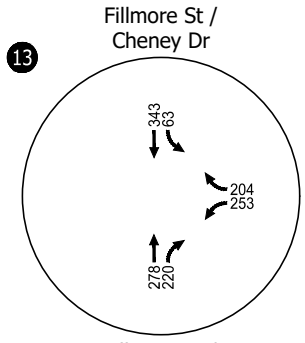


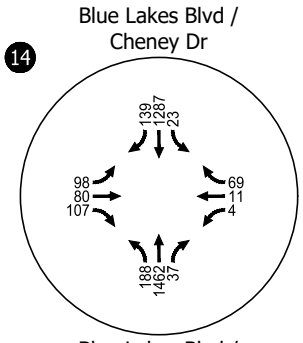


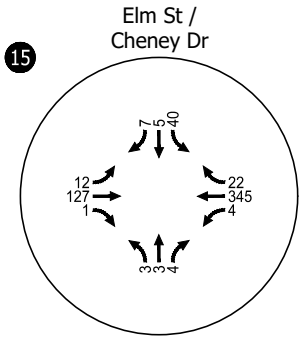


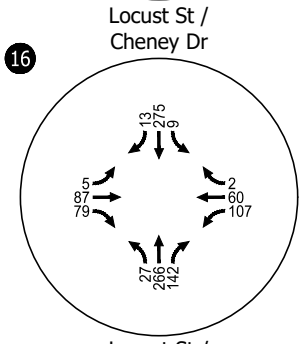


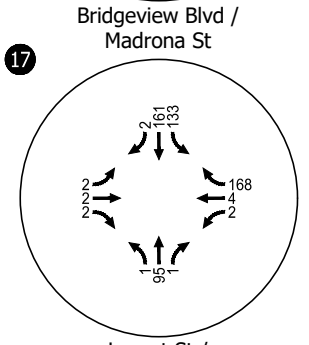


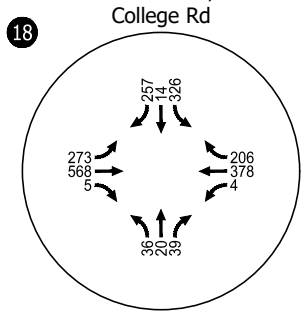


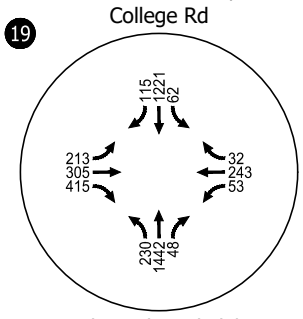


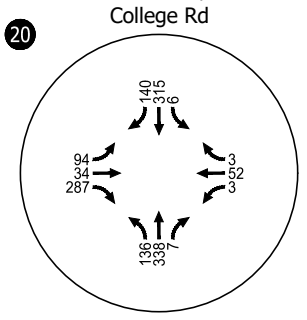


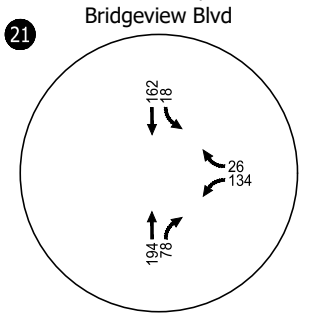


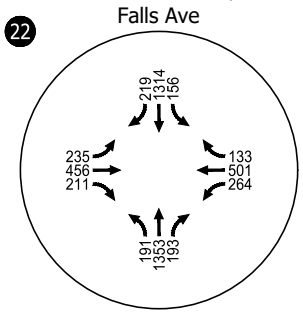












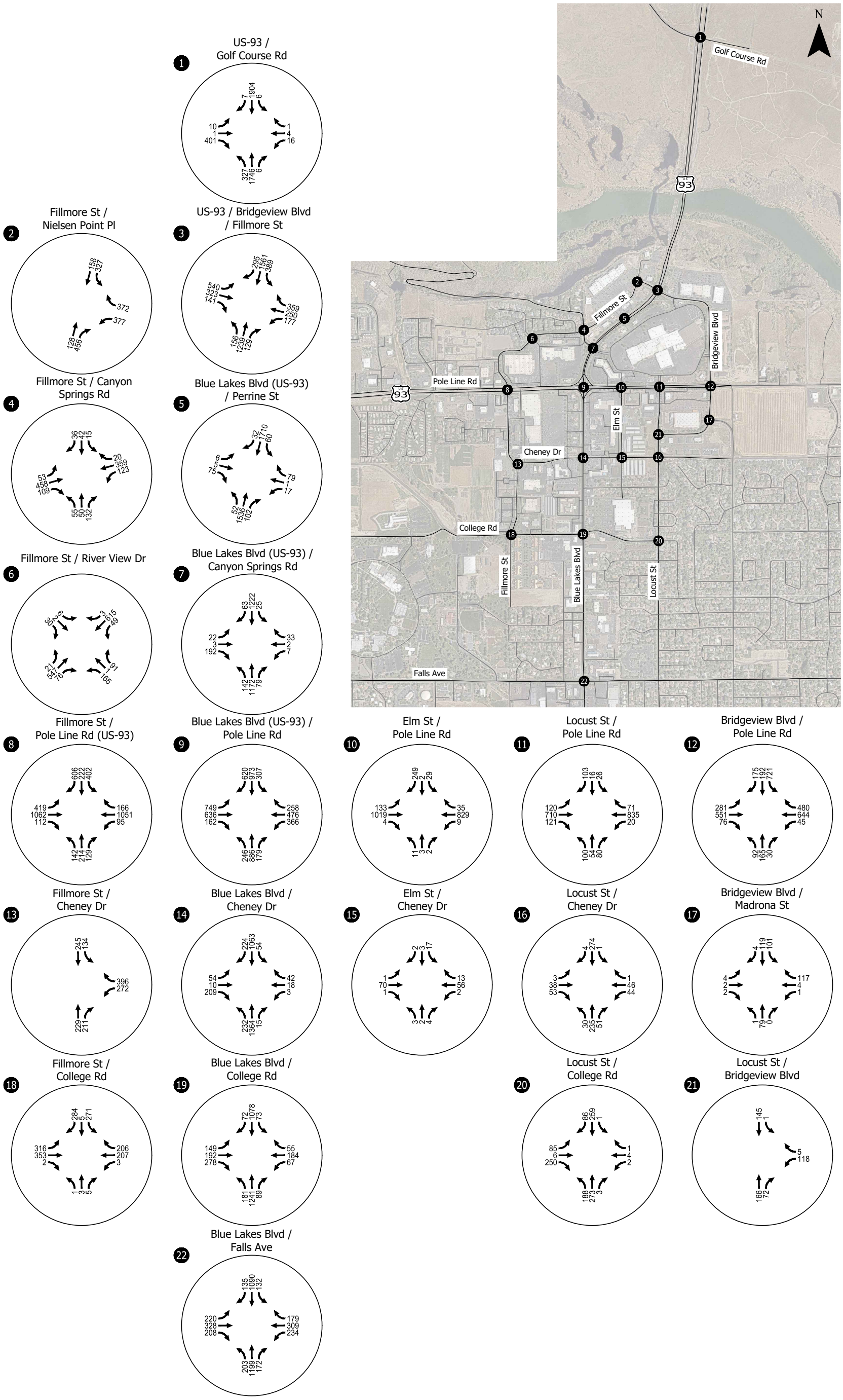
(#) - Study Intersection

Future Year 2050 Weekday PM Peak Hour Volume
City of Twin Falls, Idaho

Figure
I02

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- Study Intersection

Future Year 2050 Weekend Midday Peak Hour Volume
City of Twin Falls, Idaho

Figure
I03

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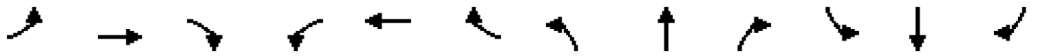
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Attachment J
Future Year 2050 Traffic Operations Summary & Synchro 12 Operational Worksheets

Intersection	Intersection Control	Intersection AM/PM/Weekend			Lane Group	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekend Midday Peak Hour		
		V/C	LOS	Delay		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Fillmore Street / Pole Line Road	Traffic Signal	0.78 / 0.79 / 1.27	C / D / F	21.9 / 37.5 / 86.6	EBL	0.57	B	15.5	0.73	C	27.2	***1.24***	***F***	***166.4***
					EBT	0.82	C	21.6	0.89	D	37.9	0.69	C	32.4
					EBR	0.82	C	22.1	0.89	D	42.1	0.69	C	33.3
					WBL	0.40	B	16.8	0.64	C	27.3	0.45	C	29.5
					WBT	0.66	B	19.2	0.85	C	34.5	0.85	D	45.1
					WBR	0.66	B	19.5	0.85	D	38.1	0.85	D	48.4
					NBL	0.21	C	27.0	0.35	C	30.2	0.49	D	39.7
					NBT	0.18	C	29.9	0.17	C	34.8	0.75	D	52.3
					NBR	0.39	C	31.1	0.90	D	54.0	0.53	D	49.6
					SBL	0.32	C	25.8	0.44	C	28.5	0.95	E	65.0
					SBT	0.42	C	29.2	0.37	C	34.0	0.46	D	38.9
					SBR	0.80	C	33.2	0.78	D	39.7	***1.51***	***F***	***288.4***
Blue Lakes Boulevard / Pole Line Road	Traffic Signal	1.00 / 1.44 / 0.99	E / F / E	59.1 / 148.5 / 75.2	EBL	***0.95***	***E***	68.9	***1.18***	***F***	***172.9***	***0.96***	***F***	85.4
					EBT	0.33	C	34.7	0.88	***E***	77.9	0.74	***E***	64.9
					WBL	0.61	***E***	72.2	0.92	***F***	***103.0***	***0.92***	***F***	89.0
					WBT	0.86	***E***	66.0	***1.00***	***F***	***116.9***	0.88	***F***	81.3
					NBL	0.80	***E***	72.6	0.85	***F***	99.7	0.89	***F***	86.8
					NBT	0.82	D	52.2	***1.24***	***F***	***189.7***	***0.93***	***E***	73.6
					SBL	***0.91***	***E***	73.2	***1.72***	***F***	***423.2***	***0.95***	***F***	***106.0***
					SBT	***0.94***	***E***	58.5	0.85	***E***	62.6	0.79	D	54.7
Elm Street / Pole Line Road	TWSC	-	-	0.5 / 4.0 / 3.5	NBLTR	0.04	C	19.5	0.42	***F***	76.1	0.21	***F***	61.3
					EBL	0.03	A	9.1	0.20	B	13.7	0.19	B	11.0
					WBL	0.01	A	9.3	0.02	B	13.4	0.02	B	10.7
					SBTL	0.02	C	19.7	0.45	***F***	74.7	0.25	***E***	40.9
					SBR	0.03	B	10.7	0.54	C	24.0	0.49	C	17.6
Locust Street / Pole Line Road	TWSC	-	-	3.2 / 0.5 / 81.1	NBL	0.48	***E***	48.7	***>3.00***	***F***	***>300***	***>3.00***	***F***	***>300***
					NBTR	0.14	C	17.8	***>3.00***	***F***	***>300***	***1.48***	***F***	***>300***
					EBL	0.03	A	9.5	0.15	B	13.5	0.18	B	11.0
					WBL	0.02	A	9.0	0.07	B	12.3	0.03	A	9.8
					SBLT	0.07	***E***	35.9	***>3.00***	***F***	***>300***	***>3.00***	***F***	***>300***
					SBR	0.01	B	12.1	0.13	C	15.5	0.21	B	13.5
Bridgeview Boulevard / Pole Line Road	Traffic Signal	0.87 / 1.21 / 1.23	D / F / F	39.8 / 110.4 / 90.5	EBL	0.28	B	19.2	0.91	***E***	55.5	0.82	D	35.5
					EBT	0.75	C	29.2	***1.38***	***F***	***209.6***	0.81	D	35.7
					EBR	0.07	B	18.7	0.17	C	20.5	0.13	C	21.3
					WBL	0.07	C	21.0	0.34	C	28.7	0.22	C	26.9
					WBT	0.53	C	24.3	***1.14***	***F***	***37.0***	0.67	C	34.6
					WBR	***1.05***	***F***	83.5	***1.12***	***F***	***37.0***	***1.11***	***F***	***112.3***
					NBL	0.21	C	33.9	0.31	D	36.0	0.33	D	36.3
					NBR	0.77	D	41.7	0.82	D	44.1	0.85	D	47.6
					SBL	0.86	D	35.3	0.88	D	28.0	***1.46***	***F***	***247.5***
					SBR	0.18	C	21.7	0.66	C	32.1	0.72	D	35.1
River View Drive / Fillmore Street	TWSC	-	-	2.3 / 2.9 / 99.2	NBLTR	0.06	C	15.4	0.29	C	16.2	***2.19***	***F***	***>300***
					EBL	0.02	A	7.9	0.01	A	8.3	0.03	A	9.0
					WBL	0.01	A	7.7	0.02	A	7.8	0.06	A	9.1
					SBLTR	0.14	B	11.2	0.06	B	14.5	0.17	C	22.7
Canyon Springs Road / Fillmore Street	AWSC	-	C / C / F	15.3 / 19.7 / 69.5	NBL	0.08	B	11.2	0.15	B	12.1	0.14	B	13.1
					NBT	0.11	B	10.9	0.09	B	10.7	0.12	B	12.3
					NBR	0.38	B	13.2	0.32	B	12.4	0.30	B	13.4
					EBL	0.09	B	11.3	0.07	B	11.1	0.13	B	11.9
					EBTR	0.57	C	19.1	0.57	C	18.8	***1.21***	***F***	***139.7***
					WBL	0.34	B	15.0	0.20	B	11.9	0.30	B	14.6
					WBTR	0.47	C	15.9	0.78	D	29.6	0.87	***E***	39.1
					SBLTR	0.30	B	13.9	0.15	B	12.3	0.26	C	15.1

Intersection	Intersection Control	Intersection AM/PM/Weekend			Lane Group	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekend Midday Peak Hour		
		V/C	LOS	Delay		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Blue Lakes Boulevard / Canyon Springs Road	TWSC	-	-	7.4 / 51.7 / 26.6	NBL	***1.20***	***F***	***224.9***	***>3.00***	***F***	***>300***	0.56	D	34.1
					EBL	***>3.00***	***F***	***>300***	***>3.00***	***F***	***>300***	***2.35***	***F***	***>300***
					EBTR	***0.94***	***F***	***100.6***	***1.71***	***F***	***>300***	***1.06***	***F***	***131.6***
					WBLT	***>3.00***	***F***	***>300***	***>3.00***	***F***	***>300***	***1.74***	***F***	***>300***
					WBR	0.01	B	14.6	0.08	C	23.6	0.08	B	13.9
					SBL	0.01	B	12.5	0.09	C	21.6	0.05	B	11.9
Nielson Point Place / Fillmore Street	Roundabout	-	A / A / B	7.3 / 9.0 / 14.7	NBTR	0.49	A	8.2	0.37	A	7.3	0.72	B	14.0
					WBLR	0.28	A	6.4	0.54	A	9.9	0.71	C	16.3
					SBLT	0.35	A	6.6	0.48	A	9.2	0.63	B	14.1
Blue Lakes Boulevard / Fillmore Street / Bridgeview Boulevard	Traffic Signal	0.98 / 1.32 / 1.39	E / F / F	69.7 / 149.6 / 129.1	EBL	0.86	***F***	87.3	***2.02***	***F***	***>300***	***2.75***	***F***	***>300***
					EBT	0.05	D	45.8	*0.10*	D	52.1	0.57	D	47.4
					EBR	0.18	D	47.6	0.25	D	54.5	0.30	D	42.3
					WBL	0.10	D	47.8	0.36	***E***	***59.5***	***0.96***	***F***	***121.6***
					WBT	0.09	D	46.4	0.46	***E***	58.0	0.44	D	44.6
					WBR	0.78	D	47.2	***1.10***	***F***	***11.3***	0.54	C	33.5
					NBL	0.80	***F***	89.5	0.87	***F***	93.2	0.89	***F***	84.8
					NBT	***1.15***	***F***	***123.9***	***1.49***	***F***	***276.3***	***0.92***	D	50.1
					NBR	0.05	C	26.9	0.12	C	32.8	0.19	C	27.0
					SBL	***0.93***	***F***	88.3	***1.14***	***F***	***156.9***	***0.90***	***E***	71.8
					SBT	0.85	D	36.0	0.85	D	38.1	0.81	D	39.3
					SBR	0.87	D	40.6	0.87	D	43.5	0.82	D	42.8
Blue Lakes Boulevard / Perrine Street	TWSC	-	-	4.9 / 28.3 / 13.5	NBL	0.15	***E***	43.7	0.28	***F***	73.7	0.35	***E***	40.3
					WBLT	0.03	***E***	47.9	***1.50***	***F***	***>300***	0.60	***F***	***226.3***
					WBR	0.02	C	15.8	0.38	D	33.8	0.28	C	21.9
					SBL	0.01	B	13.5	0.29	D	26.7	0.17	C	16.7
Blue Lakes Boulevard / Cheney Drive	TWSC	-	-	8.9 / 1.2 / 1.4	NBL	0.14	B	11.7	0.47	C	20.7	0.44	C	17.0
					EBLT	***>3.00***	***F***	***>300***	***>3.00***	***F***	***>300***	***>3.00***	***F***	***>300***
					EBR	0.09	B	12.6	0.31	C	18.5	0.44	C	17.9
					WBL	0.25	***F***	***141.5***	***>3.00***	***F***	***>300***	***>3.00***	***F***	***>300***
					WBTR	***1.12***	***F***	***252.2***	***>3.00***	***F***	***>300***	***>3.00***	***F***	***>300***
					SBL	0.04	B	11.1	0.06	B	14.6	0.11	B	13.3
Blue Lakes Boulevard / College Road	Traffic Signal	0.79 / 1.01 / 0.77	C / E / C	22.8 / 65.9 / 25.0	EBL	0.58	D	36.0	***0.87***	***E***	67.1	0.68	D	47.4
					EBT	0.27	D	37.2	0.69	D	53.1	0.52	D	49.7
					EBR	0.67	D	44.6	***1.11***	***F***	***131.1***	***0.90***	***E***	68.6
					WBL	0.10	D	37.9	0.34	D	47.3	0.31	D	46.1
					WBR	0.88	***E***	59.0	***0.89***	***E***	70.8	0.86	***E***	59.8
					NBL	0.81	C	23.2	***0.97***	***E***	78.9	0.65	B	18.7
					NBT	0.47	A	1.3	0.89	D	49.8	0.70	A	3.0
					NBR	0.47	A	1.2	0.89	D	50.2	0.71	A	3.0
					SBL	0.07	B	14.5	0.54	D	35.4	0.25	B	13.8
					SBT	0.60	C	25.0	***0.96***	***E***	64.1	0.64	C	26.3
					SBR	0.60	C	25.1	***0.97***	***E***	65.8	0.64	C	26.2
Blue Lakes Boulevard / Falls Avenue	Traffic Signal	0.73 / 0.92 / 0.70	C / D / D	32.9 / 36.0 / 37.3	EBL	0.71	D	40.5	0.85	D	53.6	0.66	D	43.5
					EBT	0.52	D	41.9	0.86	***E***	70.4	0.60	***E***	55.4
					EBR	0.50	D	42.0	***0.90***	***F***	85.5	0.86	***E***	74.1
					WBL	0.64	D	35.9	0.87	***E***	57.1	0.71	D	43.5
					WBT	0.86	D	47.5	0.88	***E***	72.0	0.54	D	54.0
					WBR	0.52	D	42.1	0.54	***E***	57.1	0.70	***E***	59.6
					NBL	0.72	C	21.1	0.68	B	18.2	0.71	C	23.9
					NBT	0.60	C	21.2	0.84	D	37.9	0.65	C	25.7
					NBR	0.16	B	15.4	0.27	C	22.8	0.21	B	18.1
					SBL	0.25	B	17.6	0.86	C	30.9	0.55	C	21.4
					SBT	0.53	D	37.4	0.83	A	2.1	0.61	D	35.7
					SBR	0.18	C	30.0	0.31	A	1.2	0.17	C	25.8

Intersection	Intersection Control	Intersection AM/PM/Weekend			Lane Group	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekend Midday Peak Hour		
		V/C	LOS	Delay		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Fillmore Street / Cheney Drive	TWSC	-	-	4.0 / 7.8 / 10.2	WBL	0.39	C	18.2	0.68	D	29.9	0.69	D	30.4
					WBR	0.10	A	9.7	0.32	B	12.3	0.52	B	14.3
					SBL	0.04	A	8.0	0.07	A	8.8	0.13	A	8.8
Fillmore Street / College Road	Traffic Signal	0.54 / 0.87 / 0.69	B / C / B	17.1 / 30.4 / 18.2	EBL	0.47	B	13.0	0.88	C	21.1	0.66	B	14.1
					EBR	0.67	B	15.5	0.89	C	31.0	0.56	B	15.0
					WBL	0.04	B	14.3	0.03	C	22.4	0.01	B	18.7
					WBT	0.78	B	19.5	0.88	D	38.6	0.62	C	22.3
					WBR	0.62	B	18.0	0.57	C	25.6	0.72	C	23.6
					NBL	0.03	C	20.8	0.21	C	33.7	0.01	C	23.9
					NBR	0.03	C	21.2	0.61	D	39.2	0.05	C	24.1
					SBL	0.43	B	15.8	0.77	C	26.3	0.53	B	17.3
					SBR	0.68	B	19.1	0.81	C	33.1	0.74	C	20.4
Locust Street / College Road / Juniper Street	AWSC	-	B / F / C	11.2 / 56.1 / 15.2	NBL	0.39	B	12.1	0.38	C	15.9	0.37	B	13.3
					NBTR	0.33	B	10.6	0.89	***E***	43.2	0.50	B	14.8
					EBL	0.11	B	10.3	0.27	B	14.6	0.18	B	11.6
					EBTR	0.15	A	9.3	0.80	D	30.8	0.45	B	13.8
					WBLTR	0.02	A	9.6	0.19	C	15.3	0.02	B	10.8
					SBL	0.01	A	8.8	0.02	B	1.11	0.01	A	9.6
					SBTR	0.40	B	11.7	***1.12***	***F***	***110.2***	0.62	C	18.5
Elm Street / Cheney Drive	TWYC	-	-	-	NBLTR	0.01	A	9.6	0.01	A	10.4	0.02	A	9.5
					EBLTR	0.01	A	0.9	0.01	A	0.8	0.01	A	0.1
					WBLTR	0.01	A	1.0	0.01	A	0.3	0.01	A	0.2
					SBLTR	0.03	A	10.0	0.03	A	11.5	0.04	A	10.0
Locust Street / Cheney Drive	TWSC	-	-	5.0 / 14.1 / 3.9	NBL	0.01	A	7.7	0.03	A	8.0	0.03	A	7.9
					EBL	0.03	B	12.6	0.02	C	20.3	0.01	C	15.7
					EBTR	0.11	B	11.3	0.50	C	23.3	0.18	B	13.2
					WBL	0.19	B	14.0	0.82	***F***	89.7	0.15	C	18.5
					WBTR	0.12	B	12.3	0.24	C	21.0	0.13	C	15.4
					SBL	0.01	A	7.7	0.01	A	8.3	0.01	A	7.8
Locust Street / Madrona Street	TWSC	-	-	1.8 / 3.8 / 2.9	WBL	0.08	B	10.4	0.28	B	14.3	0.19	B	12.0
					WBR	0.01	A	8.9	0.04	A	9.8	0.01	A	9.3
					SBL	0.01	A	7.5	0.02	A	7.9	0.01	A	7.7
Bridgeview Boulevard / Madrona Street	TWSC	-	-	5.2 / 4.9 / 4.6	NBL	0.01	A	7.4	0.01	A	7.5	0.01	A	7.4
					EBLTR	0.02	A	9.3	0.01	B	13.2	0.02	B	11.9
					WBLT	0.01	B	10.3	0.02	B	14.6	0.01	B	12.3
					WBR	0.13	A	9.0	0.18	A	9.6	0.12	A	9.2
					SBL	0.02	A	7.4	0.09	A	7.7	0.07	A	7.5
US-93 / Golf Course Road	Traffic Signal	1.22 / 1.24 / 1.00	F / F / D	93.3 / 117.8 / 50.1	EBL	0.07	D	38.0	0.10	D	54.4	0.04	D	35.8
					EBR	***1.28***	***F***	***182.6***	***1.44***	***F***	***267.3***	***0.94***	***E***	63.9
					WBL	0.15	D	38.3	0.11	D	54.5	0.09	D	36.1
					NBL	0.82	D	51.4	***1.60***	D	***>300***	0.83	D	49.2
					NBT	0.87	B	17.8	***0.96***	C	33.5	0.81	B	15.1
					NBR	0.88	B	17.8	***0.96***	C	33.8	0.81	B	15.1
					SBL	0.43	***E***	59.8	0.42	***F***	81.4	0.43	***E***	56.5
					SBT	***1.24***	***F***	***142.8***	***1.18***	***F***	***115.4***	***1.08***	***F***	79.8
					SBR	***1.24***	***F***	***143.3***	***1.18***	***F***	***116.4***	***1.08***	***F***	79.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	1178	117	87	1207	56	56	45	77	113	125	198
Future Volume (vph)	160	1178	117	87	1207	56	56	45	77	113	125	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6		5.6	5.6		5.6	5.6	5.6	5.6	5.6	5.6
Lane Util. Factor	1.00	*0.61		1.00	*0.96		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1687	3214		1752	4997		1735	1845	1482	1719	1776	1476
Flt Permitted	0.13	1.00		0.08	1.00		0.67	1.00	1.00	0.49	1.00	1.00
Satd. Flow (perm)	239	3214		153	4997		1224	1845	1482	878	1776	1476
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	174	1280	127	95	1312	61	61	49	84	123	136	215
RTOR Reduction (vph)	0	3	0	0	3	0	0	0	76	0	0	184
Lane Group Flow (vph)	174	1404	0	95	1370	0	61	49	8	123	136	31
Confl. Peds. (#/hr)							1					1
Heavy Vehicles (%)	7%	7%	4%	3%	9%	4%	4%	3%	9%	5%	7%	8%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6		6	2		2
Actuated Green, G (s)	61.9	51.1		56.3	48.3		16.1	9.9	9.9	25.9	14.8	14.8
Effective Green, g (s)	61.9	51.1		56.3	48.3		16.1	9.9	9.9	25.9	14.8	14.8
Actuated g/C Ratio	0.60	0.50		0.55	0.47		0.16	0.10	0.10	0.25	0.14	0.14
Clearance Time (s)	5.6	5.6		5.6	5.6		5.6	5.6	5.6	5.6	5.6	5.6
Vehicle Extension (s)	2.0	2.2		2.0	2.2		1.8	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	296	1602		208	2354		223	178	143	312	256	213
v/s Ratio Prot	c0.06	c0.44		0.04	0.27		0.02	0.03		c0.04	c0.08	
v/s Ratio Perm	0.29			0.21			0.03		0.01	0.06		0.02
v/c Ratio	0.59	0.88		0.46	0.58		0.27	0.28	0.06	0.39	0.53	0.15
Uniform Delay, d1	11.6	22.9		16.7	19.7		37.7	43.0	42.1	31.0	40.6	38.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9	5.6		0.6	0.3		0.2	0.3	0.1	0.3	1.1	0.1
Delay (s)	13.6	28.5		17.3	20.0		38.0	43.3	42.1	31.3	41.7	38.4
Level of Service	B	C		B	C		D	D	D	C	D	D
Approach Delay (s/veh)		26.8			19.8			41.1			37.5	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	102.5	Sum of lost time (s)	22.4
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

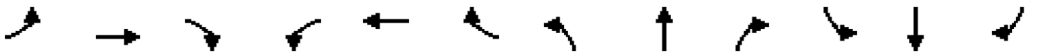
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1178	117	87	1207	56	56	45	77	113	125	198
Future Volume (veh/h)	160	1178	117	87	1207	56	56	45	77	113	125	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	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	1796	1796	1841	1856	1767	1841	1841	1856	1767	1826	1796	1781
Adj Flow Rate, veh/h	174	1280	127	95	1312	61	61	49	84	123	136	215
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, %	7	7	4	3	9	4	4	3	9	5	7	8
Cap, veh/h	306	1559	155	235	1998	93	286	270	217	380	321	270
Arrive On Green	0.08	0.44	0.44	0.06	0.41	0.41	0.05	0.15	0.15	0.08	0.18	0.18
Sat Flow, veh/h	1711	3570	354	1767	4890	227	1753	1856	1494	1739	1796	1507
Grp Volume(v), veh/h	174	786	621	95	910	463	61	49	84	123	136	215
Grp Sat Flow(s),veh/h/ln	1711	1096	1733	1767	1696	1726	1753	1856	1494	1739	1796	1507
Q Serve(g_s), s	4.6	25.0	25.0	2.4	17.2	17.2	2.3	1.8	4.0	4.7	5.3	10.8
Cycle Q Clear(g_c), s	4.6	25.0	25.0	2.4	17.2	17.2	2.3	1.8	4.0	4.7	5.3	10.8
Prop In Lane	1.00		0.20	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	306	957	756	235	1386	705	286	270	217	380	321	270
V/C Ratio(X)	0.57	0.82	0.82	0.40	0.66	0.66	0.21	0.18	0.39	0.32	0.42	0.80
Avail Cap(c_a), veh/h	595	1382	1092	583	2139	1088	978	1053	848	789	793	665
HCM Platoon Ratio	1.00	1.00	1.00	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	14.8	19.6	19.6	16.4	18.9	18.9	26.9	29.7	30.7	25.6	28.9	31.2
Incr Delay (d2), s/veh	0.6	2.0	2.5	0.4	0.3	0.6	0.1	0.1	0.4	0.2	0.3	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	6.0	9.5	0.9	6.2	6.4	1.0	0.8	1.4	1.9	2.3	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.5	21.6	22.1	16.8	19.2	19.5	27.0	29.9	31.1	25.8	29.2	33.2
LnGrp LOS	B	C	C	B	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1581			1468			194			474	
Approach Delay, s/veh		21.1			19.2			29.5			30.2	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	19.8	12.2	38.0	12.0	17.1	10.0	40.2
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Max Green Setting (Gmax), s	35.0	35.0	20.0	50.0	25.0	45.0	20.0	50.0
Max Q Clear Time (g_c+I1), s	4.3	12.8	6.6	19.2	6.7	6.0	4.4	27.0
Green Ext Time (p_c), s	0.1	0.9	0.2	8.0	0.1	0.3	0.1	7.6

Intersection Summary	
HCM 7th Control Delay, s/veh	21.9
HCM 7th LOS	C

Notes

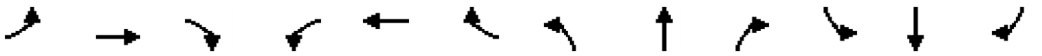
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	756	402	124	56	366	113	129	680	54	197	1048	717
Future Volume (vph)	756	402	124	56	366	113	129	680	54	197	1048	717
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7		5.7	5.7	5.7
Lane Util. Factor	*0.89	*0.98	1.00	*0.57	0.95	1.00	*0.71	*0.85		1.00	*0.91	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.98
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	0.99		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)	2975	3581	1615	1871	3505	1442	2488	2991		1703	3325	1418
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	2975	3581	1615	1871	3505	1442	2488	2991		1703	3325	1418
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	822	437	135	61	398	123	140	739	59	214	1139	779
RTOR Reduction (vph)	0	0	87	0	0	106	0	3	0	0	0	216
Lane Group Flow (vph)	822	437	48	61	398	17	140	795	0	214	1139	563
Confl. Peds. (#/hr)							3					3
Heavy Vehicles (%)	8%	4%	0%	10%	3%	12%	3%	7%	4%	6%	4%	12%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						2
Actuated Green, G (s)	50.4	64.4	64.4	10.7	24.7	24.7	14.6	55.3		26.6	67.3	67.3
Effective Green, g (s)	50.4	64.4	64.4	10.7	24.7	24.7	14.6	55.3		26.6	67.3	67.3
Actuated g/C Ratio	0.28	0.36	0.36	0.06	0.14	0.14	0.08	0.31		0.15	0.37	0.37
Clearance Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7		5.7	5.7	5.7
Vehicle Extension (s)	1.5	1.8	1.8	1.8	1.5	1.5	1.8	1.5		1.8	1.5	1.5
Lane Grp Cap (vph)	833	1282	578	111	481	198	202	919		251	1244	530
v/s Ratio Prot	c0.28	0.12		0.03	c0.11		0.06	0.27		c0.13	0.34	
v/s Ratio Perm			0.03			0.01						c0.40
v/c Ratio	0.99	0.34	0.08	0.55	0.83	0.09	0.69	0.87		0.85	0.92	1.06
Uniform Delay, d1	64.4	42.2	38.2	82.2	75.5	67.7	80.4	58.7		74.7	53.5	56.3
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	27.6	0.1	0.0	3.0	10.7	0.1	8.0	8.3		22.6	10.3	56.7
Delay (s)	92.0	42.2	38.2	85.2	86.1	67.8	88.4	67.0		97.3	63.9	113.0
Level of Service	F	D	D	F	F	E	F	E		F	E	F
Approach Delay (s/veh)		71.2			82.2			70.2			85.2	
Approach LOS		E			F			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	78.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	179.8	Sum of lost time (s)	22.8
Intersection Capacity Utilization	86.3%	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)	756	402	124	56	366	113	129	680	54	197	1048	717
Future Volume (veh/h)	756	402	124	56	366	113	129	680	54	197	1048	717
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	1781	1841	1900	1752	1856	1722	1856	1796	1841	1811	1841	1722
Adj Flow Rate, veh/h	822	437	0	61	398	0	140	739	0	214	1139	0
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, %	8	4	0	10	3	12	3	7	4	6	4	12
Cap, veh/h	864	1317		101	465		174	899		236	1212	
Arrive On Green	0.29	0.37	0.00	0.05	0.13	0.00	0.07	0.29	0.00	0.14	0.36	0.00
Sat Flow, veh/h	3020	3608	1610	1902	3526	1459	2509	3323	0	1725	3350	1459
Grp Volume(v), veh/h	822	437	0	61	398	0	140	739	0	214	1139	0
Grp Sat Flow(s),veh/h/ln	1510	1804	1610	951	1763	1459	1255	1527	0	1725	1675	1459
Q Serve(g_s), s	40.4	13.2	0.0	4.7	16.7	0.0	8.3	34.1	0.0	18.5	49.7	0.0
Cycle Q Clear(g_c), s	40.4	13.2	0.0	4.7	16.7	0.0	8.3	34.1	0.0	18.5	49.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	864	1317		101	465		174	899		236	1212	
V/C Ratio(X)	0.95	0.33		0.61	0.86		0.80	0.82		0.91	0.94	
Avail Cap(c_a), veh/h	998	1317		503	933		498	1212		399	1329	
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.0	34.7	0.0	70.1	64.2	0.0	69.3	49.7	0.0	64.3	46.7	0.0
Incr Delay (d2), s/veh	15.9	0.1	0.0	2.2	1.8	0.0	3.3	2.5	0.0	8.9	11.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.1	5.9	0.0	1.2	7.6	0.0	2.7	13.3	0.0	8.7	22.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.9	34.7	0.0	72.2	66.0	0.0	72.6	52.2	0.0	73.2	58.5	0.0
LnGrp LOS	E	C		E	E		E	D		E	E	
Approach Vol, veh/h		1259			459			879			1353	
Approach Delay, s/veh		57.0			66.8			55.5			60.9	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	60.4	49.0	25.7	26.4	50.2	13.7	60.9
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green Setting (Gmax), s	30.0	60.0	50.0	40.0	35.0	60.0	40.0	45.0
Max Q Clear Time (g_c+I1), s	10.3	51.7	42.4	18.7	20.5	36.1	6.7	15.2
Green Ext Time (p_c), s	0.2	3.0	0.9	1.3	0.2	2.6	0.1	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	59.1
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	675	17	4	600	6	6	1	1	2	2	18
Future Vol, veh/h	27	675	17	4	600	6	6	1	1	2	2	18
Conflicting Peds, #/hr	2	0	0	0	0	2	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	50	-	-	50	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	4	18	0	4	25	0	0	0	0	0	0
Mvmt Flow	31	776	20	5	690	7	7	1	1	2	2	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	699	0	0	795	0	0	1203	1555	398	1155	1562	350
Stage 1	-	-	-	-	-	-	848	848	-	704	704	-
Stage 2	-	-	-	-	-	-	355	708	-	451	857	-
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	907	-	-	835	-	-	142	114	607	154	113	652
Stage 1	-	-	-	-	-	-	327	381	-	398	442	-
Stage 2	-	-	-	-	-	-	641	441	-	563	377	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	906	-	-	835	-	-	131	109	607	147	108	651
Mov Cap-2 Maneuver	-	-	-	-	-	-	239	226	-	273	229	-
Stage 1	-	-	-	-	-	-	316	367	-	395	439	-
Stage 2	-	-	-	-	-	-	614	438	-	541	364	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.34	0.06	19.54	12.36
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	257	906	-	-	835	-	-	249	651
HCM Lane V/C Ratio	0.036	0.034	-	-	0.006	-	-	0.018	0.032
HCM Ctrl Dly (s/v)	19.5	9.1	-	-	9.3	-	-	19.7	10.7
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	487	126	15	650	8	66	10	31	3	5	3
Future Vol, veh/h	25	487	126	15	650	8	66	10	31	3	5	3
Conflicting Peds, #/hr	1	0	0	0	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	200	-	-	150	-	-	150	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	7	5	3	0	4	0	8	0	5	0	0	50
Mvmt Flow	28	541	140	17	722	9	73	11	34	3	6	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	732	0	0	681	0	0	1064	1432	341	1093	1498	367
Stage 1	-	-	-	-	-	-	667	667	-	761	761	-
Stage 2	-	-	-	-	-	-	397	765	-	332	737	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.66	6.5	7	7.5	6.5	7.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.66	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.66	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.27	-	-	2.2	-	-	3.58	4	3.35	3.5	4	3.8
Pot Cap-1 Maneuver	836	-	-	921	-	-	169	135	647	171	124	511
Stage 1	-	-	-	-	-	-	401	460	-	368	417	-
Stage 2	-	-	-	-	-	-	584	415	-	661	428	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	835	-	-	921	-	-	153	128	647	141	117	511
Mov Cap-2 Maneuver	-	-	-	-	-	-	153	128	-	141	117	-
Stage 1	-	-	-	-	-	-	387	445	-	361	409	-
Stage 2	-	-	-	-	-	-	562	407	-	590	413	-

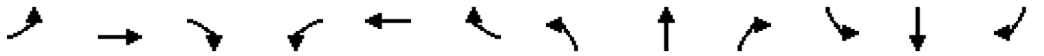
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.37	0.2	36.87	29.43
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	153	326	835	-	-	921	-	-	125	511
HCM Lane V/C Ratio	0.481	0.14	0.033	-	-	0.018	-	-	0.071	0.007
HCM Ctrl Dly (s/v)	48.7	17.8	9.5	-	-	9	-	-	35.9	12.1
HCM Lane LOS	E	C	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	2.3	0.5	0.1	-	-	0.1	-	-	0.2	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	471	38	14	583	467	57	122	12	459	73	25
Future Volume (vph)	65	471	38	14	583	467	57	122	12	459	73	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6		5.6	5.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	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	0.99		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1626	1827	1615	1805	3505	1373	1770	1754		1687	1643	
Flt Permitted	0.28	1.00	1.00	0.30	1.00	1.00	0.69	1.00		0.40	1.00	
Satd. Flow (perm)	476	1827	1615	574	3505	1373	1284	1754		711	1643	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	69	501	40	15	620	497	61	130	13	488	78	27
RTOR Reduction (vph)	0	0	24	0	0	121	0	3	0	0	10	0
Lane Group Flow (vph)	69	501	16	15	620	376	61	140	0	488	95	0
Confl. Peds. (#/hr)	1					1						
Heavy Vehicles (%)	11%	4%	0%	0%	3%	15%	2%	5%	25%	7%	5%	29%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Actuated Green, G (s)	43.5	38.2	38.2	34.7	33.8	33.8	17.1	12.6		40.7	30.6	
Effective Green, g (s)	43.5	38.2	38.2	34.7	33.8	33.8	17.1	12.6		40.7	30.6	
Actuated g/C Ratio	0.45	0.40	0.40	0.36	0.35	0.35	0.18	0.13		0.42	0.32	
Clearance Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6		5.6	5.6	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.0	1.5		1.5	1.5	
Lane Grp Cap (vph)	277	722	638	217	1226	480	249	228		526	520	
v/s Ratio Prot	c0.01	c0.27		0.00	0.18		0.01	0.08		c0.22	0.06	
v/s Ratio Perm	0.10		0.01	0.02		c0.27	0.03			c0.17		
v/c Ratio	0.25	0.69	0.02	0.07	0.51	0.78	0.24	0.61		0.93	0.18	
Uniform Delay, d1	16.2	24.3	17.8	20.8	24.8	28.1	33.9	39.7		23.3	23.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	2.3	0.0	0.0	0.1	7.6	0.2	3.4		22.3	0.1	
Delay (s)	16.3	26.7	17.8	20.9	24.9	35.7	34.1	43.1		45.6	24.0	
Level of Service	B	C	B	C	C	D	C	D		D	C	
Approach Delay (s/veh)		24.9			29.6			40.4			41.8	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	96.6	Sum of lost time (s)	22.4
Intersection Capacity Utilization	80.2%	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)	65	471	38	14	583	467	57	122	12	459	73	25
Future Volume (veh/h)	65	471	38	14	583	467	57	122	12	459	73	25
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	1737	1841	1900	1900	1856	1678	1870	1826	1530	1796	1826	1470
Adj Flow Rate, veh/h	69	501	40	15	620	497	61	130	13	488	78	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, %	11	4	0	0	3	15	2	5	25	7	5	29
Cap, veh/h	246	668	584	222	1180	475	291	169	17	567	422	146
Arrive On Green	0.05	0.36	0.36	0.02	0.33	0.33	0.04	0.10	0.10	0.27	0.33	0.33
Sat Flow, veh/h	1654	1841	1608	1810	3526	1420	1781	1633	163	1711	1296	449
Grp Volume(v), veh/h	69	501	40	15	620	497	61	0	143	488	0	105
Grp Sat Flow(s),veh/h/ln	1654	1841	1608	1810	1763	1420	1781	0	1797	1711	0	1745
Q Serve(g_s), s	2.4	21.3	1.5	0.5	12.7	30.0	2.7	0.0	6.9	21.8	0.0	3.9
Cycle Q Clear(g_c), s	2.4	21.3	1.5	0.5	12.7	30.0	2.7	0.0	6.9	21.8	0.0	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.26
Lane Grp Cap(c), veh/h	246	668	584	222	1180	475	291	0	186	567	0	569
V/C Ratio(X)	0.28	0.75	0.07	0.07	0.53	1.05	0.21	0.00	0.77	0.86	0.00	0.18
Avail Cap(c_a), veh/h	448	668	584	493	1180	475	512	0	501	588	0	701
HCM Platoon Ratio	1.00	1.00	1.00	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	19.0	25.0	18.6	21.0	24.1	29.8	33.8	0.0	39.1	23.8	0.0	21.7
Incr Delay (d2), s/veh	0.2	4.2	0.0	0.0	0.2	53.7	0.1	0.0	2.5	11.4	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	9.5	0.5	0.2	5.1	16.9	1.2	0.0	3.2	10.1	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.2	29.2	18.7	21.0	24.3	83.5	33.9	0.0	41.7	35.3	0.0	21.7
LnGrp LOS	B	C	B	C	C	F	C		D	D		C
Approach Vol, veh/h		610			1132			204			593	
Approach Delay, s/veh		27.3			50.3			39.4			32.9	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	35.6	29.5	14.9	7.2	38.1	9.5	34.8
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Max Green Setting (Gmax), s	15.0	30.0	25.0	25.0	15.0	30.0	15.0	36.0
Max Q Clear Time (g_c+I1), s	4.4	32.0	23.8	8.9	2.5	23.3	4.7	5.9
Green Ext Time (p_c), s	0.0	0.0	0.1	0.3	0.0	1.2	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	39.8
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	133	13	1	171	3	9	2	2	4	1	51
Future Vol, veh/h	11	133	13	1	171	3	9	2	2	4	1	51
Conflicting Peds, #/hr	7	0	0	0	0	7	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	100	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	0	4	0	0	6	0	33	0	33	0	0	0
Mvmt Flow	19	233	23	2	300	5	16	4	4	7	2	89

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	312	0	0	256	0	0	588	599	245	587	608	310
Stage 1	-	-	-	-	-	-	283	283	-	313	313	-
Stage 2	-	-	-	-	-	-	304	316	-	274	295	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.43	6.5	6.53	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.797	4	3.597	3.5	4	3.3
Pot Cap-1 Maneuver	1260	-	-	1320	-	-	378	418	724	424	413	735
Stage 1	-	-	-	-	-	-	661	680	-	702	660	-
Stage 2	-	-	-	-	-	-	644	659	-	737	673	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1251	-	-	1320	-	-	325	408	724	409	403	730
Mov Cap-2 Maneuver	-	-	-	-	-	-	325	408	-	409	403	-
Stage 1	-	-	-	-	-	-	651	670	-	696	655	-
Stage 2	-	-	-	-	-	-	562	653	-	718	662	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.56	0.04	15.44	11.16
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	368	1251	-	-	1320	-	-	682
HCM Lane V/C Ratio	0.062	0.015	-	-	0.001	-	-	0.144
HCM Ctrl Dly (s/v)	15.4	7.9	-	-	7.7	-	-	11.2
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.5

Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	128	36	88	116	22	21	31	124	12	40	28
Future Vol, veh/h	24	128	36	88	116	22	21	31	124	12	40	28
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58
Heavy Vehicles, %	0	5	12	25	3	0	6	5	0	0	0	8
Mvmt Flow	41	221	62	152	200	38	36	53	214	21	69	48
Number of Lanes	1	1	0	1	1	0	1	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	1	2	2
HCM Control Delay, s/veh	18.1	15.5	12.6	13.9
HCM LOS	C	C	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	15%
Vol Thru, %	0%	100%	0%	0%	78%	0%	84%	50%
Vol Right, %	0%	0%	100%	0%	22%	0%	16%	35%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	31	124	24	164	88	138	80
LT Vol	21	0	0	24	0	88	0	12
Through Vol	0	31	0	0	128	0	116	40
RT Vol	0	0	124	0	36	0	22	28
Lane Flow Rate	36	53	214	41	283	152	238	138
Geometry Grp	5	5	5	6	6	6	6	6
Degree of Util (X)	0.078	0.108	0.383	0.09	0.567	0.34	0.467	0.299
Departure Headway (Hd)	7.776	7.248	6.446	7.795	7.215	8.074	7.07	7.811
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	461	494	558	460	500	445	509	459
Service Time	5.521	4.993	4.19	5.544	4.964	5.826	4.821	5.57
HCM Lane V/C Ratio	0.078	0.107	0.384	0.089	0.566	0.342	0.468	0.301
HCM Control Delay, s/veh	11.2	10.9	13.2	11.3	19.1	15	15.9	13.9
HCM Lane LOS	B	B	B	B	C	B	C	B
HCM 95th-tile Q	0.3	0.4	1.8	0.3	3.5	1.5	2.5	1.2

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	3	166	5	2	2	123	1369	30	6	1926	80
Future Vol, veh/h	45	3	166	5	2	2	123	1369	30	6	1926	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	75	-	-	-	-	0	150	-	300	250	-	-
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, %	16	0	6	50	0	0	6	9	6	0	8	10
Mvmt Flow	47	3	173	5	2	2	128	1426	31	6	2006	83

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3031	3743	1045	2499	3784	713	2090	0	-	1426	0	0
Stage 1	2060	2060	-	1682	1682	-	-	-	-	-	-	-
Stage 2	970	1682	-	817	2102	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.5	7.22	7.95	6.5	6.9	5.42	-	-	4.1	-	-
Critical Hdwy Stg 1	7.62	5.5	-	7.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.82	5.5	-	7.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.81	4	3.96	4.15	4	3.3	3.16	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 7	4	188	11	4	379	~ 107	-	0	483	-	-
Stage 1	~ 30	98	-	59	152	-	-	-	0	-	-	-
Stage 2	241	152	-	233	94	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	-	0	188	-	0	379	~ 107	-	-	483	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	~ 29	97	-	59	0	-	-	-	-	-	-	-
Stage 2	239	0	-	18	93	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			18.54	0.04
HCM LOS	-	-		

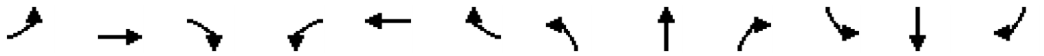
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	~ 107	-	-	188	-	379	483	-	-
HCM Lane V/C Ratio	1.197	-	-	0.936	-	0.005	0.013	-	-
HCM Ctrl Dly (s/v)	224.9	-	-	100.6	-	14.6	12.5	-	-
HCM Lane LOS	F	-	-	F	-	B	B	-	-
HCM 95th %tile Q(veh)	8.4	-	-	7.4	-	0	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

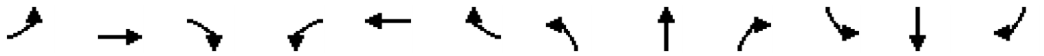
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	616	279	409
Demand Flow Rate, veh/h	643	279	409
Vehicles Circulating, veh/h	58	323	172
Vehicles Exiting, veh/h	544	258	529
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.2	6.4	6.6
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	R	TR	LT
Assumed Moves	R	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	643	279	409
Cap Entry Lane, veh/h	1301	993	1158
Entry HV Adj Factor	0.958	1.000	1.000
Flow Entry, veh/h	616	279	409
Cap Entry, veh/h	1246	993	1158
V/C Ratio	0.494	0.281	0.353
Control Delay, s/veh	8.2	6.4	6.6
LOS	A	A	A
95th %tile Queue, veh	3	1	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	212	23	73	34	45	458	62	1396	32	326	2069	156
Future Volume (vph)	212	23	73	34	45	458	62	1396	32	326	2069	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	7.0	7.0	5.6	7.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*0.84	1.00	*0.69	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1900	1615	1736	1900	1442	1805	2902	1615	2395	4842	
Flt Permitted	0.73	1.00	1.00	0.74	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1378	1900	1615	1354	1900	1442	1805	2902	1615	2395	4842	
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)	233	25	80	37	49	503	68	1534	35	358	2274	171
RTOR Reduction (vph)	0	0	64	0	0	14	0	0	17	0	3	0
Lane Group Flow (vph)	233	25	16	37	49	489	68	1534	18	358	2442	0
Heavy Vehicles (%)	0%	0%	0%	4%	0%	12%	0%	10%	0%	4%	6%	6%
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		8			4	5	1	6		5	2	
Permitted Phases	8		8	4		4			6			
Actuated Green, G (s)	31.3	31.3	31.3	31.3	31.3	58.7	9.8	80.9	80.9	27.4	98.5	
Effective Green, g (s)	31.3	31.3	31.3	31.3	31.3	58.7	9.8	80.9	80.9	27.4	98.5	
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.20	0.37	0.06	0.51	0.51	0.17	0.62	
Clearance Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	7.0	7.0	5.6	7.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.2	1.3	2.7	2.7	1.2	2.7	
Lane Grp Cap (vph)	273	376	320	268	376	587	112	1487	827	415	3022	
v/s Ratio Prot		0.01			0.03	c0.14	0.04	c0.53		c0.15	0.50	
v/s Ratio Perm	0.17		0.01	0.03		0.19			0.01			
v/c Ratio	0.85	0.07	0.05	0.14	0.13	0.83	0.61	1.03	0.02	0.86	0.81	
Uniform Delay, d1	61.0	51.4	51.2	52.1	52.0	45.1	72.1	38.5	18.9	63.4	22.5	
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	21.2	0.0	0.0	0.1	0.1	9.4	6.2	31.9	0.0	16.2	1.6	
Delay (s)	82.2	51.4	51.2	52.2	52.1	54.5	78.4	70.3	19.0	79.5	24.1	
Level of Service	F	D	D	D	D	D	E	E	B	E	C	
Approach Delay (s/veh)		72.6			54.1			69.5			31.2	
Approach LOS		E			D			E			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	48.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	157.8	Sum of lost time (s)	18.2
Intersection Capacity Utilization	93.9%	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 (veh/h)	212	23	73	34	45	458	62	1396	32	326	2069	156
Future Volume (veh/h)	212	23	73	34	45	458	62	1396	32	326	2069	156
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	1900	1900	1900	1841	1900	1722	1900	1752	1900	1841	1811	1811
Adj Flow Rate, veh/h	233	25	80	37	49	503	68	1534	35	358	2274	171
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, %	0	0	0	4	0	12	0	10	0	4	6	6
Cap, veh/h	271	539	457	389	539	646	85	1336	731	385	2658	198
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.05	0.45	0.45	0.16	0.57	0.57
Sat Flow, veh/h	870	1900	1610	1269	1900	1459	1810	2943	1610	2419	4695	349
Grp Volume(v), veh/h	233	25	80	37	49	503	68	1534	35	358	1589	856
Grp Sat Flow(s),veh/h/ln	870	1900	1610	1269	1900	1459	1810	1472	1610	1210	1648	1748
Q Serve(g_s), s	46.7	1.7	6.6	3.8	3.3	50.0	6.6	80.0	2.1	25.7	71.2	73.4
Cycle Q Clear(g_c), s	50.0	1.7	6.6	5.5	3.3	50.0	6.6	80.0	2.1	25.7	71.2	73.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	271	539	457	389	539	646	85	1336	731	385	1866	990
V/C Ratio(X)	0.86	0.05	0.18	0.10	0.09	0.78	0.80	1.15	0.05	0.93	0.85	0.87
Avail Cap(c_a), veh/h	271	539	457	389	539	646	257	1336	731	549	1866	990
HCM Platoon Ratio	1.00	1.00	1.00	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	65.1	45.8	47.6	47.8	46.4	41.8	83.2	48.1	26.9	73.1	32.0	32.5
Incr Delay (d2), s/veh	22.3	0.0	0.1	0.0	0.0	5.5	6.3	75.8	0.0	15.2	4.0	8.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	0.8	2.7	1.2	1.6	19.9	3.2	43.0	0.8	8.8	28.8	32.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	87.3	45.8	47.6	47.8	46.4	47.2	89.5	123.9	26.9	88.3	36.0	40.6
LnGrp LOS	F	D	D	D	D	D	F	F	C	F	D	D
Approach Vol, veh/h		338			589			1637			2803	
Approach Delay, s/veh		74.9			47.2			120.4			44.1	
Approach LOS		E			D			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	106.7		55.6	33.6	87.0		55.6				
Change Period (Y+Rc), s	5.6	7.0		5.6	5.6	7.0		5.6				
Max Green Setting (Gmax), s	25.0	75.0		35.0	40.0	80.0		50.0				
Max Q Clear Time (g_c+I1), s	8.6	75.4		52.0	27.7	82.0		52.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.3	0.0		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		69.7	
HCM 7th LOS		E	

Notes

User approved pedestrian interval to be less than phase max green.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	44	2	0	7	15	1465	9	3	2007	6
Future Vol, veh/h	1	1	44	2	0	7	15	1465	9	3	2007	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	130	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	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	9	0	0	7	0
Mvmt Flow	1	1	47	2	0	7	16	1559	10	3	2135	6

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	2456	3743	784	2141	0	0	1568	0	0
Stage 1	1595	1595	-	-	-	-	-	-	-
Stage 2	860	2148	-	-	-	-	-	-	-
Critical Hdwy	6.25	6.5	6.9	5.3	-	-	4.1	-	-
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.3	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	38	4	340	109	-	-	426	-	-
Stage 1	152	168	-	-	-	-	-	-	-
Stage 2	352	89	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	28	0	340	109	-	-	426	-	-
Mov Cap-2 Maneuver	86	0	-	-	-	-	-	-	-
Stage 1	113	0	-	-	-	-	-	-	-
Stage 2	350	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	22.95	11.42	0.02
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	36	-	-	86	340	426	-	-
HCM Lane V/C Ratio	0.147	-	-	0.025	0.022	0.007	-	-
HCM Ctrl Dly (s/v)	43.7	11.2	-	47.9	15.8	13.5	-	-
HCM Lane LOS	E	B	-	E	C	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	8.9

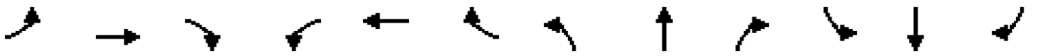
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	7	42	8	29	40	82	931	34	25	915	98
Future Vol, veh/h	13	7	42	8	29	40	82	931	34	25	915	98
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	115	100	-	-	100	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	0	0	14	4	7	7	10	4	0
Mvmt Flow	14	8	45	9	31	43	88	1001	37	27	984	105

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1730	2252	492	1745	2339	519	1089	0	0	1038	0	0
Stage 1	1038	1038	-	1196	1196	-	-	-	-	-	-	-
Stage 2	692	1214	-	549	1143	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.96	7.5	6.5	7.18	4.18	-	-	4.3	-	-
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	3.5	4	3.33	3.5	4	3.44	2.24	-	-	2.3	-	-
Pot Cap-1 Maneuver	58	42	520	56	37	472	625	-	-	620	-	-
Stage 1	251	311	-	201	262	-	-	-	-	-	-	-
Stage 2	405	257	-	492	277	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	35	520	34	~ 30	472	625	-	-	620	-	-
Mov Cap-2 Maneuver	-	35	-	34	~ 30	-	-	-	-	-	-	-
Stage 1	240	297	-	173	225	-	-	-	-	-	-	-
Stage 2	272	220	-	419	265	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v		240.66	0.92	0.27
HCM LOS	-	F		

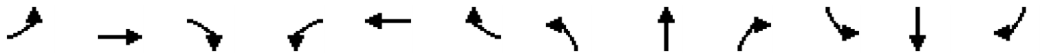
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	625	-	-	-	520	34	66	620	-	-
HCM Lane V/C Ratio	0.141	-	-	-	0.087	0.25	1.116	0.043	-	-
HCM Ctrl Dly (s/v)	11.7	-	-	-	12.6	141.5	252.2	11.1	-	-
HCM Lane LOS	B	-	-	-	B	F	F	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-	0.3	0.8	5.8	0.1	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	100	209	26	210	27	327	831	32	26	751	169
Future Volume (vph)	124	100	209	26	210	27	327	831	32	26	751	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2	5.2	5.2	5.2		5.2	5.2		5.2	5.2	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	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	0.98		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1900	1615	1687	1868		1770	3363		1703	3379	
Flt Permitted	0.25	1.00	1.00	0.69	1.00		0.11	1.00		0.31	1.00	
Satd. Flow (perm)	464	1900	1615	1224	1868		196	3363		562	3379	
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)	131	105	220	27	221	28	344	875	34	27	791	178
RTOR Reduction (vph)	0	0	169	0	4	0	0	2	0	0	19	0
Lane Group Flow (vph)	131	105	51	27	245	0	344	907	0	27	950	0
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	0%	0%	7%	0%	0%	2%	7%	0%	6%	4%	1%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)	34.0	25.5	25.5	22.8	19.5		65.6	57.3		41.7	38.6	
Effective Green, g (s)	34.0	25.5	25.5	22.8	19.5		65.6	57.3		41.7	38.6	
Actuated g/C Ratio	0.31	0.23	0.23	0.21	0.18		0.60	0.52		0.38	0.35	
Clearance Time (s)	5.2	5.2	5.2	5.2	5.2		5.2	5.2		5.2	5.2	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.7		1.0	1.7	
Lane Grp Cap (vph)	253	440	374	267	331		428	1751		245	1185	
v/s Ratio Prot	c0.04	0.06		0.00	c0.13		c0.16	0.27		0.00	0.28	
v/s Ratio Perm	0.12		0.03	0.02			c0.32			0.04		
v/c Ratio	0.52	0.24	0.14	0.10	0.74		0.80	0.52		0.11	0.80	
Uniform Delay, d1	29.4	34.4	33.5	35.1	42.8		27.9	17.3		21.5	32.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.94	0.57		1.00	1.00	
Incremental Delay, d2	0.7	0.1	0.1	0.1	7.3		8.2	0.9		0.1	5.8	
Delay (s)	30.2	34.5	33.6	35.2	50.1		62.3	10.7		21.6	38.0	
Level of Service	C	C	C	D	D		E	B		C	D	
Approach Delay (s/veh)		32.8			48.7			24.9			37.6	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



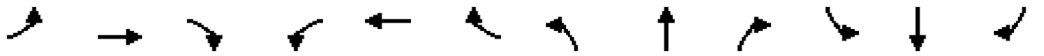
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	100	209	26	210	27	327	831	32	26	751	169
Future Volume (veh/h)	124	100	209	26	210	27	327	831	32	26	751	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	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		0.98
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	1870	1900	1900	1796	1900	1900	1870	1796	1900	1811	1841	1885
Adj Flow Rate, veh/h	131	105	220	27	221	28	344	875	34	27	791	178
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	0	0	7	0	0	2	7	0	6	4	1
Cap, veh/h	225	385	326	263	250	32	423	1866	73	387	1317	296
Arrive On Green	0.08	0.20	0.20	0.03	0.15	0.15	0.23	1.00	1.00	0.03	0.47	0.47
Sat Flow, veh/h	1781	1900	1610	1711	1653	209	1781	3349	130	1725	2823	635
Grp Volume(v), veh/h	131	105	220	27	0	249	344	446	463	27	490	479
Grp Sat Flow(s),veh/h/ln	1781	1900	1610	1711	0	1862	1781	1706	1773	1725	1749	1710
Q Serve(g_s), s	6.6	5.1	13.9	1.5	0.0	14.4	12.0	0.0	0.0	0.9	22.9	22.9
Cycle Q Clear(g_c), s	6.6	5.1	13.9	1.5	0.0	14.4	12.0	0.0	0.0	0.9	22.9	22.9
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.07	1.00		0.37
Lane Grp Cap(c), veh/h	225	385	326	263	0	282	423	951	988	387	815	797
V/C Ratio(X)	0.58	0.27	0.67	0.10	0.00	0.88	0.81	0.47	0.47	0.07	0.60	0.60
Avail Cap(c_a), veh/h	264	394	334	387	0	386	423	951	988	543	815	797
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	0.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	37.0	40.5	37.8	0.0	45.7	14.7	0.0	0.0	14.4	21.8	21.8
Incr Delay (d2), s/veh	0.9	0.1	4.1	0.1	0.0	13.3	8.4	1.3	1.2	0.0	3.3	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	2.9	2.4	5.8	0.6	0.0	7.6	4.2	0.3	0.3	0.3	9.7	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.0	37.2	44.6	37.9	0.0	59.0	23.2	1.3	1.2	14.5	25.0	25.1
LnGrp LOS	D	D	D	D		E	C	A	A	B	C	C
Approach Vol, veh/h		456			276			1253			996	
Approach Delay, s/veh		40.4			56.9			7.3			24.8	
Approach LOS		D			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	56.5	13.6	21.9	8.0	66.5	8.0	27.5
Change Period (Y+Rc), s	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2
Max Green Setting (Gmax), s	12.8	42.8	10.8	22.8	12.8	42.8	10.8	22.8
Max Q Clear Time (g_c+I1), s	14.0	24.9	8.6	16.4	2.9	2.0	3.5	15.9
Green Ext Time (p_c), s	0.0	3.3	0.0	0.3	0.0	3.3	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	22.8
HCM 7th LOS	C

Notes

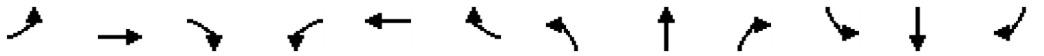
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	286	122	200	477	130	247	933	114	63	737	117
Future Volume (vph)	183	286	122	200	477	130	247	933	114	63	737	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
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	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3539	1568	1752	3574	1599	1787	3406	1563	1719	3406	1561
Flt Permitted	0.21	1.00	1.00	0.44	1.00	1.00	0.20	1.00	1.00	0.22	1.00	1.00
Satd. Flow (perm)	379	3539	1568	815	3574	1599	381	3406	1563	406	3406	1561
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)	201	314	134	220	524	143	271	1025	125	69	810	129
RTOR Reduction (vph)	0	0	110	0	0	106	0	0	64	0	0	78
Lane Group Flow (vph)	201	314	24	220	524	37	271	1025	61	69	810	51
Confl. Peds. (#/hr)							2		1	1		2
Heavy Vehicles (%)	3%	2%	3%	3%	1%	1%	1%	6%	2%	5%	6%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	31.0	19.6	19.6	31.6	19.9	19.9	63.6	53.9	53.9	48.7	43.7	43.7
Effective Green, g (s)	31.0	19.6	19.6	31.6	19.9	19.9	63.6	53.9	53.9	48.7	43.7	43.7
Actuated g/C Ratio	0.28	0.18	0.18	0.29	0.18	0.18	0.58	0.49	0.49	0.44	0.40	0.40
Clearance Time (s)	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2
Vehicle Extension (s)	1.3	1.0	1.0	1.3	1.0	1.0	1.3	1.9	1.9	1.2	1.9	1.9
Lane Grp Cap (vph)	249	630	279	333	646	289	414	1668	765	239	1353	620
v/s Ratio Prot	c0.08	0.09		0.07	c0.15		c0.09	0.30		0.01	0.24	
v/s Ratio Perm	0.14		0.02	0.12		0.02	c0.29		0.04	0.11		0.03
v/c Ratio	0.81	0.50	0.09	0.66	0.81	0.13	0.65	0.61	0.08	0.29	0.60	0.08
Uniform Delay, d1	32.7	40.8	37.7	32.1	43.2	37.8	14.7	20.5	14.9	18.2	26.2	20.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.72	0.95
Incremental Delay, d2	16.3	0.2	0.0	3.8	7.3	0.1	2.8	1.7	0.2	0.2	1.5	0.2
Delay (s)	49.0	41.0	37.8	35.8	50.5	37.9	17.5	22.2	15.1	14.6	20.5	19.9
Level of Service	D	D	D	D	D	D	B	C	B	B	C	B
Approach Delay (s/veh)		42.8			44.8			20.7			20.0	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	19.8
Intersection Capacity Utilization	80.2%	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)	183	286	122	200	477	130	247	933	114	63	737	117
Future Volume (veh/h)	183	286	122	200	477	130	247	933	114	63	737	117
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	1856	1870	1856	1856	1885	1885	1885	1811	1870	1826	1811	1870
Adj Flow Rate, veh/h	201	314	134	220	524	143	271	1025	125	69	810	129
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, %	3	2	3	3	1	1	1	6	2	5	6	2
Cap, veh/h	282	601	266	346	611	273	375	1717	790	272	1518	698
Arrive On Green	0.11	0.17	0.17	0.11	0.17	0.17	0.10	0.50	0.50	0.01	0.15	0.15
Sat Flow, veh/h	1767	3554	1572	1767	3582	1598	1795	3441	1583	1739	3441	1583
Grp Volume(v), veh/h	201	314	134	220	524	143	271	1025	125	69	810	129
Grp Sat Flow(s),veh/h/ln	1767	1777	1572	1767	1791	1598	1795	1721	1583	1739	1721	1583
Q Serve(g_s), s	10.2	8.9	8.5	11.2	15.6	9.0	8.7	23.4	4.7	2.4	24.0	7.9
Cycle Q Clear(g_c), s	10.2	8.9	8.5	11.2	15.6	9.0	8.7	23.4	4.7	2.4	24.0	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	601	266	346	611	273	375	1717	790	272	1518	698
V/C Ratio(X)	0.71	0.52	0.50	0.64	0.86	0.52	0.72	0.60	0.16	0.25	0.53	0.18
Avail Cap(c_a), veh/h	285	930	412	346	938	418	466	1717	790	460	1518	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Uniform Delay (d), s/veh	33.6	41.6	41.5	32.9	44.3	41.6	18.3	19.7	15.0	17.4	36.5	29.6
Incr Delay (d2), s/veh	6.9	0.3	0.5	2.9	3.2	0.6	2.8	1.5	0.4	0.1	0.9	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	4.8	3.9	3.3	5.0	7.1	3.5	3.6	9.3	1.7	0.9	11.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.5	41.9	42.0	35.9	47.5	42.1	21.1	21.2	15.4	17.6	37.4	30.0
LnGrp LOS	D	D	D	D	D	D	C	C	B	B	D	C
Approach Vol, veh/h		649			887			1421			1008	
Approach Delay, s/veh		41.5			43.8			20.7			35.1	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	53.7	16.8	24.0	9.1	60.1	17.0	23.8
Change Period (Y+Rc), s	4.7	5.2	4.7	5.2	4.7	5.2	4.7	5.2
Max Green Setting (Gmax), s	16.3	32.8	12.3	28.8	16.3	32.8	12.3	28.8
Max Q Clear Time (g_c+I1), s	10.7	26.0	12.2	17.6	4.4	25.4	13.2	10.9
Green Ext Time (p_c), s	0.1	2.3	0.0	1.1	0.0	3.0	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	32.9
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	119	56	130	76	38	329
Future Vol, veh/h	119	56	130	76	38	329
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	400	-	125	90	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	7	3	4	6	3
Mvmt Flow	172	81	188	110	55	477

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	775	188	0	0	299	0
Stage 1	188	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Critical Hdwy	6.4	6.27	-	-	4.16	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.363	-	-	2.254	-
Pot Cap-1 Maneuver	369	841	-	-	1240	-
Stage 1	849	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	353	841	-	-	1240	-
Mov Cap-2 Maneuver	443	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	535	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.49	0	0.83
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	443	841	1240	-
HCM Lane V/C Ratio	-	-	0.389	0.097	0.044	-
HCM Ctrl Dly (s/v)	-	-	18.2	9.7	8	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	1.8	0.3	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	304	56	10	322	216	6	1	3	195	45	181
Future Volume (vph)	145	304	56	10	322	216	6	1	3	195	45	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2		5.2	5.2	5.2	5.2	5.2		5.2	5.2	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.88		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1855		1805	1881	1583	1801	1672		1787	1554	
Flt Permitted	0.37	1.00		0.51	1.00	1.00	1.00	1.00		0.66	1.00	
Satd. Flow (perm)	685	1855		974	1881	1583	1896	1672		1234	1554	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	173	362	67	12	383	257	7	1	4	232	54	215
RTOR Reduction (vph)	0	3	0	0	0	120	0	4	0	0	145	0
Lane Group Flow (vph)	173	426	0	12	383	137	7	1	0	232	124	0
Confl. Peds. (#/hr)							2					2
Heavy Vehicles (%)	3%	0%	0%	0%	1%	2%	0%	0%	0%	1%	0%	7%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4	6			2		
Actuated Green, G (s)	42.6	36.6		31.5	30.7	30.7	1.7	0.9		18.3	12.3	
Effective Green, g (s)	42.6	36.6		31.5	30.7	30.7	1.7	0.9		18.3	12.3	
Actuated g/C Ratio	0.60	0.51		0.44	0.43	0.43	0.02	0.01		0.26	0.17	
Clearance Time (s)	5.2	5.2		5.2	5.2	5.2	5.2	5.2		5.2	5.2	
Vehicle Extension (s)	1.2	2.2		1.2	2.2	2.2	1.0	1.0		1.5	1.0	
Lane Grp Cap (vph)	509	952		439	809	681	44	21		411	268	
v/s Ratio Prot	c0.03	c0.23		0.00	0.20		0.00	0.00		c0.10	0.08	
v/s Ratio Perm	0.17			0.01		0.09	0.00			c0.05		
v/c Ratio	0.34	0.45		0.03	0.47	0.20	0.16	0.05		0.56	0.46	
Uniform Delay, d1	7.4	11.0		11.2	14.5	12.7	34.2	34.8		22.7	26.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.2		0.0	0.2	0.1	0.6	0.4		1.1	0.5	
Delay (s)	7.6	11.1		11.2	14.7	12.7	34.8	35.1		23.7	27.0	
Level of Service	A	B		B	B	B	C	D		C	C	
Approach Delay (s/veh)		10.1			13.9			34.9			25.5	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	71.3	Sum of lost time (s)	20.8
Intersection Capacity Utilization	55.6%	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)	145	304	56	10	322	216	6	1	3	195	45	181
Future Volume (veh/h)	145	304	56	10	322	216	6	1	3	195	45	181
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	0.99		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1900	1885	1870	1900	1900	1900	1885	1900	1796
Adj Flow Rate, veh/h	173	362	67	12	383	257	7	1	4	232	54	215
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, %	3	0	0	0	1	2	0	0	0	1	0	7
Cap, veh/h	367	537	99	306	493	414	253	35	139	535	79	314
Arrive On Green	0.10	0.34	0.34	0.02	0.26	0.26	0.01	0.10	0.10	0.14	0.24	0.24
Sat Flow, veh/h	1767	1559	289	1810	1885	1585	1810	331	1322	1795	332	1323
Grp Volume(v), veh/h	173	0	429	12	383	257	7	0	5	232	0	269
Grp Sat Flow(s),veh/h/ln	1767	0	1848	1810	1885	1585	1810	0	1653	1795	0	1655
Q Serve(g_s), s	3.5	0.0	10.5	0.3	9.9	7.5	0.2	0.0	0.1	5.6	0.0	7.8
Cycle Q Clear(g_c), s	3.5	0.0	10.5	0.3	9.9	7.5	0.2	0.0	0.1	5.6	0.0	7.8
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.80	1.00		0.80
Lane Grp Cap(c), veh/h	367	0	636	306	493	414	253	0	173	535	0	393
V/C Ratio(X)	0.47	0.00	0.67	0.04	0.78	0.62	0.03	0.00	0.03	0.43	0.00	0.68
Avail Cap(c_a), veh/h	873	0	910	793	928	780	751	0	2191	791	0	2204
HCM Platoon Ratio	1.00	1.00	1.00	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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	14.8	14.3	18.1	17.2	20.8	0.0	21.2	15.6	0.0	18.3
Incr Delay (d2), s/veh	0.3	0.0	0.7	0.0	1.5	0.8	0.0	0.0	0.0	0.2	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	3.8	0.1	3.9	2.5	0.1	0.0	0.1	2.0	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.0	0.0	15.5	14.3	19.5	18.0	20.8	0.0	21.2	15.8	0.0	19.1
LnGrp LOS	B		B	B	B	B	C		C	B		B
Approach Vol, veh/h		602			652			12			501	
Approach Delay, s/veh		14.8			18.8			21.0			17.6	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	17.7	10.4	19.0	12.7	10.7	6.0	23.4
Change Period (Y+Rc), s	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2
Max Green Setting (Gmax), s	15.0	70.3	20.3	26.0	15.0	70.0	15.0	26.0
Max Q Clear Time (g_c+I1), s	2.2	9.8	5.5	11.9	7.6	2.1	2.3	12.5
Green Ext Time (p_c), s	0.0	0.7	0.1	1.9	0.1	0.0	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	17.1
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	1	81	3	5	3	209	189	1	1	168	62
Future Vol, veh/h	47	1	81	3	5	3	209	189	1	1	168	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
Heavy Vehicles, %	0	0	4	0	0	0	1	5	0	0	5	0
Mvmt Flow	55	1	94	3	6	3	243	220	1	1	195	72
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	9.7	9.6	11.4	11.7
HCM LOS	A	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	27%	100%	0%
Vol Thru, %	0%	99%	0%	1%	45%	0%	73%
Vol Right, %	0%	1%	0%	99%	27%	0%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	209	190	47	82	11	1	230
LT Vol	209	0	47	0	3	1	0
Through Vol	0	189	0	1	5	0	168
RT Vol	0	1	0	81	3	0	62
Lane Flow Rate	243	221	55	95	13	1	267
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.387	0.325	0.103	0.147	0.023	0.002	0.398
Departure Headway (Hd)	5.738	5.3	6.753	5.548	6.497	5.966	5.357
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	622	672	526	639	554	594	666
Service Time	3.519	3.08	4.551	3.345	4.497	3.757	3.147
HCM Lane V/C Ratio	0.391	0.329	0.105	0.149	0.023	0.002	0.401
HCM Control Delay, s/veh	12.1	10.6	10.3	9.3	9.6	8.8	11.7
HCM Lane LOS	B	B	B	A	A	A	B
HCM 95th-tile Q	1.8	1.4	0.3	0.5	0.1	0	1.9

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	30	24	75	49	3	13	124	66	4	113	2
Future Vol, veh/h	13	30	24	75	49	3	13	124	66	4	113	2
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	14	0	8	3	0	0	14	6	4	0	3	0
Mvmt Flow	16	38	30	94	61	4	16	155	83	5	141	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	371	423	144	400	383	196	144	0	0	238	0	0
Stage 1	153	153	-	229	229	-	-	-	-	-	-	-
Stage 2	218	270	-	171	154	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.5	6.28	7.13	6.5	6.2	4.24	-	-	4.1	-	-
Critical Hdwy Stg 1	6.24	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4	3.372	3.527	4	3.3	2.326	-	-	2.2	-	-
Pot Cap-1 Maneuver	565	526	888	559	554	850	1368	-	-	1341	-	-
Stage 1	822	775	-	772	719	-	-	-	-	-	-	-
Stage 2	758	690	-	829	774	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	492	518	887	493	545	850	1368	-	-	1341	-	-
Mov Cap-2 Maneuver	492	518	-	493	545	-	-	-	-	-	-	-
Stage 1	819	772	-	763	710	-	-	-	-	-	-	-
Stage 2	681	681	-	758	771	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.58	13.32	0.49	0.26
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1368	-	-	492	635	493	557	1341	-	-
HCM Lane V/C Ratio	0.012	-	-	0.033	0.106	0.19	0.117	0.004	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	12.6	11.3	14	12.3	7.7	-	-
HCM Lane LOS	A	-	-	B	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.7	0.4	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	1	89	33	3	94
Future Vol, veh/h	44	1	89	33	3	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	3	0	5	3	0	1
Mvmt Flow	55	1	111	41	4	118

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	257	132	0	0	153	0
Stage 1	132	-	-	-	-	-
Stage 2	125	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	730	923	-	-	1441	-
Stage 1	892	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	728	923	-	-	1441	-
Mov Cap-2 Maneuver	728	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	896	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.32	0	0.23
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	728	923	1441	-
HCM Lane V/C Ratio	-	-	0.076	0.001	0.003	-
HCM Ctrl Dly (s/v)	-	-	10.4	8.9	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	0	-

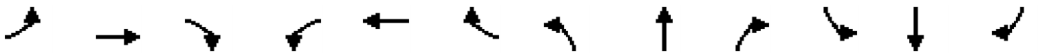
Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	9	1	3	118	1	37	1	34	74	2
Future Vol, veh/h	2	1	9	1	3	118	1	37	1	34	74	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	150	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	12	0	0	3	0	6	0	3	5	0
Mvmt Flow	2	1	10	1	3	133	1	42	1	38	83	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	206	206	84	204	206	42	85	0	0	43	0	0
Stage 1	161	161	-	44	44	-	-	-	-	-	-	-
Stage 2	46	45	-	160	162	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.32	7.1	6.5	6.23	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.408	3.5	4	3.327	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	756	695	948	758	694	1026	1524	-	-	1560	-	-
Stage 1	846	769	-	975	862	-	-	-	-	-	-	-
Stage 2	973	861	-	847	768	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	638	677	948	730	677	1026	1524	-	-	1560	-	-
Mov Cap-2 Maneuver	638	677	-	730	677	-	-	-	-	-	-	-
Stage 1	825	750	-	974	861	-	-	-	-	-	-	-
Stage 2	844	861	-	816	749	-	-	-	-	-	-	-

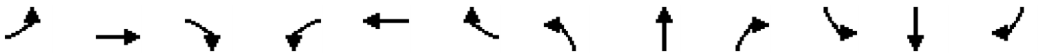
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.3	9.07	0.19	2.28
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1524	-	-	851	689	1026	1560	-	-
HCM Lane V/C Ratio	0.001	-	-	0.016	0.007	0.129	0.024	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	9.3	10.3	9	7.4	-	-
HCM Lane LOS	A	-	-	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.4	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	1	478	17	11	3	285	1744	9	5	2089	10
Future Volume (vph)	17	1	478	17	11	3	285	1744	9	5	2089	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	8.2		7.0		8.2	7.0		8.0	7.0	
Lane Util. Factor		1.00	1.00		1.00		0.97	0.95		1.00	0.95	
Frt		1.00	0.85		0.99		1.00	1.00		1.00	1.00	
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1814	1583		1826		3335	3341		1805	3402	
Flt Permitted		0.71	1.00		0.82		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1352	1583		1531		3335	3341		1805	3402	
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)	19	1	525	19	12	3	313	1916	10	5	2296	11
RTOR Reduction (vph)	0	0	65	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	20	460	0	32	0	313	1926	0	5	2307	0
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	5%	8%	0%	0%	6%	14%
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		5.5	21.1		5.5		15.6	79.9		0.7	64.8	
Effective Green, g (s)		5.5	21.1		5.5		15.6	79.9		0.7	64.8	
Actuated g/C Ratio		0.05	0.20		0.05		0.14	0.74		0.01	0.60	
Clearance Time (s)		7.0	8.2		7.0		8.2	7.0		8.0	7.0	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	2.0		1.0	2.0	
Lane Grp Cap (vph)		68	308		77		481	2469		11	2039	
v/s Ratio Prot			c0.21				0.09	0.58		0.00	c0.68	
v/s Ratio Perm		0.01	0.08		0.02							
v/c Ratio		0.29	1.49		0.42		0.65	0.78		0.45	1.13	
Uniform Delay, d1		49.4	43.5		49.7		43.7	8.7		53.5	21.6	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.9	238.3		1.3		2.4	1.5		10.5	65.9	
Delay (s)		50.3	281.8		51.1		46.1	10.2		64.0	87.5	
Level of Service		D	F		D		D	B		E	F	
Approach Delay (s/veh)		273.3			51.1			15.2			87.5	
Approach LOS		F			D			B			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	75.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	108.1	Sum of lost time (s)	22.2
Intersection Capacity Utilization	114.5%	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 (veh/h)	17	1	478	17	11	3	285	1744	9	5	2089	10
Future Volume (veh/h)	17	1	478	17	11	3	285	1744	9	5	2089	10
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	1900	1900	1870	1900	1900	1900	1826	1781	1900	1900	1811	1693
Adj Flow Rate, veh/h	19	1	525	19	12	3	313	1916	10	5	2296	11
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, %	0	0	2	0	0	0	5	8	0	0	6	14
Cap, veh/h	272	13	409	139	79	16	380	2188	11	12	1847	9
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.11	0.63	0.63	0.01	0.53	0.53
Sat Flow, veh/h	1394	87	1585	576	543	108	3374	3453	18	1810	3512	17
Grp Volume(v), veh/h	20	0	525	34	0	0	313	938	988	5	1124	1183
Grp Sat Flow(s),veh/h/ln	1481	0	1585	1228	0	0	1687	1692	1778	1810	1721	1808
Q Serve(g_s), s	0.0	0.0	15.0	0.1	0.0	0.0	9.3	46.9	47.1	0.3	54.1	54.1
Cycle Q Clear(g_c), s	1.0	0.0	15.0	1.7	0.0	0.0	9.3	46.9	47.1	0.3	54.1	54.1
Prop In Lane	0.95		1.00	0.56		0.09	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	284	0	409	234	0	0	380	1073	1127	12	905	951
V/C Ratio(X)	0.07	0.00	1.28	0.15	0.00	0.00	0.82	0.87	0.88	0.43	1.24	1.24
Avail Cap(c_a), veh/h	284	0	409	234	0	0	492	1645	1729	440	905	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	38.1	38.2	0.0	0.0	44.7	15.5	15.5	50.9	24.4	24.4
Incr Delay (d2), s/veh	0.0	0.0	144.5	0.1	0.0	0.0	6.8	2.4	2.3	8.9	118.4	118.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	26.5	0.8	0.0	0.0	4.2	16.7	17.6	0.2	50.1	52.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.0	0.0	182.6	38.3	0.0	0.0	51.4	17.8	17.8	59.8	142.8	143.3
LnGrp LOS	D		F	D			D	B	B	E	F	F
Approach Vol, veh/h		545			34			2239			2312	
Approach Delay, s/veh		177.3			38.3			22.5			142.9	
Approach LOS		F			D			C			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	72.2		22.0	19.8	61.1		22.0				
Change Period (Y+Rc), s	8.0	7.0		7.0	8.2	7.0		7.0				
Max Green Setting (Gmax), s	25.0	100.0		15.0	15.0	50.0		15.0				
Max Q Clear Time (g_c+I1), s	2.3	49.1		17.0	11.3	56.1		3.7				
Green Ext Time (p_c), s	0.0	16.1		0.0	0.2	0.0		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	93.3
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	174	1407	95	1373	61	49	84	123	136	215
v/c Ratio	0.58	0.87	0.45	0.58	0.27	0.31	0.40	0.41	0.52	0.54
Control Delay (s/veh)	17.7	30.4	20.6	21.7	33.1	50.5	14.1	35.0	50.0	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.7	30.4	20.6	21.7	33.1	50.5	14.1	35.0	50.0	11.3
Queue Length 50th (ft)	41	419	21	212	30	30	0	63	84	0
Queue Length 95th (ft)	97	#696	70	334	68	73	41	121	159	70
Internal Link Dist (ft)		1861		1276		1235			573	
Turn Bay Length (ft)	125		125		175		175	150		150
Base Capacity (vph)	440	1621	414	2483	603	824	714	447	617	653
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.87	0.23	0.55	0.10	0.06	0.12	0.28	0.22	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

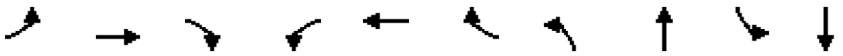


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	822	437	135	61	398	123	140	798	214	1139	779
v/c Ratio	0.99	0.34	0.20	0.55	0.83	0.41	0.70	0.87	0.85	0.92	1.04
Control Delay (s/veh)	91.3	44.6	6.7	103.8	91.4	14.2	100.6	70.2	105.0	66.0	74.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	91.3	44.6	6.7	103.8	91.4	14.2	100.6	70.2	105.0	66.0	74.9
Queue Length 50th (ft)	550	192	0	63	244	0	115	528	249	704	~724
Queue Length 95th (ft)	#841	277	54	120	331	67	185	699	377	#902	#1081
Internal Link Dist (ft)		1276			570			1181		608	
Turn Bay Length (ft)	370			260		390	175		175		
Base Capacity (vph)	832	1280	664	419	785	418	417	1007	333	1285	759
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.34	0.20	0.15	0.51	0.29	0.34	0.79	0.64	0.89	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	69	501	40	15	620	497	61	143	488	105
v/c Ratio	0.24	0.65	0.05	0.05	0.52	0.85	0.23	0.65	0.89	0.19
Control Delay (s/veh)	18.6	28.5	0.1	17.0	28.6	35.1	20.8	53.1	41.6	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.6	28.5	0.1	17.0	28.6	35.1	20.8	53.1	41.6	21.6
Queue Length 50th (ft)	24	227	0	5	162	188	21	82	225	38
Queue Length 95th (ft)	54	#483	0	18	245	#430	46	148	#373	83
Internal Link Dist (ft)		839			670			529		2322
Turn Bay Length (ft)	180			135		50	120		115	
Base Capacity (vph)	403	767	782	460	1181	585	455	515	582	672
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.65	0.05	0.03	0.52	0.85	0.13	0.28	0.84	0.16

Intersection Summary

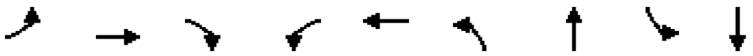
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	233	25	80	37	49	503	68	1534	35	358	2445
v/c Ratio	0.86	0.07	0.21	0.14	0.13	0.84	0.61	1.03	0.04	0.86	0.81
Control Delay (s/veh)	89.2	52.1	8.8	53.8	53.2	52.4	97.9	70.1	0.1	84.9	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	89.2	52.1	8.8	53.8	53.2	52.4	97.9	70.1	0.1	84.9	27.3
Queue Length 50th (ft)	233	21	0	32	42	442	69	~999	0	261	664
Queue Length 95th (ft)	365	52	40	70	86	591	139	#1498	0	383	995
Internal Link Dist (ft)		290			2322			704			473
Turn Bay Length (ft)	125		125	200		200	200		200	350	
Base Capacity (vph)	441	608	576	433	608	718	288	1486	866	613	3039
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.04	0.14	0.09	0.08	0.70	0.24	1.03	0.04	0.58	0.80

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	131	105	220	27	249	344	909	27	969
v/c Ratio	0.54	0.24	0.41	0.10	0.83	0.80	0.48	0.09	0.76
Control Delay (s/veh)	36.7	35.7	6.9	26.5	65.8	56.1	10.3	12.5	34.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.7	35.7	6.9	26.5	65.8	56.1	10.3	12.5	34.4
Queue Length 50th (ft)	70	63	0	14	168	206	109	7	320
Queue Length 95th (ft)	111	107	59	32	245	m#424	120	21	372
Internal Link Dist (ft)		501			407		2515		1276
Turn Bay Length (ft)	150			150		175		100	
Base Capacity (vph)	263	442	545	359	391	432	1880	406	1334
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.24	0.40	0.08	0.64	0.80	0.48	0.07	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	201	314	134	220	524	143	271	1025	125	69	810	129
v/c Ratio	0.80	0.50	0.35	0.65	0.81	0.36	0.65	0.60	0.15	0.27	0.60	0.18
Control Delay (s/veh)	51.5	42.9	8.7	37.5	53.6	10.8	20.5	23.5	4.0	12.3	22.1	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.5	42.9	8.7	37.5	53.6	10.8	20.5	23.5	4.0	12.3	22.1	5.2
Queue Length 50th (ft)	105	106	0	117	189	8	90	275	0	14	298	24
Queue Length 95th (ft)	#165	141	49	168	234	59	159	400	36	m20	384	m49
Internal Link Dist (ft)		1507			2291			2578			2515	
Turn Bay Length (ft)	120		250	150		115	220		550	130		430
Base Capacity (vph)	264	926	509	346	935	513	444	1700	843	416	1356	699
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.34	0.26	0.64	0.56	0.28	0.61	0.60	0.15	0.17	0.60	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	173	429	12	383	257	7	5	232	269
v/c Ratio	0.33	0.40	0.02	0.49	0.33	0.04	0.04	0.61	0.60
Control Delay (s/veh)	8.4	10.9	7.5	18.0	5.5	22.8	23.0	28.7	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.4	10.9	7.5	18.0	5.5	22.8	23.0	28.7	15.7
Queue Length 50th (ft)	23	65	1	95	10	2	0	77	29
Queue Length 95th (ft)	67	221	9	221	55	10	10	133	96
Internal Link Dist (ft)		333		600			432		594
Turn Bay Length (ft)	200		150			50		115	
Base Capacity (vph)	767	1084	794	790	787	466	1639	468	1523
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.40	0.02	0.48	0.33	0.02	0.00	0.50	0.18

Intersection Summary



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	20	525	34	313	1926	5	2307
v/c Ratio	0.14	1.14	0.21	0.59	0.68	0.05	1.16
Control Delay (s/veh)	51.2	114.9	49.3	47.0	7.9	56.0	99.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.2	114.9	49.3	47.0	7.9	56.0	99.3
Queue Length 50th (ft)	11	268	18	94	299	3	~984
Queue Length 95th (ft)	46	#741	64	#223	621	20	#1298
Internal Link Dist (ft)	1619		1520		1010		2197
Turn Bay Length (ft)		875		730		150	
Base Capacity (vph)	214	461	243	528	3159	476	3264
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	1.14	0.14	0.59	0.61	0.01	0.71

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	64	8	8	50	6	1	1	2	5	6	6
Future Volume (Veh/h)	10	64	8	8	50	6	1	1	2	5	6	6
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	13	84	11	11	66	8	1	1	3	7	8	8
Pedestrians								1				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	74			96			221	213	91	211	214	70
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	74			96			221	213	91	211	214	70
tC, single (s)	4.1			4.3			8.1	6.5	6.2	7.4	6.5	6.4
tC, 2 stage (s)												
tF (s)	2.2			2.4			4.4	4.0	3.3	3.8	4.0	3.5
p0 queue free %	99			99			100	100	100	99	99	99
cM capacity (veh/h)	1538			1407			551	677	972	672	675	932

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	108	85	5	23
Volume Left	13	11	1	7
Volume Right	11	8	3	8
cSH	1538	1407	784	746
Volume to Capacity	0.00*	0.00*	0.00*	0.03
Queue Length 95th (ft)	1	1	0	2
Control Delay (s/veh)	0.9	1.0	9.6	10.0
Lane LOS	A	A	A	A
Approach Delay (s/veh)	0.9	1.0	9.6	10.0
Approach LOS			A	A

Intersection Summary				
Average Delay	2.1			
Intersection Capacity Utilization	16.1%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	157	1697	117	1758	123	74	323	197	183	324
v/c Ratio	0.66	0.85	0.59	0.76	0.41	0.35	0.69	0.52	0.69	0.65
Control Delay (s/veh)	34.7	31.9	31.0	29.3	34.1	51.4	13.7	35.9	59.4	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.7	31.9	31.0	29.3	34.1	51.4	13.7	35.9	59.4	11.4
Queue Length 50th (ft)	54	417	32	347	65	48	0	108	123	0
Queue Length 95th (ft)	140	#708	105	545	120	104	89	184	217	85
Internal Link Dist (ft)		1861		1276		1249			573	
Turn Bay Length (ft)	125		125		175		175	150		150
Base Capacity (vph)	391	2001	378	2303	483	603	730	593	783	840
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.85	0.31	0.76	0.25	0.12	0.44	0.33	0.23	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

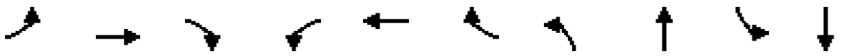


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	903	885	148	305	700	606	171	1528	478	1159	1072
v/c Ratio	1.20	0.92	0.28	0.86	1.00	1.26	0.74	1.43	1.75	0.87	1.27
Control Delay (s/veh)	164.2	84.7	30.3	109.2	114.9	167.5	112.7	246.6	395.5	68.4	156.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	164.2	84.7	30.3	109.2	114.9	167.5	112.7	246.6	395.5	68.4	156.0
Queue Length 50th (ft)	~800	673	76	292	506	~750	144	~1407	~966	780	~1406
Queue Length 95th (ft)	#944	#896	155	364	#651	#1013	197	#1533	#1212	#924	#1691
Internal Link Dist (ft)		1276			570			1181		608	
Turn Bay Length (ft)	370			260		390	175		175		
Base Capacity (vph)	755	963	526	493	702	482	422	1070	273	1326	847
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.20	0.92	0.28	0.62	1.00	1.26	0.41	1.43	1.75	0.87	1.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	287	996	101	45	1168	489	98	193	440	336
v/c Ratio	0.90	1.30	0.14	0.27	1.15	0.87	0.36	0.75	0.91	0.59
Control Delay (s/veh)	60.0	172.5	0.4	22.0	113.7	41.2	25.1	60.0	48.8	32.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.0	172.5	0.4	22.0	113.7	41.2	25.1	60.0	48.8	32.5
Queue Length 50th (ft)	148	~944	0	16	~507	215	40	125	228	173
Queue Length 95th (ft)	#344	#1311	0	40	#700	#448	73	202	#371	276
Internal Link Dist (ft)		839			670			529		2322
Turn Bay Length (ft)	180			135		50	120		115	
Base Capacity (vph)	318	767	730	326	1018	560	407	442	514	620
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	1.30	0.14	0.14	1.15	0.87	0.24	0.44	0.86	0.54

Intersection Summary

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95th percentile volume exceeds capacity, queue may be longer.
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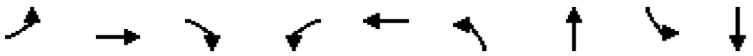


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	259	48	108	122	228	809	120	2035	77	585	2521
v/c Ratio	1.19	0.10	0.22	0.34	0.46	1.02	0.78	1.50	0.11	1.14	0.88
Control Delay (s/veh)	177.1	52.8	9.0	59.0	61.3	80.8	114.3	266.6	5.5	148.8	41.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	177.1	52.8	9.0	59.0	61.3	80.8	114.3	266.6	5.5	148.8	41.4
Queue Length 50th (ft)	~383	45	0	123	238	~1042	148	~1950	0	~619	901
Queue Length 95th (ft)	#585	85	54	192	332	#1311	220	#2078	34	#803	1031
Internal Link Dist (ft)		290			2322			704			473
Turn Bay Length (ft)	125		125	200		200	200		200	350	
Base Capacity (vph)	218	504	501	361	499	792	235	1356	715	511	2878
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.19	0.10	0.22	0.34	0.46	1.02	0.51	1.50	0.11	1.14	0.88

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	242	347	472	60	312	261	1694	70	1519
v/c Ratio	0.91	0.69	0.68	0.30	0.88	0.81	0.91	0.56	1.06
Control Delay (s/veh)	75.3	57.1	16.2	36.5	82.1	44.8	35.0	40.0	84.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.3	57.1	16.2	36.5	82.1	44.8	35.0	40.0	84.1
Queue Length 50th (ft)	181	311	92	40	296	160	887	28	~891
Queue Length 95th (ft)	#271	391	195	67	373	m#268	#1117	70	#1041
Internal Link Dist (ft)		501			407		2515		1276
Turn Bay Length (ft)	150			150		175		100	
Base Capacity (vph)	270	516	706	312	489	321	1866	257	1430
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.67	0.67	0.19	0.64	0.81	0.91	0.27	1.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	258	501	232	290	551	146	210	1487	212	171	1444	241
v/c Ratio	0.84	0.84	0.51	0.90	0.89	0.43	0.85	0.91	0.25	0.85	0.92	0.29
Control Delay (s/veh)	63.4	73.8	10.1	71.2	78.2	27.7	69.8	46.8	4.6	78.5	24.6	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.4	73.8	10.1	71.2	78.2	27.7	69.8	46.8	4.6	78.5	24.6	0.9
Queue Length 50th (ft)	193	251	0	226	279	53	150	700	0	125	616	0
Queue Length 95th (ft)	272	313	77	312	345	122	#253	#1080	57	m129	m#887	m22
Internal Link Dist (ft)		1507			2291			2578			2515	
Turn Bay Length (ft)	120		250	150		115	220		550	130		430
Base Capacity (vph)	396	670	484	403	677	362	303	1641	853	299	1563	823
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.75	0.48	0.72	0.81	0.40	0.69	0.91	0.25	0.57	0.92	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	350	734	5	485	264	46	76	418	347
v/c Ratio	0.77	0.73	0.02	0.83	0.41	0.27	0.49	0.81	0.51
Control Delay (s/veh)	29.5	26.0	16.0	49.0	9.5	30.3	34.1	41.5	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.5	26.0	16.0	49.0	9.5	30.3	34.1	41.5	7.7
Queue Length 50th (ft)	130	358	2	302	19	19	17	220	9
Queue Length 95th (ft)	196	531	7	#487	59	42	53	307	44
Internal Link Dist (ft)		333		600			432		594
Turn Bay Length (ft)	200		150			50		115	
Base Capacity (vph)	650	1003	510	587	649	347	312	618	736
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.73	0.01	0.83	0.41	0.13	0.24	0.68	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

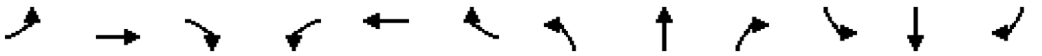


Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	505	15	616	2455	3	2578
v/c Ratio	0.14	1.43	0.11	1.37	0.80	0.04	1.09
Control Delay (s/veh)	56.3	237.5	54.1	216.8	9.5	61.0	70.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.3	237.5	54.1	216.8	9.5	61.0	70.2
Queue Length 50th (ft)	13	~468	9	~275	0	2	~1014
Queue Length 95th (ft)	47	#702	36	#526	#1310	14	#1541
Internal Link Dist (ft)	1619		1520		1010		2197
Turn Bay Length (ft)		875		730		150	
Base Capacity (vph)	230	354	197	451	3082	391	3221
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	1.43	0.08	1.37	0.80	0.01	0.80

Intersection Summary

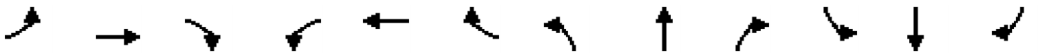
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	1443	135	109	1547	88	114	69	300	183	170	301
Future Volume (vph)	146	1443	135	109	1547	88	114	69	300	183	170	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6		5.6	5.6		5.6	5.6	5.6	5.6	5.6	5.6
Lane Util. Factor	1.00	*0.79		1.00	*0.94		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	4205		1736	5018		1804	1881	1591	1786	1900	1577
Flt Permitted	0.08	1.00		0.08	1.00		0.54	1.00	1.00	0.57	1.00	1.00
Satd. Flow (perm)	145	4205		144	5018		1025	1881	1591	1068	1900	1577
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)	157	1552	145	117	1663	95	123	74	323	197	183	324
RTOR Reduction (vph)	0	4	0	0	3	0	0	0	286	0	0	278
Lane Group Flow (vph)	157	1693	0	117	1755	0	123	74	37	197	183	46
Confl. Peds. (#/hr)			3	3			2		1	1		2
Confl. Bikes (#/hr)						1			1			
Heavy Vehicles (%)	0%	6%	0%	4%	6%	2%	0%	1%	0%	1%	0%	1%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	62.7	52.4		59.1	50.6		23.7	12.5	12.5	29.9	15.6	15.6
Effective Green, g (s)	62.7	52.4		59.1	50.6		23.7	12.5	12.5	29.9	15.6	15.6
Actuated g/C Ratio	0.57	0.48		0.54	0.46		0.22	0.11	0.11	0.27	0.14	0.14
Clearance Time (s)	5.6	5.6		5.6	5.6		5.6	5.6	5.6	5.6	5.6	5.6
Vehicle Extension (s)	2.0	2.2		2.0	2.2		2.5	2.0	2.0	1.8	2.0	2.0
Lane Grp Cap (vph)	237	2001		200	2306		299	213	180	383	269	223
v/s Ratio Prot	c0.06	c0.40		0.05	0.35		0.04	0.04		c0.07	c0.10	
v/s Ratio Perm	0.31			0.27			0.05		0.02	0.07		0.03
v/c Ratio	0.66	0.85		0.59	0.76		0.41	0.35	0.20	0.51	0.68	0.21
Uniform Delay, d1	20.1	25.3		19.0	24.7		36.4	45.0	44.3	32.9	44.9	41.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.3	3.4		2.8	1.4		0.7	0.4	0.2	0.5	5.5	0.2
Delay (s)	25.4	28.7		21.8	26.1		37.1	45.4	44.5	33.4	50.4	41.9
Level of Service	C	C		C	C		D	D	D	C	D	D
Approach Delay (s/veh)		28.4			25.9			42.9			41.7	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	110.1	Sum of lost time (s)	22.4
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



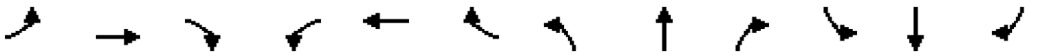
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	1443	135	109	1547	88	114	69	300	183	170	301
Future Volume (veh/h)	146	1443	135	109	1547	88	114	69	300	183	170	301
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	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		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	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	1900	1811	1900	1841	1811	1870	1900	1885	1900	1885	1900	1885
Adj Flow Rate, veh/h	157	1552	145	117	1663	95	123	74	323	197	183	324
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	6	0	4	6	2	0	1	0	1	0	1
Cap, veh/h	214	1740	162	183	1954	112	354	429	361	443	495	415
Arrive On Green	0.07	0.41	0.41	0.06	0.40	0.40	0.07	0.23	0.23	0.10	0.26	0.26
Sat Flow, veh/h	1810	4207	393	1753	4879	278	1810	1885	1585	1795	1900	1594
Grp Volume(v), veh/h	157	1055	642	117	1160	598	123	74	323	197	183	324
Grp Sat Flow(s),veh/h/ln	1810	1431	1739	1753	1702	1753	1810	1885	1585	1795	1900	1594
Q Serve(g_s), s	5.6	38.3	38.3	4.3	34.6	34.7	5.7	3.5	22.1	9.2	8.8	21.1
Cycle Q Clear(g_c), s	5.6	38.3	38.3	4.3	34.6	34.7	5.7	3.5	22.1	9.2	8.8	21.1
Prop In Lane	1.00		0.23	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	214	1183	719	183	1364	702	354	429	361	443	495	415
V/C Ratio(X)	0.73	0.89	0.89	0.64	0.85	0.85	0.35	0.17	0.90	0.44	0.37	0.78
Avail Cap(c_a), veh/h	413	1281	778	398	1524	784	634	591	497	822	765	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	30.4	30.5	26.0	30.4	30.5	29.8	34.7	41.9	28.2	33.8	38.4
Incr Delay (d2), s/veh	1.8	7.5	11.6	1.4	4.1	7.7	0.4	0.1	12.1	0.3	0.2	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	2.4	13.8	17.7	1.8	14.4	15.5	2.6	1.7	9.7	4.0	4.1	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.2	37.9	42.1	27.3	34.5	38.1	30.2	34.8	54.0	28.5	34.0	39.7
LnGrp LOS	C	D	D	C	C	D	C	C	D	C	C	D
Approach Vol, veh/h		1854			1875			520			704	
Approach Delay, s/veh		38.4			35.2			45.6			35.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	31.0	11.9	51.8	13.4	34.7	13.3	50.4
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Max Green Setting (Gmax), s	35.0	35.0	20.0	50.0	25.0	45.0	20.0	50.0
Max Q Clear Time (g_c+I1), s	11.2	24.1	6.3	40.3	7.7	23.1	7.6	36.7
Green Ext Time (p_c), s	0.2	0.7	0.1	5.9	0.2	1.3	0.2	7.5

Intersection Summary	
HCM 7th Control Delay, s/veh	37.5
HCM 7th LOS	D

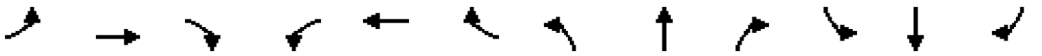
Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	840	823	138	284	651	564	159	1251	170	445	1078	997
Future Volume (vph)	840	823	138	284	651	564	159	1251	170	445	1078	997
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7		5.7	5.7	5.7
Lane Util. Factor	*0.93	*0.88	1.00	*0.71	*0.96	1.00	*0.81	*1.00		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.96
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	0.98		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)	3138	3278	1615	2563	3648	1474	2924	3689		1626	3505	1441
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3138	3278	1615	2563	3648	1474	2924	3689		1626	3505	1441
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)	903	885	148	305	700	606	171	1345	183	478	1159	1072
RTOR Reduction (vph)	0	0	52	0	0	199	0	6	0	0	0	302
Lane Group Flow (vph)	903	885	96	305	700	407	171	1522	0	478	1159	770
Confl. Peds. (#/hr)	1					1	13					13
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	7%	2%	0%	0%	0%	8%	0%	1%	1%	11%	3%	8%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						2
Actuated Green, G (s)	50.0	61.1	61.1	28.9	40.0	40.0	16.4	60.0		35.0	78.6	78.6
Effective Green, g (s)	50.0	61.1	61.1	28.9	40.0	40.0	16.4	60.0		35.0	78.6	78.6
Actuated g/C Ratio	0.24	0.29	0.29	0.14	0.19	0.19	0.08	0.29		0.17	0.38	0.38
Clearance Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7		5.7	5.7	5.7
Vehicle Extension (s)	1.5	1.8	1.8	1.8	1.5	1.5	1.8	1.5		1.8	1.5	1.5
Lane Grp Cap (vph)	755	963	474	356	702	283	230	1065		273	1325	545
v/s Ratio Prot	c0.29	0.27		0.12	0.19		0.06	0.41		c0.29	0.33	
v/s Ratio Perm			0.06			c0.28						c0.53
v/c Ratio	1.20	0.92	0.20	0.86	1.00	1.44	0.74	1.43		1.75	0.87	1.41
Uniform Delay, d1	78.9	71.0	55.1	87.4	83.8	83.9	93.6	73.9		86.4	60.0	64.6
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	100.9	13.1	0.1	17.4	33.0	216.7	10.8	198.7		352.6	6.5	196.3
Delay (s)	179.8	84.0	55.1	104.8	116.8	300.6	104.4	272.6		439.0	66.5	260.9
Level of Service	F	F	E	F	F	F	F	F		F	E	F
Approach Delay (s/veh)		126.5			183.7			255.7			209.2	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	193.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.44		
Actuated Cycle Length (s)	207.8	Sum of lost time (s)	22.8
Intersection Capacity Utilization	125.9%	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 (veh/h)	840	823	138	284	651	564	159	1251	170	445	1078	997
Future Volume (veh/h)	840	823	138	284	651	564	159	1251	170	445	1078	997
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	1796	1870	1900	1900	1900	1781	1900	1885	1885	1737	1856	1781
Adj Flow Rate, veh/h	903	885	0	305	700	0	171	1345	0	478	1159	0
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, %	7	2	0	0	0	8	0	1	1	11	3	8
Cap, veh/h	766	1001		331	702		200	1089		279	1371	
Arrive On Green	0.24	0.30	0.00	0.13	0.19	0.00	0.07	0.29	0.00	0.17	0.39	0.00
Sat Flow, veh/h	3182	3292	1610	2570	3648	1510	2931	3770	0	1654	3526	1510
Grp Volume(v), veh/h	903	885	0	305	700	0	171	1345	0	478	1159	0
Grp Sat Flow(s),veh/h/ln	1591	1646	1610	1285	1824	1510	1466	1885	0	1654	1763	1510
Q Serve(g_s), s	50.0	53.2	0.0	24.4	39.8	0.0	12.0	60.0	0.0	35.0	62.2	0.0
Cycle Q Clear(g_c), s	50.0	53.2	0.0	24.4	39.8	0.0	12.0	60.0	0.0	35.0	62.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	766	1001		331	702		200	1089		279	1371	
V/C Ratio(X)	1.18	0.88		0.92	1.00		0.85	1.24		1.72	0.85	
Avail Cap(c_a), veh/h	766	1001		495	702		423	1089		279	1371	
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	78.9	68.8	0.0	89.5	83.8	0.0	95.8	73.9	0.0	86.4	57.8	0.0
Incr Delay (d2), s/veh	94.0	9.1	0.0	13.5	33.1	0.0	3.9	114.0	0.0	336.8	4.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.5	23.7	0.0	8.8	22.1	0.0	4.7	46.3	0.0	41.1	28.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	172.9	77.9	0.0	103.0	116.9	0.0	99.7	187.9	0.0	423.2	62.6	0.0
LnGrp LOS	F	E		F	F		F	F		F	E	
Approach Vol, veh/h		1788			1005			1516			1637	
Approach Delay, s/veh		125.9			112.7			178.0			167.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.9	86.5	55.7	45.7	40.7	65.7	32.5	68.9
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green Setting (Gmax), s	30.0	60.0	50.0	40.0	35.0	60.0	40.0	45.0
Max Q Clear Time (g_c+I1), s	14.0	64.2	52.0	41.8	37.0	62.0	26.4	55.2
Green Ext Time (p_c), s	0.2	0.0	0.0	0.0	0.0	0.0	0.4	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	148.5
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	98	1289	28	10	1252	44	10	8	16	34	4	208
Future Vol, veh/h	98	1289	28	10	1252	44	10	8	16	34	4	208
Conflicting Peds, #/hr	0	0	0	0	0	0	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	50	-	-	50	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	53	14	2	0	0	0	18	0	0	0
Mvmt Flow	102	1343	29	10	1304	46	10	8	17	35	4	217

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1350	0	0	1372	0	0	2236	2932	686	2228	2924	675
Stage 1	-	-	-	-	-	-	1561	1561	-	1348	1348	-
Stage 2	-	-	-	-	-	-	675	1371	-	880	1576	-
Critical Hdwy	4.1	-	-	4.38	-	-	7.5	6.5	7.26	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	-	-	2.34	-	-	3.5	4	3.48	3.5	4	3.3
Pot Cap-1 Maneuver	516	-	-	438	-	-	24	15	355	~ 24	16	401
Stage 1	-	-	-	-	-	-	119	174	-	162	221	-
Stage 2	-	-	-	-	-	-	415	216	-	313	172	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	516	-	-	438	-	-	~ 8	12	355	~ 16	12	401
Mov Cap-2 Maneuver	-	-	-	-	-	-	44	61	-	90	78	-
Stage 1	-	-	-	-	-	-	96	140	-	158	216	-
Stage 2	-	-	-	-	-	-	183	211	-	225	138	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.95	0.1	76.08	31.85
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	84	516	-	-	438	-	-	89	401
HCM Lane V/C Ratio	0.422	0.198	-	-	0.024	-	-	0.446	0.54
HCM Ctrl Dly (s/v)	76.1	13.7	-	-	13.4	-	-	74.7	24
HCM Lane LOS	F	B	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	1.7	0.7	-	-	0.1	-	-	1.9	3.1

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	68	1153	89	36	1225	50	46	67	108	36	56	49
Future Vol, veh/h	68	1153	89	36	1225	50	46	67	108	36	56	49
Conflicting Peds, #/hr	0	0	0	0	0	0	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	200	-	-	150	-	-	150	-	-	-	-	0
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, %	3	4	1	0	2	0	0	0	2	0	0	2
Mvmt Flow	72	1227	95	38	1303	53	49	71	115	38	60	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1356	0	0	1321	0	0	2177	2852	661	2200	2872	678
Stage 1	-	-	-	-	-	-	1419	1419	-	1406	1406	-
Stage 2	-	-	-	-	-	-	758	1433	-	794	1466	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.5	6.5	6.94	7.5	6.5	6.94
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	2.23	-	-	2.2	-	-	3.5	4	3.32	3.5	4	3.32
Pot Cap-1 Maneuver	498	-	-	530	-	-	~ 27	~ 17	405	~ 25	~ 17	395
Stage 1	-	-	-	-	-	-	146	205	-	149	208	-
Stage 2	-	-	-	-	-	-	370	201	-	352	194	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	498	-	-	530	-	-	-	~ 14	405	-	~ 13	395
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 14	-	-	~ 13	-
Stage 1	-	-	-	-	-	-	125	175	-	138	193	-
Stage 2	-	-	-	-	-	-	206	187	-	128	166	-

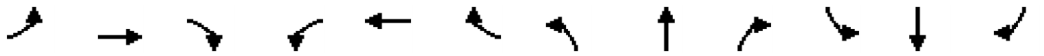
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.7	0.34		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	34	498	-	-	530	-	-	-	395
HCM Lane V/C Ratio	-	5.484	0.145	-	-	0.072	-	-	-	0.132
HCM Ctrl Dly (s/v)	-	$ 2251.2	13.5	-	-	12.3	-	-	-	15.5
HCM Lane LOS	-	F	B	-	-	B	-	-	-	C
HCM 95th %tile Q(veh)	-	22.2	0.5	-	-	0.2	-	-	-	0.5

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 (vph)	261	906	92	41	1063	445	89	154	22	400	163	143
Future Volume (vph)	261	906	92	41	1063	445	89	154	22	400	163	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6		5.6	5.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00		1.00	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	
Flpb, ped/bikes	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	0.98		1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1827	1490	1805	3539	1504	1805	1828		1752	1757	
Flt Permitted	0.10	1.00	1.00	0.12	1.00	1.00	0.56	1.00		0.31	1.00	
Satd. Flow (perm)	193	1827	1490	233	3539	1504	1061	1828		564	1757	
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)	287	996	101	45	1168	489	98	169	24	440	179	157
RTOR Reduction (vph)	0	0	60	0	0	126	0	5	0	0	27	0
Lane Group Flow (vph)	287	996	41	45	1168	363	98	188	0	440	309	0
Confl. Peds. (#/hr)			1	1					1	1		
Confl. Bikes (#/hr)						2						
Heavy Vehicles (%)	3%	4%	6%	0%	2%	5%	0%	2%	0%	3%	1%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Actuated Green, G (s)	53.3	44.1	44.1	36.2	32.6	32.6	21.7	15.8		43.9	32.4	
Effective Green, g (s)	53.3	44.1	44.1	36.2	32.6	32.6	21.7	15.8		43.9	32.4	
Actuated g/C Ratio	0.49	0.41	0.41	0.33	0.30	0.30	0.20	0.15		0.40	0.30	
Clearance Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6		5.6	5.6	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.0	1.5		1.5	1.5	
Lane Grp Cap (vph)	312	743	606	130	1064	452	252	266		474	525	
v/s Ratio Prot	c0.13	c0.55		0.01	0.33		0.02	0.10		c0.19	0.18	
v/s Ratio Perm	0.32		0.03	0.10		0.24	0.06			c0.18		
v/c Ratio	0.92	1.34	0.07	0.35	1.10	0.80	0.39	0.71		0.93	0.59	
Uniform Delay, d1	30.7	32.2	19.6	28.5	37.9	34.9	36.7	44.1		26.5	32.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	30.2	162.2	0.0	0.6	58.3	9.4	0.4	6.8		24.1	1.1	
Delay (s)	60.9	194.4	19.6	29.1	96.2	44.4	37.0	50.9		50.6	33.4	
Level of Service	E	F	B	C	F	D	D	D		D	C	
Approach Delay (s/veh)		154.0			79.5			46.2			43.2	
Approach LOS		F			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	95.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	108.4	Sum of lost time (s)	22.4
Intersection Capacity Utilization	102.8%	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 (veh/h)	261	906	92	41	1063	445	89	154	22	400	163	143
Future Volume (veh/h)	261	906	92	41	1063	445	89	154	22	400	163	143
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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1811	1900	1870	1826	1900	1870	1900	1856	1885	1900
Adj Flow Rate, veh/h	287	996	101	45	1168	489	98	169	24	440	179	157
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, %	3	4	6	0	2	5	0	2	0	3	1	0
Cap, veh/h	316	724	603	133	1026	436	314	207	29	502	273	239
Arrive On Green	0.14	0.39	0.39	0.03	0.29	0.29	0.06	0.13	0.13	0.23	0.29	0.29
Sat Flow, veh/h	1767	1841	1533	1810	3554	1510	1810	1601	227	1767	926	812
Grp Volume(v), veh/h	287	996	101	45	1168	489	98	0	193	440	0	336
Grp Sat Flow(s),veh/h/ln	1767	1841	1533	1810	1777	1510	1810	0	1828	1767	0	1738
Q Serve(g_s), s	12.5	40.9	4.4	1.8	30.0	30.0	4.8	0.0	10.7	21.5	0.0	17.6
Cycle Q Clear(g_c), s	12.5	40.9	4.4	1.8	30.0	30.0	4.8	0.0	10.7	21.5	0.0	17.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		0.47
Lane Grp Cap(c), veh/h	316	724	603	133	1026	436	314	0	236	502	0	512
V/C Ratio(X)	0.91	1.38	0.17	0.34	1.14	1.12	0.31	0.00	0.82	0.88	0.00	0.66
Avail Cap(c_a), veh/h	324	724	603	330	1026	436	463	0	440	525	0	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.5	31.5	20.5	28.7	37.0	37.0	36.0	0.0	44.1	28.0	0.0	32.1
Incr Delay (d2), s/veh	27.1	178.1	0.0	0.6	74.5	80.8	0.2	0.0	2.6	14.2	0.0	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	53.0	1.6	0.8	23.2	20.6	2.1	0.0	5.0	10.8	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.5	209.6	20.5	29.3	111.5	117.7	36.2	0.0	46.7	42.2	0.0	34.5
LnGrp LOS	E	F	C	C	F	F	D		D	D		C
Approach Vol, veh/h		1384			1702			291			776	
Approach Delay, s/veh		163.9			111.1			43.1			38.9	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	35.6	29.2	19.0	9.2	46.5	12.0	36.2
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Max Green Setting (Gmax), s	15.0	30.0	25.0	25.0	15.0	30.0	15.0	25.0
Max Q Clear Time (g_c+I1), s	14.5	32.0	23.5	12.7	3.8	42.9	6.8	19.6
Green Ext Time (p_c), s	0.0	0.0	0.1	0.4	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	110.4
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	223	20	20	420	6	49	1	67	7	1	12
Future Vol, veh/h	10	223	20	20	420	6	49	1	67	7	1	12
Conflicting Peds, #/hr	3	0	0	0	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	100	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	5	0	1	17	0	0	0	0	0	0
Mvmt Flow	11	251	22	22	472	7	55	1	75	8	1	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	482	0	0	273	0	0	802	811	262	797	819	478
Stage 1	-	-	-	-	-	-	284	284	-	523	523	-
Stage 2	-	-	-	-	-	-	517	527	-	274	296	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1091	-	-	1302	-	-	305	316	782	307	313	591
Stage 1	-	-	-	-	-	-	727	680	-	541	534	-
Stage 2	-	-	-	-	-	-	545	532	-	737	672	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1088	-	-	1302	-	-	289	306	782	268	303	590
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	306	-	268	303	-
Stage 1	-	-	-	-	-	-	720	673	-	530	523	-
Stage 2	-	-	-	-	-	-	522	521	-	658	665	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.33	0.35	16.2	14.49
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	452	1088	-	-	1302	-	-	402
HCM Lane V/C Ratio	0.291	0.01	-	-	0.017	-	-	0.056
HCM Ctrl Dly (s/v)	16.2	8.3	-	-	7.8	-	-	14.5
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	0.2

Intersection	
Intersection Delay, s/veh	19.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	186	82	88	370	6	62	42	163	4	38	18
Future Vol, veh/h	29	186	82	88	370	6	62	42	163	4	38	18
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
Heavy Vehicles, %	0	0	0	4	0	0	12	0	0	0	0	0
Mvmt Flow	32	204	90	97	407	7	68	46	179	4	42	20
Number of Lanes	1	1	0	1	1	0	1	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	1	2	2
HCM Control Delay, s/veh	18	26.2	12.1	12.3
HCM LOS	C	D	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	7%
Vol Thru, %	0%	100%	0%	0%	69%	0%	98%	63%
Vol Right, %	0%	0%	100%	0%	31%	0%	2%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	42	163	29	268	88	376	60
LT Vol	62	0	0	29	0	88	0	4
Through Vol	0	42	0	0	186	0	370	38
RT Vol	0	0	163	0	82	0	6	18
Lane Flow Rate	68	46	179	32	295	97	413	66
Geometry Grp	5	5	5	6	6	6	6	6
Degree of Util (X)	0.15	0.093	0.324	0.069	0.574	0.198	0.779	0.149
Departure Headway (Hd)	7.941	7.222	6.506	7.746	7.018	7.378	6.79	8.115
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	452	497	553	463	515	486	533	441
Service Time	5.681	4.961	4.246	5.49	4.762	5.119	4.531	5.875
HCM Lane V/C Ratio	0.15	0.093	0.324	0.069	0.573	0.2	0.775	0.15
HCM Control Delay, s/veh	12.1	10.7	12.4	11.1	18.8	11.9	29.6	12.3
HCM Lane LOS	B	B	B	B	C	B	D	B
HCM 95th-tile Q	0.5	0.3	1.4	0.2	3.6	0.7	7.1	0.5

Intersection	
Int Delay, s/veh	51.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	5	211	8	7	15	205	2024	109	21	2298	29
Future Vol, veh/h	58	5	211	8	7	15	205	2024	109	21	2298	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	75	-	-	-	-	0	150	-	300	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	15	0	2	33	0	0	4	5	0	0	6	12
Mvmt Flow	63	5	229	9	8	16	223	2200	118	23	2498	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	4109	5205	1265	3693	5221	1100	2529	0	-	2200	0	0
Stage 1	2559	2559	-	2646	2646	-	-	-	-	-	-	-
Stage 2	1549	2646	-	1047	2575	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.5	7.14	7.61	6.5	6.9	5.38	-	-	4.1	-	-
Critical Hdwy Stg 1	7.6	5.5	-	7.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.8	5.5	-	7.36	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.92	3.98	4	3.3	3.14	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 1	~ 0	~ 138	~ 2	~ 0	210	~ 65	-	0	243	-	-
Stage 1	~ 12	54	-	14	49	-	-	-	0	-	-	-
Stage 2	103	49	-	179	53	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	-	0	~ 138	-	0	210	~ 65	-	-	243	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	~ 11	49	-	14	0	-	-	-	-	-	-	-
Stage 2	95	0	-	-	48	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			113.08	0.19
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	~ 65	-	-	138	-	210	243	-	-
HCM Lane V/C Ratio	3.435	-	-	1.705	-	0.078	0.094	-	-
HCM Ctrl Dly (s/v)	$ 1229.5	-	-	$ 402.4	-	23.6	21.4	-	-
HCM Lane LOS	F	-	-	F	-	C	C	-	-
HCM 95th %tile Q(veh)	23.3	-	-	17.2	-	0.2	0.3	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

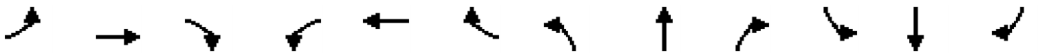
Intersection	
Intersection Delay, s/veh	9.0
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	575	382	489
Demand Flow Rate, veh/h	581	382	492
Vehicles Circulating, veh/h	242	280	292
Vehicles Exiting, veh/h	420	504	531
Ped Vol Crossing Leg, #/h	0	1	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.9	7.3	9.2
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	R	TR	LT
Assumed Moves	R	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	581	382	492
Cap Entry Lane, veh/h	1078	1037	1024
Entry HV Adj Factor	0.990	1.000	0.994
Flow Entry, veh/h	575	382	489
Cap Entry, veh/h	1067	1037	1018
V/C Ratio	0.539	0.368	0.480
Control Delay, s/veh	9.9	7.3	9.2
LOS	A	A	A
95th %tile Queue, veh	3	2	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	45	100	113	212	752	112	1893	72	544	2149	195
Future Volume (vph)	241	45	100	113	212	752	112	1893	72	544	2149	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	7.0	7.0	5.6	7.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*0.89	1.00	*0.68	*0.98	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	
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	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1787	1900	1588	1779	1881	1538	1770	3191	1576	2407	5218	
Flt Permitted	0.44	1.00	1.00	0.73	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	824	1900	1588	1359	1881	1538	1770	3191	1576	2407	5218	
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)	259	48	108	122	228	809	120	2035	77	585	2311	210
RTOR Reduction (vph)	0	0	79	0	0	12	0	0	44	0	6	0
Lane Group Flow (vph)	259	48	29	122	228	797	120	2035	33	585	2515	0
Confl. Peds. (#/hr)			3	3			1		1	1		1
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	1%	0%	0%	1%	1%	5%	2%	6%	0%	2%	6%	0%
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		8			4	5	1	6		5	2	
Permitted Phases	8		8	4		4			6			
Actuated Green, G (s)	50.0	50.0	50.0	50.0	50.0	90.0	16.5	80.0	80.0	40.0	103.5	
Effective Green, g (s)	50.0	50.0	50.0	50.0	50.0	90.0	16.5	80.0	80.0	40.0	103.5	
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27	0.48	0.09	0.43	0.43	0.21	0.55	
Clearance Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	7.0	7.0	5.6	7.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.2	1.3	2.7	2.7	1.2	2.7	
Lane Grp Cap (vph)	218	504	421	361	499	781	155	1356	669	511	2869	
v/s Ratio Prot		0.03			0.12	c0.22	0.07	c0.64		c0.24	0.48	
v/s Ratio Perm	c0.31		0.02	0.09		0.30			0.02			
v/c Ratio	1.19	0.10	0.07	0.34	0.46	1.02	0.77	1.50	0.05	1.14	0.88	
Uniform Delay, d1	69.1	52.1	51.7	55.7	57.8	49.1	84.0	54.1	31.8	74.1	36.8	
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	121.1	0.0	0.0	0.2	0.2	37.5	19.4	229.2	0.0	86.2	3.3	
Delay (s)	190.2	52.1	51.7	56.0	58.0	86.6	103.4	283.3	31.8	160.3	40.1	
Level of Service	F	D	D	E	E	F	F	F	C	F	D	
Approach Delay (s/veh)		138.2			77.7			265.0			62.8	
Approach LOS		F			E			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	135.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	188.2	Sum of lost time (s)	18.2
Intersection Capacity Utilization	127.4%	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 (veh/h)	241	45	100	113	212	752	112	1893	72	544	2149	195
Future Volume (veh/h)	241	45	100	113	212	752	112	1893	72	544	2149	195
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		1.00
Parking Bus, Adj	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	1885	1900	1900	1885	1885	1826	1870	1811	1900	1870	1811	1900
Adj Flow Rate, veh/h	259	48	108	122	228	809	120	2035	77	585	2311	210
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, %	1	0	0	1	1	5	2	6	0	2	6	0
Cap, veh/h	128	505	426	343	501	739	138	1370	669	515	2717	243
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.08	0.43	0.43	0.21	0.56	0.56
Sat Flow, veh/h	548	1900	1605	1237	1885	1542	1781	3224	1575	2423	4849	433
Grp Volume(v), veh/h	259	48	108	122	228	809	120	2035	77	585	1681	840
Grp Sat Flow(s),veh/h/ln	548	1900	1605	1237	1885	1542	1781	1612	1575	1211	1775	1733
Q Serve(g_s), s	31.0	3.6	10.0	15.5	19.0	50.0	12.5	80.0	5.6	40.0	74.5	77.9
Cycle Q Clear(g_c), s	50.0	3.6	10.0	19.1	19.0	50.0	12.5	80.0	5.6	40.0	74.5	77.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	128	505	426	343	501	739	138	1370	669	515	1989	971
V/C Ratio(X)	2.02	0.10	0.25	0.36	0.46	1.10	0.87	1.49	0.12	1.14	0.85	0.87
Avail Cap(c_a), veh/h	128	505	426	343	501	739	237	1370	669	515	1989	971
HCM Platoon Ratio	1.00	1.00	1.00	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	83.2	52.1	54.4	59.2	57.7	49.1	85.9	54.1	32.7	74.1	34.6	35.3
Incr Delay (d2), s/veh	483.3	0.0	0.1	0.2	0.2	62.2	7.3	222.2	0.1	82.8	3.5	8.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.6	1.8	4.1	5.0	9.2	47.6	6.1	74.4	2.2	18.4	32.7	34.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	566.5	52.1	54.5	59.5	58.0	111.3	93.2	276.3	32.8	156.9	38.1	43.5
LnGrp LOS	F	D	D	E	E	F	F	F	C	F	D	D
Approach Vol, veh/h		415			1159			2232			3106	
Approach Delay, s/veh		373.8			95.4			258.1			61.9	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.2	112.4		55.6	45.6	87.0		55.6				
Change Period (Y+Rc), s	5.6	7.0		5.6	5.6	7.0		5.6				
Max Green Setting (Gmax), s	25.0	75.0		35.0	40.0	80.0		50.0				
Max Q Clear Time (g_c+I1), s	14.5	79.9		52.0	42.0	82.0		52.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			149.6									
HCM 7th LOS			F									

Notes

User approved pedestrian interval to be less than phase max green.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	28.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	54	20	0	68	18	2004	65	62	2274	26
Future Vol, veh/h	5	0	54	20	0	68	18	2004	65	62	2274	26
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	1	0	1
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	130	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	3	0	6	0	0	7	15
Mvmt Flow	5	0	59	22	0	74	20	2178	71	67	2472	28

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	3377	4890	1125	2501	0	0	2250	0	0
Stage 1	2254	2254	-	-	-	-	-	-	-
Stage 2	1123	2636	-	-	-	-	-	-	-
Critical Hdwy	6.25	6.5	6.96	5.3	-	-	4.1	-	-
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.33	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 10	1	197	71	-	-	232	-	-
Stage 1	66	78	-	-	-	-	-	-	-
Stage 2	254	50	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 2	0	197	71	-	-	232	-	-
Mov Cap-2 Maneuver	~ 15	0	-	-	-	-	-	-	-
Stage 1	~ 17	0	-	-	-	-	-	-	-
Stage 2	180	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	205.22	52.05	0.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	26	-	-	15	197	232	-	-
HCM Lane V/C Ratio	0.275	-	-	1.497	0.375	0.29	-	-
HCM Ctrl Dly (s/v)	73.7	53.5	-	$ 788.1	33.8	26.7	-	-
HCM Lane LOS	F	F	-	F	D	D	-	-
HCM 95th %tile Q(veh)	1	-	-	3.3	1.6	1.2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	98	80	107	4	11	69	188	1462	37	23	1287	139
Future Vol, veh/h	98	80	107	4	11	69	188	1462	37	23	1287	139
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	4	4	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	115	100	-	-	100	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	0	0	2	13	0	2	2
Mvmt Flow	107	87	116	4	12	75	204	1589	40	25	1399	151

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2661	3494	702	2815	3625	819	1553	0	0	1633	0	0
Stage 1	1452	1452	-	2022	2022	-	-	-	-	-	-	-
Stage 2	1209	2042	-	793	1603	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.92	7.5	6.5	6.9	4.1	-	-	4.1	-	-
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	3.5	4	3.31	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 11	~ 6	383	9	~ 5	323	432	-	-	403	-	-
Stage 1	140	197	-	61	103	-	-	-	-	-	-	-
Stage 2	197	101	-	353	167	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 3	382	-	~ 3	322	431	-	-	401	-	-
Mov Cap-2 Maneuver	-	~ 3	-	-	~ 3	-	-	-	-	-	-	-
Stage 1	130	184	-	32	54	-	-	-	-	-	-	-
Stage 2	~ 62	~ 53	-	121	156	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			2.3	0.23
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	431	-	-	-	382	-	18	401	-	-
HCM Lane V/C Ratio	0.474	-	-	-	0.305	-	4.836	0.062	-	-
HCM Ctrl Dly (s/v)	20.7	-	-	-	18.5	-	$ 2154.7	14.6	-	-
HCM Lane LOS	C	-	-	-	C	-	F	B	-	-
HCM 95th %tile Q(veh)	2.5	-	-	-	1.3	-	11.5	0.2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

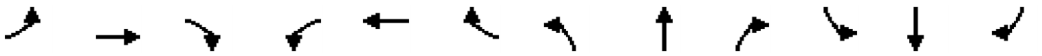
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	305	415	53	243	32	230	1442	48	62	1221	115
Future Volume (vph)	213	305	415	53	243	32	230	1442	48	62	1221	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2	5.2	5.2	5.2		5.2	5.2		5.2	5.2	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	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	0.98		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1881	1615	1703	1832		1787	3521		1752	3491	
Flt Permitted	0.16	1.00	1.00	0.35	1.00		0.06	1.00		0.07	1.00	
Satd. Flow (perm)	306	1881	1615	631	1832		115	3521		122	3491	
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)	242	347	472	60	276	36	261	1639	55	70	1388	131
RTOR Reduction (vph)	0	0	266	0	3	0	0	1	0	0	4	0
Lane Group Flow (vph)	242	347	206	60	309	0	261	1693	0	70	1515	0
Confl. Peds. (#/hr)	2					2	3		2	2		3
Confl. Bikes (#/hr)									2			
Heavy Vehicles (%)	0%	1%	0%	6%	2%	0%	1%	2%	0%	3%	2%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)	51.4	40.1	40.1	36.0	29.9		88.2	77.4		65.9	60.3	
Effective Green, g (s)	51.4	40.1	40.1	36.0	29.9		88.2	77.4		65.9	60.3	
Actuated g/C Ratio	0.34	0.27	0.27	0.24	0.20		0.59	0.52		0.44	0.40	
Clearance Time (s)	5.2	5.2	5.2	5.2	5.2		5.2	5.2		5.2	5.2	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.7		1.0	2.0	
Lane Grp Cap (vph)	267	502	431	195	365		320	1816		114	1403	
v/s Ratio Prot	c0.10	0.18		0.01	0.17		c0.12	c0.48		0.02	c0.43	
v/s Ratio Perm	c0.21		0.13	0.06			0.36			0.25		
v/c Ratio	0.91	0.69	0.48	0.31	0.85		0.82	0.93		0.61	1.08	
Uniform Delay, d1	40.1	49.4	46.2	45.3	57.8		47.3	33.9		33.5	44.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.78	0.89		1.00	1.00	
Incremental Delay, d2	30.9	3.3	0.3	0.3	15.7		8.4	6.4		6.7	48.7	
Delay (s)	71.0	52.7	46.5	45.6	73.6		45.2	36.5		40.2	93.5	
Level of Service	E	D	D	D	E		D	D		D	F	
Approach Delay (s/veh)		54.1			69.1			37.6			91.2	
Approach LOS		D			E			D			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	60.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	94.9%	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 (veh/h)	213	305	415	53	243	32	230	1442	48	62	1221	115
Future Volume (veh/h)	213	305	415	53	243	32	230	1442	48	62	1221	115
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		1.00
Parking Bus, Adj	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	1900	1885	1900	1811	1870	1900	1885	1870	1900	1856	1870	1900
Adj Flow Rate, veh/h	242	347	472	60	276	36	261	1639	55	70	1388	131
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	1	0	6	2	0	1	2	0	3	2	0
Cap, veh/h	278	500	426	178	310	40	270	1840	62	130	1443	135
Arrive On Green	0.11	0.27	0.27	0.04	0.19	0.19	0.08	0.35	0.35	0.03	0.44	0.44
Sat Flow, veh/h	1810	1885	1607	1725	1620	211	1795	3505	117	1767	3282	308
Grp Volume(v), veh/h	242	347	472	60	0	312	261	828	866	70	748	771
Grp Sat Flow(s),veh/h/ln	1810	1885	1607	1725	0	1832	1795	1777	1846	1767	1777	1814
Q Serve(g_s), s	15.8	24.9	39.8	4.2	0.0	24.9	17.0	65.9	66.6	3.3	61.1	62.2
Cycle Q Clear(g_c), s	15.8	24.9	39.8	4.2	0.0	24.9	17.0	65.9	66.6	3.3	61.1	62.2
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.06	1.00		0.17
Lane Grp Cap(c), veh/h	278	500	426	178	0	350	270	933	969	130	781	797
V/C Ratio(X)	0.87	0.69	1.11	0.34	0.00	0.89	0.97	0.89	0.89	0.54	0.96	0.97
Avail Cap(c_a), veh/h	278	500	426	306	0	486	270	933	969	281	781	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.39	0.39	0.39	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	49.6	55.1	46.9	0.0	59.1	52.8	44.5	44.7	34.2	40.7	41.0
Incr Delay (d2), s/veh	23.7	3.5	76.0	0.4	0.0	11.6	26.1	5.4	5.5	1.3	23.4	24.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	12.2	24.9	1.8	0.0	12.6	12.2	31.4	33.0	1.4	31.2	32.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.1	53.1	131.1	47.3	0.0	70.8	78.9	49.8	50.2	35.4	64.1	65.8
LnGrp LOS	E	D	F	D		E	E	D	D	D	E	E
Approach Vol, veh/h		1061			372			1955			1589	
Approach Delay, s/veh		91.0			67.0			53.9			63.7	
Approach LOS		F			E			D			E	

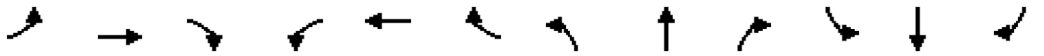
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	71.1	22.0	33.9	10.2	83.9	10.9	45.0
Change Period (Y+Rc), s	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2
Max Green Setting (Gmax), s	17.8	54.8	16.8	39.8	17.8	54.8	16.8	39.8
Max Q Clear Time (g_c+I1), s	19.0	64.2	17.8	26.9	5.3	68.6	6.2	41.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	65.9
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	456	211	264	501	133	191	1353	193	156	1314	219
Future Volume (vph)	235	456	211	264	501	133	191	1353	193	156	1314	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
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	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3610	1593	1787	3610	1568	1805	3539	1594	1770	3539	1599
Flt Permitted	0.16	1.00	1.00	0.16	1.00	1.00	0.06	1.00	1.00	0.06	1.00	1.00
Satd. Flow (perm)	298	3610	1593	293	3610	1568	109	3539	1594	113	3539	1599
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)	258	501	232	290	551	146	210	1487	212	171	1444	241
RTOR Reduction (vph)	0	0	194	0	0	70	0	0	114	0	0	117
Lane Group Flow (vph)	258	501	38	290	551	76	210	1487	98	171	1444	124
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)									2			
Heavy Vehicles (%)	3%	0%	0%	1%	0%	3%	0%	2%	0%	2%	2%	1%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	46.8	24.8	24.8	48.6	25.7	25.7	85.9	69.6	69.6	79.1	66.2	66.2
Effective Green, g (s)	46.8	24.8	24.8	48.6	25.7	25.7	85.9	69.6	69.6	79.1	66.2	66.2
Actuated g/C Ratio	0.31	0.17	0.17	0.32	0.17	0.17	0.57	0.46	0.46	0.53	0.44	0.44
Clearance Time (s)	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2
Vehicle Extension (s)	1.3	1.0	1.0	1.3	1.0	1.0	1.3	1.9	1.9	1.2	1.9	1.9
Lane Grp Cap (vph)	306	596	263	323	618	268	246	1642	739	202	1561	705
v/s Ratio Prot	0.12	0.14		c0.14	0.15		c0.09	c0.42		0.07	0.41	
v/s Ratio Perm	0.14		0.02	c0.15		0.05	0.39		0.06	0.37		0.08
v/c Ratio	0.84	0.84	0.15	0.90	0.89	0.29	0.85	0.91	0.13	0.85	0.93	0.18
Uniform Delay, d1	43.0	60.7	53.5	42.4	60.8	54.1	47.1	37.2	23.0	43.3	39.6	25.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.69	0.42	0.09
Incremental Delay, d2	17.9	10.0	0.1	25.3	14.8	0.2	23.1	8.7	0.4	10.5	4.4	0.2
Delay (s)	61.0	70.6	53.6	67.7	75.5	54.4	70.1	45.9	23.3	83.7	21.1	2.4
Level of Service	E	E	D	E	E	D	E	D	C	F	C	A
Approach Delay (s/veh)		64.1			70.1			46.1			24.5	
Approach LOS		E			E			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.8
Intersection Capacity Utilization	91.1%	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)	235	456	211	264	501	133	191	1353	193	156	1314	219
Future Volume (veh/h)	235	456	211	264	501	133	191	1353	193	156	1314	219
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		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1885	1900	1856	1900	1870	1900	1870	1870	1885
Adj Flow Rate, veh/h	258	501	232	290	551	146	210	1487	212	171	1444	241
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, %	3	0	0	1	0	3	0	2	0	2	2	1
Cap, veh/h	304	581	259	332	627	273	307	1763	789	200	1734	779
Arrive On Green	0.13	0.16	0.16	0.15	0.17	0.17	0.07	0.50	0.50	0.13	0.98	0.98
Sat Flow, veh/h	1767	3610	1607	1795	3610	1570	1810	3554	1589	1781	3554	1598
Grp Volume(v), veh/h	258	501	232	290	551	146	210	1487	212	171	1444	241
Grp Sat Flow(s),veh/h/ln	1767	1805	1607	1795	1805	1570	1810	1777	1589	1781	1777	1598
Q Serve(g_s), s	18.1	20.3	21.2	20.0	22.3	12.7	8.7	54.4	11.6	7.5	7.9	0.8
Cycle Q Clear(g_c), s	18.1	20.3	21.2	20.0	22.3	12.7	8.7	54.4	11.6	7.5	7.9	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	304	581	259	332	627	273	307	1763	789	200	1734	779
V/C Ratio(X)	0.85	0.86	0.90	0.87	0.88	0.54	0.68	0.84	0.27	0.86	0.83	0.31
Avail Cap(c_a), veh/h	423	669	298	429	669	291	434	1763	789	340	1734	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.20	0.20	0.20
Uniform Delay (d), s/veh	45.4	61.3	61.7	44.6	60.4	56.5	17.2	32.7	22.0	30.0	1.0	0.9
Incr Delay (d2), s/veh	8.3	9.1	23.8	12.5	11.6	0.6	1.0	5.1	0.8	0.9	1.0	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	8.6	10.0	10.3	10.0	11.2	5.1	3.7	24.1	4.6	2.8	0.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.6	70.4	85.5	57.1	72.0	57.1	18.2	37.9	22.8	30.9	2.1	1.2
LnGrp LOS	D	E	F	E	E	E	B	D	C	C	A	A
Approach Vol, veh/h		991			987			1909			1856	
Approach Delay, s/veh		69.6			65.4			34.0			4.6	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	78.4	24.9	31.3	14.2	79.6	26.8	29.3
Change Period (Y+Rc), s	4.7	5.2	4.7	5.2	4.7	5.2	4.7	5.2
Max Green Setting (Gmax), s	21.3	50.8	30.3	27.8	21.3	50.8	30.3	27.8
Max Q Clear Time (g_c+I1), s	10.7	9.9	20.1	24.3	9.5	56.4	22.0	23.2
Green Ext Time (p_c), s	0.1	9.3	0.1	0.6	0.1	0.0	0.1	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	36.0
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	7.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	253	204	278	220	63	343
Future Vol, veh/h	253	204	278	220	63	343
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	400	-	125	90	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	1	1	0	1
Mvmt Flow	288	232	316	250	72	390

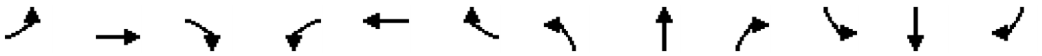
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	854	321	0	0	571	0
Stage 1	321	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	332	725	-	-	1012	-
Stage 1	740	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	307	721	-	-	1007	-
Mov Cap-2 Maneuver	422	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	550	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	22.07	0	1.37
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	422	721	1007	-
HCM Lane V/C Ratio	-	-	0.681	0.321	0.071	-
HCM Ctrl Dly (s/v)	-	-	29.9	12.3	8.8	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	5	1.4	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	273	568	5	4	378	206	36	20	39	326	14	257
Future Volume (vph)	273	568	5	4	378	206	36	20	39	326	14	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2		5.2	5.2	5.2	5.2	5.2		5.2	5.2	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.90		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1879		1805	1863	1574	1802	1713		1805	1577	
Flt Permitted	0.18	1.00		0.24	1.00	1.00	0.68	1.00		0.38	1.00	
Satd. Flow (perm)	345	1879		451	1863	1574	1286	1713		715	1577	
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	350	728	6	5	485	264	46	26	50	418	18	329
RTOR Reduction (vph)	0	0	0	0	0	149	0	47	0	0	243	0
Lane Group Flow (vph)	350	734	0	5	485	115	46	29	0	418	104	0
Confl. Peds. (#/hr)	1					1	2					2
Confl. Bikes (#/hr)			2			3						
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	1%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4	6			2		
Actuated Green, G (s)	58.8	52.8		36.5	35.7	35.7	9.2	5.9		36.0	27.5	
Effective Green, g (s)	58.8	52.8		36.5	35.7	35.7	9.2	5.9		36.0	27.5	
Actuated g/C Ratio	0.56	0.50		0.35	0.34	0.34	0.09	0.06		0.34	0.26	
Clearance Time (s)	5.2	5.2		5.2	5.2	5.2	5.2	5.2		5.2	5.2	
Vehicle Extension (s)	1.2	2.2		1.2	2.2	2.2	1.0	1.0		1.5	1.0	
Lane Grp Cap (vph)	441	943		166	632	534	128	96		502	412	
v/s Ratio Prot	c0.13	0.39		0.00	0.26		0.01	0.02		c0.20	0.07	
v/s Ratio Perm	c0.31			0.01		0.07	0.02			c0.09		
v/c Ratio	0.79	0.78		0.03	0.77	0.22	0.36	0.30		0.83	0.25	
Uniform Delay, d1	18.0	21.4		23.4	31.0	24.8	44.9	47.7		29.8	30.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.9	3.8		0.0	5.1	0.1	0.6	0.6		10.8	0.1	
Delay (s)	26.9	25.2		23.4	36.2	24.9	45.6	48.3		40.6	30.8	
Level of Service	C	C		C	D	C	D	D		D	C	
Approach Delay (s/veh)		25.8			32.1			47.3			36.2	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	105.2	Sum of lost time (s)	20.8
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)	273	568	5	4	378	206	36	20	39	326	14	257
Future Volume (veh/h)	273	568	5	4	378	206	36	20	39	326	14	257
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		0.98	1.00		0.97	0.99		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1870	1900	1900	1900	1900	1900	1900	1885
Adj Flow Rate, veh/h	350	728	6	5	485	264	46	26	50	418	18	329
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	1	0	0	2	0	0	0	0	0	0	1
Cap, veh/h	397	821	7	158	548	460	224	43	82	543	22	405
Arrive On Green	0.15	0.44	0.44	0.01	0.29	0.29	0.04	0.07	0.07	0.23	0.26	0.26
Sat Flow, veh/h	1810	1867	15	1810	1870	1569	1810	578	1111	1810	84	1533
Grp Volume(v), veh/h	350	0	734	5	485	264	46	0	76	418	0	347
Grp Sat Flow(s),veh/h/ln	1810	0	1882	1810	1870	1569	1810	0	1689	1810	0	1617
Q Serve(g_s), s	10.6	0.0	29.8	0.2	20.6	11.9	1.9	0.0	3.6	16.8	0.0	16.7
Cycle Q Clear(g_c), s	10.6	0.0	29.8	0.2	20.6	11.9	1.9	0.0	3.6	16.8	0.0	16.7
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.66	1.00		0.95
Lane Grp Cap(c), veh/h	397	0	828	158	548	460	224	0	125	543	0	427
V/C Ratio(X)	0.88	0.00	0.89	0.03	0.88	0.57	0.21	0.00	0.61	0.77	0.00	0.81
Avail Cap(c_a), veh/h	772	0	905	581	674	566	479	0	305	779	0	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	21.4	22.3	28.1	25.0	33.6	0.0	37.4	24.7	0.0	28.7
Incr Delay (d2), s/veh	2.6	0.0	9.6	0.0	10.5	0.6	0.2	0.0	1.8	1.6	0.0	4.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	14.0	0.1	10.3	4.3	0.8	0.0	1.6	7.1	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.1	0.0	31.0	22.4	38.6	25.6	33.7	0.0	39.2	26.3	0.0	33.1
LnGrp LOS	C		C	C	D	C	C		D	C		C
Approach Vol, veh/h		1084			754			122			765	
Approach Delay, s/veh		27.8			33.9			37.1			29.4	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	27.2	17.9	29.6	24.3	11.3	5.7	41.8
Change Period (Y+Rc), s	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2
Max Green Setting (Gmax), s	15.0	30.0	30.0	30.0	30.0	15.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	3.9	18.7	12.6	22.6	18.8	5.6	2.2	31.8
Green Ext Time (p_c), s	0.0	0.7	0.2	1.8	0.3	0.1	0.0	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	30.4
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	56.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	94	34	287	3	52	3	136	338	7	6	315	140
Future Vol, veh/h	94	34	287	3	52	3	136	338	7	6	315	140
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
Heavy Vehicles, %	3	0	0	0	0	0	1	0	0	0	1	2
Mvmt Flow	112	40	342	4	62	4	162	402	8	7	375	167
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	27.1	15.3	35.5	108.9
HCM LOS	D	C	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	5%	100%	0%
Vol Thru, %	0%	98%	0%	11%	90%	0%	69%
Vol Right, %	0%	2%	0%	89%	5%	0%	31%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	136	345	94	321	58	6	455
LT Vol	136	0	94	0	3	6	0
Through Vol	0	338	0	34	52	0	315
RT Vol	0	7	0	287	3	0	140
Lane Flow Rate	162	411	112	382	69	7	542
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.364	0.864	0.26	0.763	0.182	0.016	1.136
Departure Headway (Hd)	8.434	7.883	8.818	7.599	10.054	8.27	7.549
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	429	464	410	478	359	434	482
Service Time	6.134	5.583	6.518	5.299	8.054	5.99	5.269
HCM Lane V/C Ratio	0.378	0.886	0.273	0.799	0.192	0.016	1.124
HCM Control Delay, s/veh	15.9	43.2	14.6	30.8	15.3	11.1	110.2
HCM Lane LOS	C	E	B	D	C	B	F
HCM 95th-tile Q	1.6	8.9	1	6.6	0.7	0	18.8

Intersection	
Int Delay, s/veh	14.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	87	79	107	60	2	27	266	142	9	275	13
Future Vol, veh/h	5	87	79	107	60	2	27	266	142	9	275	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	2	5	0	12	0	0	0	0	0	0	0
Mvmt Flow	6	101	92	124	70	2	31	309	165	10	320	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	755	886	327	847	811	393	335	0	0	475	0	0
Stage 1	348	348	-	456	456	-	-	-	-	-	-	-
Stage 2	407	538	-	391	356	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.25	7.1	6.62	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.1	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.1	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.345	3.5	4.108	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	327	283	707	284	302	660	1236	-	-	1097	-	-
Stage 1	672	634	-	588	552	-	-	-	-	-	-	-
Stage 2	625	522	-	637	612	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	242	273	707	152	291	660	1236	-	-	1096	-	-
Mov Cap-2 Maneuver	242	273	-	152	291	-	-	-	-	-	-	-
Stage 1	666	628	-	573	537	-	-	-	-	-	-	-
Stage 2	528	508	-	461	606	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.21	64.49	0.5	0.25
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1236	-	-	242	386	152	297	1096	-	-
HCM Lane V/C Ratio	0.025	-	-	0.024	0.5	0.818	0.243	0.01	-	-
HCM Ctrl Dly (s/v)	8	-	-	20.3	23.3	89.7	21	8.3	-	-
HCM Lane LOS	A	-	-	C	C	F	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	2.7	5.3	0.9	0	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	134	26	194	78	18	162
Future Vol, veh/h	134	26	194	78	18	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	1	0	1
Mvmt Flow	151	29	218	88	20	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	484	262	0	0	306	0
Stage 1	262	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	545	782	-	-	1267	-
Stage 1	787	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	537	782	-	-	1267	-
Mov Cap-2 Maneuver	537	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	806	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.57	0	0.79
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	537	782	1267	-
HCM Lane V/C Ratio	-	-	0.281	0.037	0.016	-
HCM Ctrl Dly (s/v)	-	-	14.3	9.8	7.9	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.1	0	-

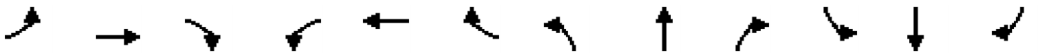
Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	2	2	4	168	1	95	1	133	161	2
Future Vol, veh/h	2	2	2	2	4	168	1	95	1	133	161	2
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	150	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	25	0	0	1	0	2	1	0
Mvmt Flow	2	2	2	2	4	177	1	100	1	140	169	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	556	555	173	554	555	101	173	0	0	101	0	0
Stage 1	452	452	-	103	103	-	-	-	-	-	-	-
Stage 2	104	103	-	452	453	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.75	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.225	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	445	443	876	446	409	960	1417	-	-	1491	-	-
Stage 1	591	574	-	908	768	-	-	-	-	-	-	-
Stage 2	906	814	-	591	533	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	325	401	875	401	370	960	1415	-	-	1491	-	-
Mov Cap-2 Maneuver	325	401	-	401	370	-	-	-	-	-	-	-
Stage 1	535	520	-	908	767	-	-	-	-	-	-	-
Stage 2	735	813	-	532	483	-	-	-	-	-	-	-

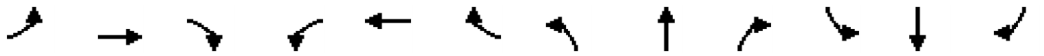
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.18	9.77	0.08	3.44
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1415	-	-	447	380	960	1491	-	-
HCM Lane V/C Ratio	0.001	-	-	0.014	0.017	0.184	0.094	-	-
HCM Ctrl Dly (s/v)	7.5	-	-	13.2	14.6	9.6	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.7	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	2	475	9	4	1	579	2281	26	3	2404	20
Future Volume (vph)	18	2	475	9	4	1	579	2281	26	3	2404	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	8.2		7.0		8.2	7.0		8.0	7.0	
Lane Util. Factor		1.00	1.00		1.00		0.97	0.95		1.00	0.95	
Frt		1.00	0.85		0.99		1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1695	1583		1578		3467	3398		1805	3435	
Flt Permitted		1.00	1.00		0.93		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1772	1583		1510		3467	3398		1805	3435	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	19	2	505	10	4	1	616	2427	28	3	2557	21
RTOR Reduction (vph)	0	0	69	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	21	436	0	14	0	616	2455	0	3	2578	0
Heavy Vehicles (%)	8%	0%	2%	0%	33%	100%	1%	6%	11%	0%	5%	0%
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		3.6	18.8		3.6		15.2	101.0		0.8	86.4	
Effective Green, g (s)		3.6	18.8		3.6		15.2	101.0		0.8	86.4	
Actuated g/C Ratio		0.03	0.15		0.03		0.12	0.79		0.01	0.68	
Clearance Time (s)		7.0	8.2		7.0		8.2	7.0		8.0	7.0	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	2.0		1.0	2.0	
Lane Grp Cap (vph)		50	233		42		413	2693		11	2329	
v/s Ratio Prot			c0.22				0.18	0.72		0.00	c0.75	
v/s Ratio Perm		0.01	0.05		0.01							
v/c Ratio		0.42	1.87		0.33		1.49	0.91		0.27	1.11	
Uniform Delay, d1		60.9	54.3		60.7		56.1	9.9		63.0	20.5	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.1	407.9		1.7		233.7	5.1		4.8	55.0	
Delay (s)		62.9	462.2		62.4		289.8	15.0		67.8	75.5	
Level of Service		E	F		E		F	B		E	E	
Approach Delay (s/veh)		446.3			62.4			70.1			75.5	
Approach LOS		F			E			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	104.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	127.4	Sum of lost time (s)	22.2
Intersection Capacity Utilization	123.3%	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 (veh/h)	18	2	475	9	4	1	579	2281	26	3	2404	20
Future Volume (veh/h)	18	2	475	9	4	1	579	2281	26	3	2404	20
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	1781	1900	1870	1900	1411	418	1885	1811	1737	1900	1826	1900
Adj Flow Rate, veh/h	19	2	505	10	4	1	616	2427	28	3	2557	21
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, %	8	0	2	0	33	100	1	6	11	0	5	0
Cap, veh/h	199	19	350	98	31	6	385	2521	29	7	2171	18
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.72	0.72	0.00	0.62	0.62
Sat Flow, veh/h	1346	168	1585	489	282	55	3483	3484	40	1810	3526	29
Grp Volume(v), veh/h	21	0	505	15	0	0	616	1196	1259	3	1256	1322
Grp Sat Flow(s),veh/h/ln	1515	0	1585	827	0	0	1742	1721	1804	1810	1735	1821
Q Serve(g_s), s	0.0	0.0	15.0	0.6	0.0	0.0	15.0	85.6	86.7	0.2	83.6	83.6
Cycle Q Clear(g_c), s	1.4	0.0	15.0	2.0	0.0	0.0	15.0	85.6	86.7	0.2	83.6	83.6
Prop In Lane	0.90		1.00	0.67		0.07	1.00		0.02	1.00		0.02
Lane Grp Cap(c), veh/h	218	0	350	136	0	0	385	1245	1305	7	1068	1121
V/C Ratio(X)	0.10	0.00	1.44	0.11	0.00	0.00	1.60	0.96	0.96	0.42	1.18	1.18
Avail Cap(c_a), veh/h	218	0	350	136	0	0	385	1267	1329	333	1068	1121
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	0.0	52.9	54.4	0.0	0.0	60.4	17.0	17.2	67.5	26.1	26.1
Incr Delay (d2), s/veh	0.1	0.0	214.4	0.1	0.0	0.0	282.3	16.4	16.6	13.9	89.3	90.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	32.8	0.5	0.0	0.0	21.7	35.3	37.5	0.1	58.8	62.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.4	0.0	267.3	54.5	0.0	0.0	342.7	33.5	33.8	81.4	115.4	116.4
LnGrp LOS	D		F	D			F	C	C	F	F	F
Approach Vol, veh/h		526			15			3071			2581	
Approach Delay, s/veh		258.8			54.5			95.6			115.9	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	105.2		22.0	23.2	90.6		22.0				
Change Period (Y+Rc), s	8.0	7.0		7.0	8.2	7.0		7.0				
Max Green Setting (Gmax), s	25.0	100.0		15.0	15.0	50.0		15.0				
Max Q Clear Time (g_c+I1), s	2.2	88.7		17.0	17.0	85.6		4.0				
Green Ext Time (p_c), s	0.0	9.5		0.0	0.0	0.0		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		117.8	
HCM 7th LOS		F	

Notes

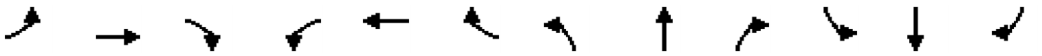
User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	127	1	4	74	22	3	3	4	40	5	7
Future Volume (Veh/h)	12	127	1	4	74	22	3	3	4	40	5	7
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	16	167	1	5	97	29	4	4	5	53	7	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	126			168			334	336	168	328	322	112
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	126			168			334	336	168	328	322	112
tC, single (s)	4.4			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	99			100			99	99	99	91	99	99
cM capacity (veh/h)	1319			1422			605	579	882	593	590	947

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	184	131	13	69
Volume Left	16	5	4	53
Volume Right	1	29	5	9
cSH	1319	1422	678	623
Volume to Capacity	0.01	0.00*	0.02	0.11
Queue Length 95th (ft)	1	0	1	9
Control Delay (s/veh)	0.8	0.3	10.4	11.5
Lane LOS	A	A	B	B
Approach Delay (s/veh)	0.8	0.3	10.4	11.5
Approach LOS			B	B

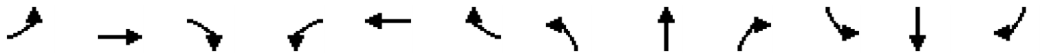
Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	24.7%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	419	1062	112	95	1051	166	142	214	129	402	222	606
Future Volume (vph)	419	1062	112	95	1051	166	142	214	129	402	222	606
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6		5.6	5.6		5.6	5.6	5.6	5.6	5.6	5.6
Lane Util. Factor	1.00	*0.76		1.00	*0.92		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	4073		1787	4918		1803	1900	1592	1804	1900	1576
Flt Permitted	0.08	1.00		0.09	1.00		0.61	1.00	1.00	0.27	1.00	1.00
Satd. Flow (perm)	158	4073		177	4918		1156	1900	1592	516	1900	1576
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	455	1154	122	103	1142	180	154	233	140	437	241	659
RTOR Reduction (vph)	0	5	0	0	13	0	0	0	115	0	0	302
Lane Group Flow (vph)	455	1271	0	103	1309	0	154	233	25	437	241	357
Confl. Peds. (#/hr)							2		2	2		2
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	5%	1%	1%	5%	1%	0%	0%	0%	0%	0%	1%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6		6	2		2
Actuated Green, G (s)	68.3	53.5		51.8	42.6		35.7	23.6	23.6	53.6	35.9	35.9
Effective Green, g (s)	68.3	53.5		51.8	42.6		35.7	23.6	23.6	53.6	35.9	35.9
Actuated g/C Ratio	0.51	0.40		0.39	0.32		0.27	0.18	0.18	0.40	0.27	0.27
Clearance Time (s)	5.6	5.6		5.6	5.6		5.6	5.6	5.6	5.6	5.6	5.6
Vehicle Extension (s)	2.0	2.2		2.0	2.2		1.8	2.0	2.0	1.8	2.0	2.0
Lane Grp Cap (vph)	329	1637		180	1574		368	336	282	443	512	425
v/s Ratio Prot	c0.21	0.31		0.04	0.27		0.04	0.12		c0.18	0.13	
v/s Ratio Perm	c0.50			0.18			0.07		0.02	c0.22		0.23
v/c Ratio	1.38	0.78		0.57	0.83		0.42	0.69	0.09	0.99	0.47	0.84
Uniform Delay, d1	42.2	34.6		28.4	41.9		39.0	51.4	45.8	33.5	40.7	45.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	190.2	2.2		2.7	3.8		0.3	4.9	0.0	38.8	0.2	13.0
Delay (s)	232.4	36.8		31.1	45.7		39.2	56.3	45.8	72.3	40.9	58.9
Level of Service	F	D		C	D		D	E	D	E	D	E
Approach Delay (s/veh)		88.2			44.7			48.5			60.0	
Approach LOS		F			D			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	64.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	133.1	Sum of lost time (s)	22.4
Intersection Capacity Utilization	100.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



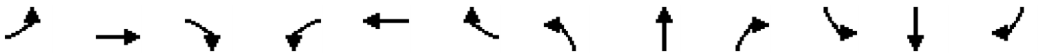
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	419	1062	112	95	1051	166	142	214	129	402	222	606
Future Volume (veh/h)	419	1062	112	95	1051	166	142	214	129	402	222	606
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	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		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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	1900	1826	1885	1885	1826	1885	1900	1900	1900	1900	1900	1885
Adj Flow Rate, veh/h	455	1154	122	103	1142	180	154	233	140	437	241	659
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, %	0	5	1	1	5	1	0	0	0	0	0	1
Cap, veh/h	366	1680	177	231	1351	213	316	312	264	458	520	436
Arrive On Green	0.16	0.41	0.41	0.05	0.31	0.31	0.09	0.16	0.16	0.20	0.27	0.27
Sat Flow, veh/h	1810	4081	431	1795	4373	689	1810	1900	1604	1810	1900	1594
Grp Volume(v), veh/h	455	785	491	103	877	445	154	233	140	437	241	659
Grp Sat Flow(s),veh/h/ln	1810	1388	1737	1795	1680	1702	1810	1900	1604	1810	1900	1594
Q Serve(g_s), s	20.0	29.7	29.7	5.0	31.3	31.3	8.9	14.9	10.2	25.0	13.5	35.0
Cycle Q Clear(g_c), s	20.0	29.7	29.7	5.0	31.3	31.3	8.9	14.9	10.2	25.0	13.5	35.0
Prop In Lane	1.00		0.25	1.00		0.40	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	366	1142	715	231	1038	526	316	312	264	458	520	436
V/C Ratio(X)	1.24	0.69	0.69	0.45	0.85	0.85	0.49	0.75	0.53	0.95	0.46	1.51
Avail Cap(c_a), veh/h	366	1142	715	415	1312	665	654	668	564	458	520	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	30.9	30.9	29.0	41.4	41.4	39.3	50.9	49.0	34.9	38.7	46.5
Incr Delay (d2), s/veh	130.2	1.5	2.4	0.5	3.7	7.1	0.4	1.3	0.6	30.1	0.2	241.9
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	24.8	10.0	12.7	2.2	13.3	14.0	4.1	7.3	4.1	15.1	6.4	42.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	166.4	32.4	33.3	29.5	45.1	48.4	39.7	52.3	49.6	65.0	38.9	288.4
LnGrp LOS	F	C	C	C	D	D	D	D	D	E	D	F
Approach Vol, veh/h		1731			1425			527			1337	
Approach Delay, s/veh		67.9			45.0			47.9			170.4	
Approach LOS		E			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	40.6	25.6	45.2	30.6	26.6	12.5	58.3
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Max Green Setting (Gmax), s	35.0	35.0	20.0	50.0	25.0	45.0	20.0	50.0
Max Q Clear Time (g_c+I1), s	10.9	37.0	22.0	33.3	27.0	16.9	7.0	31.7
Green Ext Time (p_c), s	0.2	0.0	0.0	6.3	0.0	1.2	0.1	6.2

Intersection Summary	
HCM 7th Control Delay, s/veh	86.6
HCM 7th LOS	F

Notes

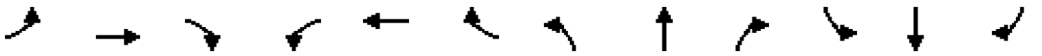
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	749	636	162	366	476	258	246	886	179	307	973	620
Future Volume (vph)	749	636	162	366	476	258	246	886	179	307	973	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7		5.7	5.7	5.7
Lane Util. Factor	*0.93	*0.90	1.00	*0.71	*0.92	1.00	*0.78	*0.94		1.00	*0.93	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	0.93
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	0.97		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)	3109	3420	1589	2563	3461	1511	2761	3416		1787	3499	1432
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3109	3420	1589	2563	3461	1511	2761	3416		1787	3499	1432
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)	764	649	165	373	486	263	251	904	183	313	993	633
RTOR Reduction (vph)	0	0	86	0	0	214	0	8	0	0	0	209
Lane Group Flow (vph)	764	649	79	373	486	49	251	1079	0	313	993	424
Confl. Peds. (#/hr)	3		2	2		3	32		2	2		32
Heavy Vehicles (%)	8%	0%	0%	0%	1%	5%	2%	2%	0%	1%	1%	5%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						2
Actuated Green, G (s)	50.0	49.8	49.8	32.7	32.5	32.5	22.3	60.1		35.0	72.8	72.8
Effective Green, g (s)	50.0	49.8	49.8	32.7	32.5	32.5	22.3	60.1		35.0	72.8	72.8
Actuated g/C Ratio	0.25	0.25	0.25	0.16	0.16	0.16	0.11	0.30		0.17	0.36	0.36
Clearance Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7		5.7	5.7	5.7
Vehicle Extension (s)	1.5	1.8	1.8	1.8	1.5	1.5	1.8	1.5		1.8	1.5	1.5
Lane Grp Cap (vph)	775	849	394	418	561	245	307	1024		312	1271	520
v/s Ratio Prot	c0.25	0.19		0.15	c0.14		0.09	c0.32		c0.18	0.28	
v/s Ratio Perm			0.05			0.03						0.30
v/c Ratio	0.99	0.76	0.20	0.89	0.87	0.20	0.82	1.05		1.00	0.78	0.81
Uniform Delay, d1	74.8	69.9	59.5	82.1	81.8	72.7	87.1	70.2		82.7	56.7	57.7
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	28.5	3.7	0.1	20.2	12.8	0.1	14.7	43.5		51.8	2.9	9.0
Delay (s)	103.3	73.6	59.6	102.3	94.7	72.9	101.7	113.6		134.5	59.7	66.7
Level of Service	F	E	E	F	F	E	F	F		F	E	E
Approach Delay (s/veh)		86.5			92.1			111.4			74.0	
Approach LOS		F			F			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	89.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	200.4	Sum of lost time (s)	22.8
Intersection Capacity Utilization	102.0%	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)	749	636	162	366	476	258	246	886	179	307	973	620
Future Volume (veh/h)	749	636	162	366	476	258	246	886	179	307	973	620
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	1781	1900	1900	1900	1885	1826	1870	1870	1900	1885	1885	1826
Adj Flow Rate, veh/h	764	649	0	373	486	0	251	904	0	313	993	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	8	0	0	0	1	5	2	2	0	1	1	5
Cap, veh/h	800	871		404	550		284	977		330	1261	
Arrive On Green	0.25	0.25	0.00	0.16	0.16	0.00	0.10	0.28	0.00	0.18	0.36	0.00
Sat Flow, veh/h	3156	3420	1610	2570	3469	1547	2779	3628	0	1795	3506	1547
Grp Volume(v), veh/h	764	649	0	373	486	0	251	904	0	313	993	0
Grp Sat Flow(s),veh/h/ln	1578	1710	1610	1285	1734	1547	1389	1758	0	1795	1753	1547
Q Serve(g_s), s	43.0	31.5	0.0	25.8	24.7	0.0	16.1	45.1	0.0	31.1	45.6	0.0
Cycle Q Clear(g_c), s	43.0	31.5	0.0	25.8	24.7	0.0	16.1	45.1	0.0	31.1	45.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	800	871		404	550		284	977		330	1261	
V/C Ratio(X)	0.96	0.74		0.92	0.88		0.89	0.93		0.95	0.79	
Avail Cap(c_a), veh/h	875	871		570	769		462	1170		348	1261	
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	66.3	61.8	0.0	75.0	74.3	0.0	79.9	63.3	0.0	72.7	51.6	0.0
Incr Delay (d2), s/veh	19.0	3.1	0.0	14.0	7.1	0.0	6.9	10.2	0.0	33.3	3.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.5	14.2	0.0	9.4	11.6	0.0	6.1	21.6	0.0	17.4	20.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.4	64.9	0.0	89.0	81.3	0.0	86.8	73.6	0.0	106.0	54.7	0.0
LnGrp LOS	F	E		F	F		F	E		F	D	
Approach Vol, veh/h		1413			859			1155			1306	
Approach Delay, s/veh		76.0			84.6			76.4			67.0	
Approach LOS		E			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.1	70.6	51.4	34.3	38.9	55.8	34.0	51.7
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green Setting (Gmax), s	30.0	60.0	50.0	40.0	35.0	60.0	40.0	45.0
Max Q Clear Time (g_c+I1), s	18.1	47.6	45.0	26.7	33.1	47.1	27.8	33.5
Green Ext Time (p_c), s	0.3	3.1	0.7	1.5	0.1	3.0	0.5	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	75.2
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

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	133	1019	4	9	829	35	11	3	2	29	2	249
Future Vol, veh/h	133	1019	4	9	829	35	11	3	2	29	2	249
Conflicting Peds, #/hr	0	0	0	0	0	0	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	50	-	-	50	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	2	0	0	0	0	7	0	0
Mvmt Flow	143	1096	4	10	891	38	12	3	2	31	2	268

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	929	0	0	1100	0	0	1850	2332	550	1765	2316	465
Stage 1	-	-	-	-	-	-	1384	1384	-	930	930	-
Stage 2	-	-	-	-	-	-	466	948	-	835	1386	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.64	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.64	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.64	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.57	4	3.3
Pot Cap-1 Maneuver	744	-	-	642	-	-	47	37	484	50	38	550
Stage 1	-	-	-	-	-	-	154	213	-	278	349	-
Stage 2	-	-	-	-	-	-	551	342	-	318	212	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	744	-	-	642	-	-	19	30	484	39	30	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	67	97	-	135	112	-
Stage 1	-	-	-	-	-	-	124	172	-	274	344	-
Stage 2	-	-	-	-	-	-	277	337	-	251	172	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.26	0.11	61.32	20.18
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	81	744	-	-	642	-	-	133	550
HCM Lane V/C Ratio	0.213	0.192	-	-	0.015	-	-	0.251	0.487
HCM Ctrl Dly (s/v)	61.3	11	-	-	10.7	-	-	40.9	17.6
HCM Lane LOS	F	B	-	-	B	-	-	E	C
HCM 95th %tile Q(veh)	0.7	0.7	-	-	0	-	-	0.9	2.6

Intersection	
Int Delay, s/veh	81.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	120	710	121	20	835	71	100	54	80	26	16	103
Future Vol, veh/h	120	710	121	20	835	71	100	54	80	26	16	103
Conflicting Peds, #/hr	0	0	0	0	0	0	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	200	-	-	150	-	-	150	-	-	-	-	0
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	1	0	2	0	0	0	0	0	0	2
Mvmt Flow	128	755	129	21	888	76	106	57	85	28	17	110

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	964	0	0	884	0	0	1570	2081	442	1630	2108	482
Stage 1	-	-	-	-	-	-	1075	1075	-	969	969	-
Stage 2	-	-	-	-	-	-	495	1006	-	662	1139	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.94
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	3.32
Pot Cap-1 Maneuver	722	-	-	774	-	-	~ 76	~ 54	569	69	52	530
Stage 1	-	-	-	-	-	-	238	298	-	276	335	-
Stage 2	-	-	-	-	-	-	530	321	-	422	278	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	722	-	-	774	-	-	~ 31	~ 43	569	-	42	530
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 31	~ 43	-	-	42	-
Stage 1	-	-	-	-	-	-	196	246	-	269	325	-
Stage 2	-	-	-	-	-	-	388	312	-	227	229	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.39	0.21	$ 775.15	
HCM LOS			F	-

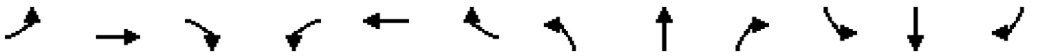
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	31	96	722	-	-	774	-	-	-	530
HCM Lane V/C Ratio	3.423	1.481	0.177	-	-	0.027	-	-	-	0.207
HCM Ctrl Dly (s/v)	$ 1355.5	$ 342	11	-	-	9.8	-	-	-	13.5
HCM Lane LOS	F	F	B	-	-	A	-	-	-	B
HCM 95th %tile Q(veh)	12.6	10.8	0.6	-	-	0.1	-	-	-	0.8

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	281	551	76	45	644	480	92	165	30	721	192	175
Future Volume (vph)	281	551	76	45	644	480	92	165	30	721	192	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6		5.6	5.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	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	0.98		1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1881	1615	1805	3539	1599	1787	1825		1770	1737	
Flt Permitted	0.17	1.00	1.00	0.19	1.00	1.00	0.53	1.00		0.29	1.00	
Satd. Flow (perm)	331	1881	1615	356	3539	1599	1003	1825		547	1737	
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)	296	580	80	47	678	505	97	174	32	759	202	184
RTOR Reduction (vph)	0	0	51	0	0	130	0	6	0	0	27	0
Lane Group Flow (vph)	296	580	29	47	678	375	97	200	0	759	359	0
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	1%	2%	0%	2%	0%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Actuated Green, G (s)	49.9	39.6	39.6	34.2	29.5	29.5	22.6	16.7		47.5	36.0	
Effective Green, g (s)	49.9	39.6	39.6	34.2	29.5	29.5	22.6	16.7		47.5	36.0	
Actuated g/C Ratio	0.46	0.36	0.36	0.31	0.27	0.27	0.21	0.15		0.44	0.33	
Clearance Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6		5.6	5.6	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.0	1.5		1.5	1.5	
Lane Grp Cap (vph)	352	685	588	174	961	434	251	280		523	575	
v/s Ratio Prot	c0.11	c0.31		0.01	0.19		0.02	0.11		c0.34	0.21	
v/s Ratio Perm	0.27		0.02	0.07		0.23	0.06			c0.30		
v/c Ratio	0.84	0.85	0.05	0.27	0.71	0.86	0.39	0.71		1.45	0.62	
Uniform Delay, d1	21.9	31.7	22.3	27.6	35.6	37.6	36.0	43.7		25.8	30.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	15.8	9.1	0.0	0.3	1.9	15.6	0.4	7.0		213.6	1.5	
Delay (s)	37.7	40.8	22.3	27.9	37.6	53.2	36.4	50.7		239.4	32.1	
Level of Service	D	D	C	C	D	D	D	D		F	C	
Approach Delay (s/veh)		38.3			43.6			46.1			169.5	
Approach LOS		D			D			D			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	82.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	108.6	Sum of lost time (s)	22.4
Intersection Capacity Utilization	102.5%	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)	281	551	76	45	644	480	92	165	30	721	192	175
Future Volume (veh/h)	281	551	76	45	644	480	92	165	30	721	192	175
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	1900	1885	1900	1900	1870	1885	1885	1870	1900	1870	1900	1870
Adj Flow Rate, veh/h	296	580	80	47	678	505	97	174	32	759	202	184
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, %	0	1	0	0	2	1	1	2	0	2	0	2
Cap, veh/h	360	716	612	215	1014	456	292	205	38	519	282	257
Arrive On Green	0.13	0.38	0.38	0.04	0.29	0.29	0.06	0.13	0.13	0.24	0.31	0.31
Sat Flow, veh/h	1810	1885	1610	1810	3554	1598	1795	1537	283	1781	910	829
Grp Volume(v), veh/h	296	580	80	47	678	505	97	0	206	759	0	386
Grp Sat Flow(s),veh/h/ln	1810	1885	1610	1810	1777	1598	1795	0	1819	1781	0	1738
Q Serve(g_s), s	11.6	29.0	3.4	1.9	17.7	30.0	4.8	0.0	11.6	25.0	0.0	20.7
Cycle Q Clear(g_c), s	11.6	29.0	3.4	1.9	17.7	30.0	4.8	0.0	11.6	25.0	0.0	20.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.48
Lane Grp Cap(c), veh/h	360	716	612	215	1014	456	292	0	243	519	0	539
V/C Ratio(X)	0.82	0.81	0.13	0.22	0.67	1.11	0.33	0.00	0.85	1.46	0.00	0.72
Avail Cap(c_a), veh/h	383	716	612	409	1014	456	438	0	433	519	0	595
HCM Platoon Ratio	1.00	1.00	1.00	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	23.8	29.2	21.3	26.7	33.2	37.6	36.0	0.0	44.5	29.2	0.0	32.2
Incr Delay (d2), s/veh	11.7	6.5	0.0	0.2	1.4	74.8	0.2	0.0	3.1	218.3	0.0	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	13.8	1.3	0.8	7.6	20.9	2.1	0.0	5.4	42.4	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.5	35.7	21.3	26.9	34.6	112.3	36.3	0.0	47.6	247.5	0.0	35.1
LnGrp LOS	D	D	C	C	C	F	D		D	F		D
Approach Vol, veh/h		956			1230			303			1145	
Approach Delay, s/veh		34.4			66.2			44.0			175.9	
Approach LOS		C			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	35.6	30.6	19.6	9.3	45.5	12.1	38.2
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Max Green Setting (Gmax), s	15.0	30.0	25.0	25.0	15.0	30.0	15.0	36.0
Max Q Clear Time (g_c+I1), s	13.6	32.0	27.0	13.6	3.9	31.0	6.8	22.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	90.5
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	99.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	547	76	49	615	3	165	1	91	6	2	30
Future Vol, veh/h	21	547	76	49	615	3	165	1	91	6	2	30
Conflicting Peds, #/hr	2	0	0	0	0	2	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	100	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	1	0	0	0	1	0	0	0
Mvmt Flow	23	595	83	53	668	3	179	1	99	7	2	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	674	0	0	677	0	0	1458	1462	636	1419	1501	672
Stage 1	-	-	-	-	-	-	682	682	-	779	779	-
Stage 2	-	-	-	-	-	-	776	780	-	641	723	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.21	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.309	3.5	4	3.3
Pot Cap-1 Maneuver	927	-	-	924	-	-	~ 109	130	480	115	123	459
Stage 1	-	-	-	-	-	-	443	453	-	392	409	-
Stage 2	-	-	-	-	-	-	393	409	-	467	434	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	925	-	-	924	-	-	~ 91	119	480	83	113	458
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 91	119	-	83	113	-
Stage 1	-	-	-	-	-	-	432	442	-	369	385	-
Stage 2	-	-	-	-	-	-	342	384	-	360	423	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.29	0.67	$ 614.12	22.66
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	128	925	-	-	924	-	-	245
HCM Lane V/C Ratio	2.185	0.025	-	-	0.058	-	-	0.169
HCM Ctrl Dly (s/v)	$ 614.1	9	-	-	9.1	-	-	22.7
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	23.4	0.1	-	-	0.2	-	-	0.6

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	69.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	458	109	123	359	20	55	50	132	15	42	36
Future Vol, veh/h	53	458	109	123	359	20	55	50	132	15	42	36
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
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	56	482	115	129	378	21	58	53	139	16	44	38
Number of Lanes	1	1	0	1	1	0	1	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	1	2	2
HCM Control Delay, s/veh	128.8	33.1	13.1	15.1
HCM LOS	F	D	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	16%
Vol Thru, %	0%	100%	0%	0%	81%	0%	95%	45%
Vol Right, %	0%	0%	100%	0%	19%	0%	5%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	50	132	53	567	123	379	93
LT Vol	55	0	0	53	0	123	0	15
Through Vol	0	50	0	0	458	0	359	42
RT Vol	0	0	132	0	109	0	20	36
Lane Flow Rate	58	53	139	56	597	129	399	98
Geometry Grp	5	5	5	6	6	6	6	6
Degree of Util (X)	0.136	0.116	0.28	0.124	1.218	0.288	0.83	0.238
Departure Headway (Hd)	8.971	8.452	7.726	7.978	7.347	8.515	7.981	9.456
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	402	427	468	447	495	425	459	382
Service Time	6.671	6.152	5.426	5.77	5.139	6.215	5.681	7.156
HCM Lane V/C Ratio	0.144	0.124	0.297	0.125	1.206	0.304	0.869	0.257
HCM Control Delay, s/veh	13.1	12.3	13.4	11.9	139.7	14.6	39.1	15.1
HCM Lane LOS	B	B	B	B	F	B	E	C
HCM 95th-tile Q	0.5	0.4	1.1	0.4	22.9	1.2	8	0.9

Intersection	
Int Delay, s/veh	26.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	3	192	7	2	33	142	1172	79	25	1222	63
Future Vol, veh/h	22	3	192	7	2	33	142	1172	79	25	1222	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	75	-	-	-	-	0	150	-	300	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	4	4	0
Mvmt Flow	23	3	202	7	2	35	149	1234	83	26	1286	66

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2289	2905	676	2101	2938	617	1353	0	-	1234	0	0
Stage 1	1372	1372	-	1533	1533	-	-	-	-	-	-	-
Stage 2	917	1533	-	569	1405	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.95	6.5	6.9	5.3	-	-	4.18	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.65	4	3.3	3.1	-	-	2.24	-	-
Pot Cap-1 Maneuver	31	16	343	41	15	438	268	-	0	550	-	-
Stage 1	113	216	-	122	180	-	-	-	0	-	-	-
Stage 2	289	180	-	450	208	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	~ 10	7	343	~ 5	6	438	268	-	-	550	-	-
Mov Cap-2 Maneuver	~ 10	7	-	~ 5	6	-	-	-	-	-	-	-
Stage 1	108	205	-	54	80	-	-	-	-	-	-	-
Stage 2	115	80	-	173	198	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	256.95	$ 348.35	3.68	0.23
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	268	-	10	194	5	438	550	-	-
HCM Lane V/C Ratio	0.557	-	2.353	1.058	1.743	0.079	0.048	-	-
HCM Ctrl Dly (s/v)	34.1	$	1368.1	131.$	1574.5	13.9	11.9	-	-
HCM Lane LOS	D	-	F	F	F	B	B	-	-
HCM 95th %tile Q(veh)	3.1	-	3.9	9.5	2.2	0.3	0.2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

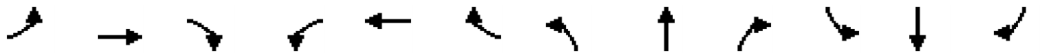
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	851	663	552
Demand Flow Rate, veh/h	855	663	563
Vehicles Circulating, veh/h	145	383	428
Vehicles Exiting, veh/h	901	608	572
Ped Vol Crossing Leg, #/h	0	1	2
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	14.0	16.3	14.1
Approach LOS	B	C	B

Lane	Left	Left	Left
Designated Moves	R	TR	LT
Assumed Moves	R	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	855	663	563
Cap Entry Lane, veh/h	1190	934	892
Entry HV Adj Factor	0.995	1.000	0.980
Flow Entry, veh/h	851	663	552
Cap Entry, veh/h	1185	934	874
V/C Ratio	0.718	0.710	0.631
Control Delay, s/veh	14.0	16.3	14.1
LOS	B	C	B
95th %tile Queue, veh	7	6	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	540	323	141	177	250	359	156	1239	129	389	1561	295
Future Volume (vph)	540	323	141	177	250	359	156	1239	129	389	1561	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	7.0	7.0	5.6	7.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*0.87	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	
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	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1900	1589	1766	1900	1583	1805	3119	1547	3433	4852	
Flt Permitted	0.43	1.00	1.00	0.32	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	795	1900	1589	591	1900	1583	1805	3119	1547	3433	4852	
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)	562	336	147	184	260	374	162	1291	134	405	1626	307
RTOR Reduction (vph)	0	0	62	0	0	13	0	0	44	0	15	0
Lane Group Flow (vph)	563	336	85	184	260	361	163	1291	90	405	1918	0
Confl. Peds. (#/hr)			3	3					7	7		
Heavy Vehicles (%)	2%	0%	0%	2%	0%	2%	0%	6%	0%	2%	5%	1%
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		8			4	5	1	6		5	2	
Permitted Phases	8		8	4		4			6			
Actuated Green, G (s)	50.2	50.2	50.2	50.2	50.2	73.9	18.6	76.6	76.6	23.7	81.7	
Effective Green, g (s)	50.2	50.2	50.2	50.2	50.2	73.9	18.6	76.6	76.6	23.7	81.7	
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.30	0.44	0.11	0.45	0.45	0.14	0.48	
Clearance Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	7.0	7.0	5.6	7.0	
Vehicle Extension (s)	2.0	2.0	2.0	1.3	1.3	1.2	1.3	2.7	2.7	1.2	2.7	
Lane Grp Cap (vph)	236	565	472	175	565	745	199	1416	702	482	2349	
v/s Ratio Prot		0.18			0.14	0.07	0.09	c0.41		c0.12	c0.40	
v/s Ratio Perm	c0.71		0.05	0.31		0.16			0.06			
v/c Ratio	2.39	0.59	0.18	1.05	0.46	0.48	0.82	0.91	0.13	0.84	0.82	
Uniform Delay, d1	59.2	50.6	44.0	59.2	48.2	33.8	73.4	42.9	26.7	70.7	37.1	
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	636.4	1.1	0.1	82.3	0.2	0.2	21.3	9.1	0.1	12.0	2.3	
Delay (s)	695.6	51.7	44.0	141.5	48.4	34.0	94.8	52.0	26.8	82.6	39.4	
Level of Service	F	D	D	F	D	C	F	D	C	F	D	
Approach Delay (s/veh)		397.2			62.8			54.3			46.9	
Approach LOS		F			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	114.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.39		
Actuated Cycle Length (s)	168.7	Sum of lost time (s)	18.2
Intersection Capacity Utilization	108.3%	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 (veh/h)	540	323	141	177	250	359	156	1239	129	389	1561	295
Future Volume (veh/h)	540	323	141	177	250	359	156	1239	129	389	1561	295
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		0.99	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	1870	1900	1900	1870	1900	1870	1900	1811	1900	1870	1826	1885
Adj Flow Rate, veh/h	562	336	147	184	260	374	162	1291	134	405	1626	307
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	0	2	0	2	0	6	0	2	5	1
Cap, veh/h	204	590	498	193	590	697	183	1408	714	449	2002	375
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.10	0.45	0.45	0.13	0.48	0.48
Sat Flow, veh/h	793	1900	1606	912	1900	1580	1810	3151	1598	3456	4210	790
Grp Volume(v), veh/h	562	336	147	184	260	374	162	1291	134	405	1281	652
Grp Sat Flow(s),veh/h/ln	793	1900	1606	912	1900	1580	1810	1576	1598	1728	1662	1677
Q Serve(g_s), s	32.4	23.9	11.2	26.1	17.6	27.9	14.2	61.9	8.2	18.6	53.0	53.8
Cycle Q Clear(g_c), s	50.0	23.9	11.2	50.0	17.6	27.9	14.2	61.9	8.2	18.6	53.0	53.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	204	590	498	193	590	697	183	1408	714	449	1580	797
V/C Ratio(X)	2.75	0.57	0.30	0.96	0.44	0.54	0.89	0.92	0.19	0.90	0.81	0.82
Avail Cap(c_a), veh/h	204	590	498	193	590	697	281	1565	793	858	1580	797
HCM Platoon Ratio	1.00	1.00	1.00	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	67.9	46.5	42.2	70.1	44.4	33.0	71.5	41.8	26.9	69.1	36.1	36.3
Incr Delay (d2), s/veh	803.0	0.8	0.1	51.6	0.2	0.4	13.4	8.3	0.1	2.8	3.2	6.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	54.1	11.7	4.6	10.5	8.5	11.0	7.3	25.3	3.2	8.4	21.9	23.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	870.9	47.4	42.3	121.6	44.6	33.5	84.8	50.1	27.0	71.8	39.3	42.8
LnGrp LOS	F	D	D	F	D	C	F	D	C	E	D	D
Approach Vol, veh/h		1045			818			1587			2338	
Approach Delay, s/veh		489.5			56.8			51.7			45.9	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.9	83.6		55.6	26.5	79.0		55.6				
Change Period (Y+Rc), s	5.6	7.0		5.6	5.6	7.0		5.6				
Max Green Setting (Gmax), s	25.0	75.0		35.0	40.0	80.0		50.0				
Max Q Clear Time (g_c+I1), s	16.2	55.8		52.0	20.6	63.9		52.0				
Green Ext Time (p_c), s	0.1	12.4		0.0	0.3	8.1		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		129.1
HCM 7th LOS		F

Notes

User approved pedestrian interval to be less than phase max green.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	13.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	5	75	17	1	79	52	1536	102	60	1710	32
Future Vol, veh/h	6	5	75	17	1	79	52	1536	102	60	1710	32
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	2	2	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	130	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	2	0	5	1	0	5	0
Mvmt Flow	6	5	79	18	1	83	55	1617	107	63	1800	34

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	2628	3742	866	1834	0	0	1726	0	0
Stage 1	1782	1782	-	-	-	-	-	-	-
Stage 2	846	1960	-	-	-	-	-	-	-
Critical Hdwy	6.25	6.5	6.94	5.3	-	-	4.1	-	-
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.32	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	29	4	296	155	-	-	371	-	-
Stage 1	121	136	-	-	-	-	-	-	-
Stage 2	359	111	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 8	0	295	155	-	-	370	-	-
Mov Cap-2 Maneuver	32	0	-	-	-	-	-	-	-
Stage 1	38	0	-	-	-	-	-	-	-
Stage 2	297	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	59.83	24.71	0.56
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	80	-	-	32	295	370	-	-
HCM Lane V/C Ratio	0.352	-	-	0.6	0.282	0.171	-	-
HCM Ctrl Dly (s/v)	40.3	25.8	-	226.3	21.9	16.7	-	-
HCM Lane LOS	E	D	-	F	C	C	-	-
HCM 95th %tile Q(veh)	1.5	-	-	2	1.1	0.6	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.4

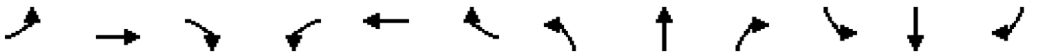
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	10	209	3	18	42	232	1364	15	54	1063	224
Future Vol, veh/h	54	10	209	3	18	42	232	1364	15	54	1063	224
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	115	100	-	-	100	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	1
Mvmt Flow	55	10	213	3	18	43	237	1392	15	55	1085	229

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2373	3076	542	2531	3296	704	1313	0	0	1407	0	0
Stage 1	1195	1195	-	1873	1873	-	-	-	-	-	-	-
Stage 2	1179	1881	-	658	1423	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 19	12	490	14	~ 9	384	533	-	-	491	-	-
Stage 1	201	262	-	76	122	-	-	-	-	-	-	-
Stage 2	206	121	-	425	204	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 6	490	-	~ 4	384	533	-	-	491	-	-
Mov Cap-2 Maneuver	-	~ 6	-	-	~ 4	-	-	-	-	-	-	-
Stage 1	179	233	-	42	68	-	-	-	-	-	-	-
Stage 2	74	67	-	203	181	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			2.45	0.53
HCM LOS	-	-		

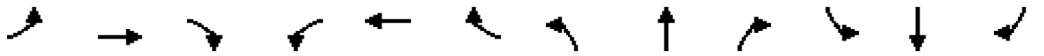
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	533	-	-	-	490	-	14	491	-	-
HCM Lane V/C Ratio	0.444	-	-	-	0.436	-	4.339	0.112	-	-
HCM Ctrl Dly (s/v)	17	-	-	-	17.9	-	$ 2042.2	13.3	-	-
HCM Lane LOS	C	-	-	-	C	-	F	B	-	-
HCM 95th %tile Q(veh)	2.3	-	-	-	2.2	-	8.6	0.4	-	-

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 (vph)	149	192	278	67	184	55	181	1241	89	73	1078	72
Future Volume (vph)	149	192	278	67	184	55	181	1241	89	73	1078	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2	5.2	5.2	5.2		5.2	5.2		5.2	5.2	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	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	0.97		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1900	1599	1805	1814		1787	3501		1805	3531	
Flt Permitted	0.20	1.00	1.00	0.56	1.00		0.10	1.00		0.10	1.00	
Satd. Flow (perm)	368	1900	1599	1059	1814		187	3501		186	3531	
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)	160	206	299	72	198	59	195	1334	96	78	1159	77
RTOR Reduction (vph)	0	0	235	0	9	0	0	3	0	0	3	0
Lane Group Flow (vph)	160	206	64	72	248	0	195	1427	0	78	1233	0
Confl. Peds. (#/hr)	3					3	2					2
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	3%	0%	1%	0%	1%	0%	1%	2%	1%	0%	1%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)	41.8	30.1	30.1	30.3	23.8		87.8	76.2		74.1	67.7	
Effective Green, g (s)	41.8	30.1	30.1	30.3	23.8		87.8	76.2		74.1	67.7	
Actuated g/C Ratio	0.30	0.22	0.22	0.22	0.17		0.63	0.54		0.53	0.48	
Clearance Time (s)	5.2	5.2	5.2	5.2	5.2		5.2	5.2		5.2	5.2	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.7		1.0	1.7	
Lane Grp Cap (vph)	236	408	343	263	308		287	1905		172	1707	
v/s Ratio Prot	c0.06	0.11		0.01	c0.14		c0.07	c0.41		0.02	0.35	
v/s Ratio Perm	0.14		0.04	0.05			0.35			0.22		
v/c Ratio	0.68	0.50	0.19	0.27	0.80		0.68	0.75		0.45	0.72	
Uniform Delay, d1	39.5	48.4	44.9	44.8	55.9		23.2	24.5		20.9	28.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		2.20	0.53		1.00	1.00	
Incremental Delay, d2	6.0	0.4	0.1	0.2	13.4		4.0	2.2		0.7	2.7	
Delay (s)	45.4	48.7	45.0	45.0	69.2		55.0	15.3		21.6	31.4	
Level of Service	D	D	D	D	E		D	B		C	C	
Approach Delay (s/veh)		46.3			63.9			20.0			30.8	
Approach LOS		D			E			C			C	

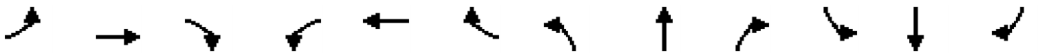
Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	192	278	67	184	55	181	1241	89	73	1078	72
Future Volume (veh/h)	149	192	278	67	184	55	181	1241	89	73	1078	72
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		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	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	1856	1900	1885	1900	1885	1900	1885	1870	1885	1900	1885	1856
Adj Flow Rate, veh/h	160	206	299	72	198	59	195	1334	96	78	1159	77
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, %	3	0	1	0	1	0	1	2	1	0	1	3
Cap, veh/h	235	395	331	233	230	68	302	1897	136	316	1820	121
Arrive On Green	0.09	0.21	0.21	0.04	0.16	0.16	0.13	1.00	1.00	0.03	0.53	0.53
Sat Flow, veh/h	1767	1900	1591	1810	1393	415	1795	3357	241	1810	3409	226
Grp Volume(v), veh/h	160	206	299	72	0	257	195	704	726	78	608	628
Grp Sat Flow(s),veh/h/ln	1767	1900	1591	1810	0	1808	1795	1777	1821	1810	1791	1844
Q Serve(g_s), s	10.2	13.5	25.7	4.6	0.0	19.4	7.1	0.0	0.0	2.7	33.6	33.7
Cycle Q Clear(g_c), s	10.2	13.5	25.7	4.6	0.0	19.4	7.1	0.0	0.0	2.7	33.6	33.7
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.13	1.00		0.12
Lane Grp Cap(c), veh/h	235	395	331	233	0	298	302	1004	1029	316	956	985
V/C Ratio(X)	0.68	0.52	0.90	0.31	0.00	0.86	0.65	0.70	0.71	0.25	0.64	0.64
Avail Cap(c_a), veh/h	268	540	452	344	0	514	387	1004	1029	459	956	985
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	0.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	49.3	54.1	45.8	0.0	56.9	18.0	0.0	0.0	13.7	23.0	23.0
Incr Delay (d2), s/veh	4.1	0.4	14.5	0.3	0.0	2.9	0.7	3.0	3.0	0.1	3.2	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	4.7	6.4	11.5	2.1	0.0	9.0	2.5	0.8	0.9	1.1	14.7	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.4	49.7	68.6	46.1	0.0	59.8	18.7	3.0	3.0	13.8	26.3	26.2
LnGrp LOS	D	D	E	D		E	B	A	A	B	C	C
Approach Vol, veh/h		665			329			1625			1314	
Approach Delay, s/veh		57.6			56.8			4.9			25.5	
Approach LOS		E			E			A			C	

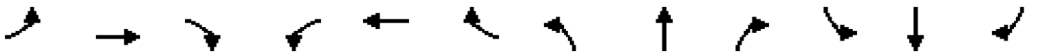
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	80.0	17.4	28.3	10.0	84.3	11.4	34.3
Change Period (Y+Rc), s	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2
Max Green Setting (Gmax), s	15.8	48.8	14.8	39.8	15.8	48.8	14.8	39.8
Max Q Clear Time (g_c+I1), s	9.1	35.7	12.2	21.4	4.7	2.0	6.6	27.7
Green Ext Time (p_c), s	0.0	4.0	0.0	0.5	0.0	6.4	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	25.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	328	208	234	309	179	203	1199	172	132	1090	135
Future Volume (vph)	220	328	208	234	309	179	203	1199	172	132	1090	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.98
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	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3574	1584	1804	3610	1615	1805	3539	1587	1719	3574	1585
Flt Permitted	0.34	1.00	1.00	0.27	1.00	1.00	0.14	1.00	1.00	0.15	1.00	1.00
Satd. Flow (perm)	652	3574	1584	504	3610	1615	266	3539	1587	267	3574	1585
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)	224	335	212	239	315	183	207	1223	176	135	1112	138
RTOR Reduction (vph)	0	0	187	0	0	160	0	0	81	0	0	70
Lane Group Flow (vph)	224	335	25	239	315	23	207	1223	95	135	1112	68
Confl. Peds. (#/hr)			4	4			5		4	4		5
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	2%	0%	5%	1%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	34.8	16.6	16.6	36.4	17.4	17.4	89.3	75.3	75.3	78.5	69.2	69.2
Effective Green, g (s)	34.8	16.6	16.6	36.4	17.4	17.4	89.3	75.3	75.3	78.5	69.2	69.2
Actuated g/C Ratio	0.25	0.12	0.12	0.26	0.12	0.12	0.64	0.54	0.54	0.56	0.49	0.49
Clearance Time (s)	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2	4.7	5.2	5.2
Vehicle Extension (s)	1.3	1.0	1.0	1.3	1.0	1.0	1.3	1.9	1.9	1.2	1.9	1.9
Lane Grp Cap (vph)	311	423	187	307	448	200	338	1903	853	246	1766	783
v/s Ratio Prot	0.09	0.09		c0.11	0.09		c0.07	c0.35		0.04	0.31	
v/s Ratio Perm	0.09		0.02	c0.10		0.01	0.32		0.06	0.27		0.04
v/c Ratio	0.72	0.79	0.13	0.78	0.70	0.11	0.61	0.64	0.11	0.55	0.63	0.09
Uniform Delay, d1	45.3	60.0	55.3	44.6	58.8	54.5	17.4	22.8	15.9	17.9	26.0	18.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.07	2.05
Incremental Delay, d2	6.8	9.1	0.1	10.8	4.1	0.1	2.3	1.7	0.3	1.0	1.3	0.2
Delay (s)	52.1	69.2	55.4	55.3	62.9	54.5	19.7	24.5	16.2	17.1	29.2	38.5
Level of Service	D	E	E	E	E	D	B	C	B	B	C	D
Approach Delay (s/veh)		60.4			58.4			23.0			29.0	
Approach LOS		E			E			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.8
Intersection Capacity Utilization	82.1%	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 (veh/h)	220	328	208	234	309	179	203	1199	172	132	1090	135
Future Volume (veh/h)	220	328	208	234	309	179	203	1199	172	132	1090	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		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1900	1900	1900	1870	1900	1826	1885	1900
Adj Flow Rate, veh/h	224	335	212	239	315	183	207	1223	176	135	1112	138
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	0	0	0	0	2	0	5	1	0
Cap, veh/h	340	558	246	337	587	260	290	1873	846	245	1822	817
Arrive On Green	0.12	0.16	0.16	0.12	0.16	0.16	0.07	0.53	0.53	0.03	0.34	0.34
Sat Flow, veh/h	1810	3582	1576	1810	3610	1598	1810	3554	1606	1739	3582	1605
Grp Volume(v), veh/h	224	335	212	239	315	183	207	1223	176	135	1112	138
Grp Sat Flow(s),veh/h/ln	1810	1791	1576	1810	1805	1598	1810	1777	1606	1739	1791	1605
Q Serve(g_s), s	14.4	12.2	18.4	15.3	11.2	15.2	7.6	34.7	8.2	5.1	36.2	8.4
Cycle Q Clear(g_c), s	14.4	12.2	18.4	15.3	11.2	15.2	7.6	34.7	8.2	5.1	36.2	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	558	246	337	587	260	290	1873	846	245	1822	817
V/C Ratio(X)	0.66	0.60	0.86	0.71	0.54	0.70	0.71	0.65	0.21	0.55	0.61	0.17
Avail Cap(c_a), veh/h	505	686	302	490	691	306	414	1873	846	396	1822	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	42.7	55.0	57.6	42.5	53.8	55.4	22.7	23.9	17.6	20.9	34.6	25.4
Incr Delay (d2), s/veh	0.8	0.4	16.5	1.0	0.3	4.2	1.2	1.8	0.6	0.5	1.1	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	6.5	5.5	8.4	6.9	5.1	6.4	3.2	14.7	3.1	2.1	16.8	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.5	55.4	74.1	43.5	54.0	59.6	23.9	25.7	18.1	21.4	35.7	25.8
LnGrp LOS	D	E	E	D	D	E	C	C	B	C	D	C
Approach Vol, veh/h		771			737			1606			1385	
Approach Delay, s/veh		57.1			52.0			24.6			33.3	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	76.4	21.2	28.0	11.9	79.0	22.2	27.0
Change Period (Y+Rc), s	4.7	5.2	4.7	5.2	4.7	5.2	4.7	5.2
Max Green Setting (Gmax), s	19.3	44.8	29.3	26.8	19.3	44.8	29.3	26.8
Max Q Clear Time (g_c+I1), s	9.6	38.2	16.4	17.2	7.1	36.7	17.3	20.4
Green Ext Time (p_c), s	0.1	3.1	0.1	0.6	0.1	3.9	0.1	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	37.3
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	10.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	272	396	229	211	134	245
Future Vol, veh/h	272	396	229	211	134	245
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	400	-	125	90	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	2	0
Mvmt Flow	286	417	241	222	141	258

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	781	241	0	0	463	0
Stage 1	241	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.218	-
Pot Cap-1 Maneuver	366	800	-	-	1098	-
Stage 1	804	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	319	800	-	-	1098	-
Mov Cap-2 Maneuver	418	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	513	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	20.86	0	3.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	418	800	1098	-
HCM Lane V/C Ratio	-	-	0.686	0.521	0.128	-
HCM Ctrl Dly (s/v)	-	-	30.4	14.3	8.8	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	5	3.1	0.4	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	353	2	3	207	206	1	3	5	271	5	284
Future Volume (vph)	316	353	2	3	207	206	1	3	5	271	5	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2		5.2	5.2	5.2	5.2	5.2		5.2	5.2	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.91		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1804	1861		1804	1863	1579	1800	1708		1786	1581	
Flt Permitted	0.43	1.00		0.53	1.00	1.00	1.00	1.00		0.69	1.00	
Satd. Flow (perm)	825	1861		1009	1863	1579	1895	1708		1297	1581	
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)	347	388	2	3	227	226	1	3	5	298	5	312
RTOR Reduction (vph)	0	0	0	0	0	164	0	5	0	0	241	0
Lane Group Flow (vph)	347	390	0	3	227	62	1	3	0	298	76	0
Confl. Peds. (#/hr)	2		2	2		2	3		1	1		3
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	1%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4	6			2		
Actuated Green, G (s)	33.6	27.8		18.3	17.7	17.7	1.2	0.6		20.6	14.8	
Effective Green, g (s)	33.6	27.8		18.3	17.7	17.7	1.2	0.6		20.6	14.8	
Actuated g/C Ratio	0.52	0.43		0.28	0.27	0.27	0.02	0.01		0.32	0.23	
Clearance Time (s)	5.2	5.2		5.2	5.2	5.2	5.2	5.2		5.2	5.2	
Vehicle Extension (s)	1.2	2.2		1.2	2.2	2.2	1.0	1.0		1.5	1.0	
Lane Grp Cap (vph)	591	800		293	510	432	34	15		525	362	
v/s Ratio Prot	c0.10	0.21		0.00	0.12		0.00	0.00		c0.13	0.05	
v/s Ratio Perm	c0.21			0.00		0.04	0.00			c0.05		
v/c Ratio	0.59	0.49		0.01	0.45	0.14	0.03	0.20		0.57	0.21	
Uniform Delay, d1	9.7	13.3		16.6	19.4	17.7	31.2	31.8		18.0	20.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.0	0.2		0.0	0.3	0.1	0.1	2.4		0.8	0.1	
Delay (s)	10.7	13.5		16.6	19.7	17.8	31.3	34.2		18.9	20.3	
Level of Service	B	B		B	B	B	C	C		B	C	
Approach Delay (s/veh)		12.2			18.7			33.9			19.6	
Approach LOS		B			B			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	64.6	Sum of lost time (s)	20.8
Intersection Capacity Utilization	63.8%	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)	316	353	2	3	207	206	1	3	5	271	5	284
Future Volume (veh/h)	316	353	2	3	207	206	1	3	5	271	5	284
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		0.99	0.99		0.99	0.99		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	1900	1870	1900	1900	1870	1900	1900	1900	1900	1885	1900	1900
Adj Flow Rate, veh/h	347	388	2	3	227	226	1	3	5	298	5	312
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, %	0	2	0	0	2	0	0	0	0	1	0	0
Cap, veh/h	526	687	4	329	368	315	220	60	99	565	7	423
Arrive On Green	0.18	0.37	0.37	0.00	0.20	0.20	0.00	0.09	0.09	0.18	0.27	0.27
Sat Flow, veh/h	1810	1859	10	1810	1870	1602	1810	636	1061	1795	25	1580
Grp Volume(v), veh/h	347	0	390	3	227	226	1	0	8	298	0	317
Grp Sat Flow(s),veh/h/ln	1810	0	1869	1810	1870	1602	1810	0	1697	1795	0	1605
Q Serve(g_s), s	8.2	0.0	9.7	0.1	6.5	7.7	0.0	0.0	0.3	8.1	0.0	10.5
Cycle Q Clear(g_c), s	8.2	0.0	9.7	0.1	6.5	7.7	0.0	0.0	0.3	8.1	0.0	10.5
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.63	1.00		0.98
Lane Grp Cap(c), veh/h	526	0	691	329	368	315	220	0	159	565	0	430
V/C Ratio(X)	0.66	0.00	0.56	0.01	0.62	0.72	0.00	0.00	0.05	0.53	0.00	0.74
Avail Cap(c_a), veh/h	1136	0	1282	942	963	825	683	0	437	1174	0	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	14.6	18.7	21.4	21.9	23.9	0.0	24.1	17.0	0.0	19.5
Incr Delay (d2), s/veh	0.5	0.0	0.4	0.0	0.9	1.7	0.0	0.0	0.0	0.3	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	3.6	0.0	2.7	2.7	0.0	0.0	0.1	3.0	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.1	0.0	15.0	18.7	22.3	23.6	23.9	0.0	24.1	17.3	0.0	20.4
LnGrp LOS	B		B	B	C	C	C		C	B		C
Approach Vol, veh/h		737			456			9			615	
Approach Delay, s/veh		14.6			22.9			24.1			18.9	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	20.8	15.5	16.7	15.4	10.7	5.4	26.8
Change Period (Y+Rc), s	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2
Max Green Setting (Gmax), s	15.0	30.0	30.0	30.0	30.0	15.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	2.0	12.5	10.2	9.7	10.1	2.3	2.1	11.7
Green Ext Time (p_c), s	0.0	0.8	0.2	1.3	0.2	0.0	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	18.2
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	85	6	250	2	4	1	188	273	3	1	259	86
Future Vol, veh/h	85	6	250	2	4	1	188	273	3	1	259	86
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	1	1	0	0	1	0
Mvmt Flow	89	6	260	2	4	1	196	284	3	1	270	90
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	13.3	10.8	14.2	18.5
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	29%	100%	0%
Vol Thru, %	0%	99%	0%	2%	57%	0%	75%
Vol Right, %	0%	1%	0%	98%	14%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	188	276	85	256	7	1	345
LT Vol	188	0	85	0	2	1	0
Through Vol	0	273	0	6	4	0	259
RT Vol	0	3	0	250	1	0	86
Lane Flow Rate	196	288	89	267	7	1	359
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.364	0.493	0.179	0.45	0.016	0.002	0.618
Departure Headway (Hd)	6.692	6.176	7.275	6.072	7.71	6.855	6.186
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	537	581	491	592	467	520	582
Service Time	4.454	3.937	5.04	3.836	5.71	4.619	3.95
HCM Lane V/C Ratio	0.365	0.496	0.181	0.451	0.015	0.002	0.617
HCM Control Delay, s/veh	13.3	14.8	11.6	13.8	10.8	9.6	18.5
HCM Lane LOS	B	B	B	B	B	A	C
HCM 95th-tile Q	1.7	2.7	0.6	2.3	0	0	4.2

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	38	53	44	46	1	30	235	51	1	274	4
Future Vol, veh/h	3	38	53	44	46	1	30	235	51	1	274	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	3	40	56	46	48	1	32	247	54	1	288	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	627	657	291	648	632	274	293	0	0	301	0	0
Stage 1	293	293	-	337	337	-	-	-	-	-	-	-
Stage 2	335	364	-	311	295	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	399	387	753	386	400	769	1281	-	-	1271	-	-
Stage 1	720	674	-	681	645	-	-	-	-	-	-	-
Stage 2	683	627	-	704	673	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	341	377	753	312	390	769	1281	-	-	1271	-	-
Mov Cap-2 Maneuver	341	377	-	312	390	-	-	-	-	-	-	-
Stage 1	719	674	-	664	629	-	-	-	-	-	-	-
Stage 2	614	612	-	613	672	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.32	16.93	0.75	0.03
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1281	-	-	341	532	312	394	1271	-	-
HCM Lane V/C Ratio	0.025	-	-	0.009	0.18	0.148	0.126	0.001	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	15.7	13.2	18.5	15.4	7.8	-	-
HCM Lane LOS	A	-	-	C	B	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.7	0.5	0.4	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	118	5	166	72	1	145
Future Vol, veh/h	118	5	166	72	1	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	123	5	173	75	1	151

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	364	210	0	0	248	0
Stage 1	210	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	640	835	-	-	1330	-
Stage 1	830	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	639	835	-	-	1330	-
Mov Cap-2 Maneuver	639	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.86	0	0.05
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	639	835	1330	-
HCM Lane V/C Ratio	-	-	0.192	0.006	0.001	-
HCM Ctrl Dly (s/v)	-	-	12	9.3	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	0	-

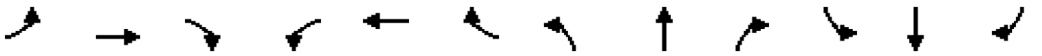
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	2	2	1	4	117	1	79	0	101	119	4
Future Vol, veh/h	4	2	2	1	4	117	1	79	0	101	119	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	150	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	1	0	0	0	0	0	0
Mvmt Flow	4	2	2	1	4	119	1	81	0	103	121	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	414	412	123	411	414	81	126	0	0	81	0	0
Stage 1	330	330	-	83	83	-	-	-	-	-	-	-
Stage 2	85	83	-	329	332	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	552	533	933	555	532	982	1473	-	-	1530	-	-
Stage 1	688	650	-	931	830	-	-	-	-	-	-	-
Stage 2	928	830	-	689	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	448	497	933	514	495	982	1473	-	-	1530	-	-
Mov Cap-2 Maneuver	448	497	-	514	495	-	-	-	-	-	-	-
Stage 1	641	606	-	930	830	-	-	-	-	-	-	-
Stage 2	811	830	-	639	605	-	-	-	-	-	-	-

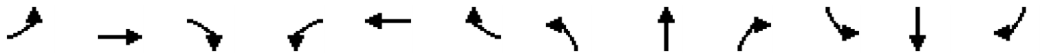
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.9	9.3	0.09	3.39
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1473	-	-	530	499	982	1530	-	-
HCM Lane V/C Ratio	0.001	-	-	0.015	0.01	0.122	0.067	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	11.9	12.3	9.2	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.4	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	401	16	4	1	327	1746	6	6	1904	7
Future Volume (vph)	10	1	401	16	4	1	327	1746	6	6	1904	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	8.2		7.0		8.2	7.0		8.0	7.0	
Lane Util. Factor		1.00	1.00		1.00		0.97	0.95		1.00	0.95	
Frt		1.00	0.85		0.99		1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00		0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1612	1615		1819		3400	3437		1805	3437	
Flt Permitted		1.00	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1685	1615		1888		3400	3437		1805	3437	
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)	10	1	409	16	4	1	334	1782	6	6	1943	7
RTOR Reduction (vph)	0	0	66	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	11	343	0	20	0	334	1788	0	6	1950	0
Heavy Vehicles (%)	14%	0%	0%	0%	0%	0%	3%	5%	0%	0%	5%	0%
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		3.4	18.8		3.4		15.4	74.5		0.8	59.7	
Effective Green, g (s)		3.4	18.8		3.4		15.4	74.5		0.8	59.7	
Actuated g/C Ratio		0.03	0.19		0.03		0.15	0.74		0.01	0.59	
Clearance Time (s)		7.0	8.2		7.0		8.2	7.0		8.0	7.0	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	2.0		1.0	2.0	
Lane Grp Cap (vph)		56	301		63		519	2542		14	2037	
v/s Ratio Prot			c0.17				0.10	0.52		0.00	c0.57	
v/s Ratio Perm		0.01	0.04		0.01							
v/c Ratio		0.20	1.14		0.32		0.64	0.70		0.43	0.96	
Uniform Delay, d1		47.3	41.0		47.5		40.1	7.1		49.7	19.3	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.6	95.2		1.1		2.1	0.7		7.5	11.3	
Delay (s)		47.9	136.1		48.6		42.1	7.8		57.2	30.6	
Level of Service		D	F		D		D	A		E	C	
Approach Delay (s/veh)		133.8			48.6			13.2			30.7	
Approach LOS		F			D			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	100.7	Sum of lost time (s)	22.2
Intersection Capacity Utilization	104.5%	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)	10	1	401	16	4	1	327	1746	6	6	1904	7
Future Volume (veh/h)	10	1	401	16	4	1	327	1746	6	6	1904	7
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	1693	1900	1900	1900	1900	1900	1856	1826	1900	1900	1826	1900
Adj Flow Rate, veh/h	10	1	409	16	4	1	334	1782	6	6	1943	7
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	14	0	0	0	0	0	3	5	0	0	5	0
Cap, veh/h	272	24	434	187	42	8	405	2192	7	14	1793	6
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.12	0.62	0.62	0.01	0.51	0.51
Sat Flow, veh/h	1336	159	1610	813	278	55	3428	3546	12	1810	3545	13
Grp Volume(v), veh/h	11	0	409	21	0	0	334	871	917	6	950	1000
Grp Sat Flow(s),veh/h/ln	1495	0	1610	1145	0	0	1714	1735	1824	1810	1735	1824
Q Serve(g_s), s	0.0	0.0	15.0	0.5	0.0	0.0	9.4	38.1	38.2	0.3	50.0	50.0
Cycle Q Clear(g_c), s	0.5	0.0	15.0	1.2	0.0	0.0	9.4	38.1	38.2	0.3	50.0	50.0
Prop In Lane	0.91		1.00	0.76		0.05	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	296	0	434	238	0	0	405	1072	1127	14	877	922
V/C Ratio(X)	0.04	0.00	0.94	0.09	0.00	0.00	0.83	0.81	0.81	0.43	1.08	1.08
Avail Cap(c_a), veh/h	296	0	434	238	0	0	520	1754	1845	458	877	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	35.3	36.0	0.0	0.0	42.6	14.5	14.5	48.8	24.4	24.4
Incr Delay (d2), s/veh	0.0	0.0	28.6	0.1	0.0	0.0	6.6	0.6	0.6	7.6	55.4	55.2
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	0.2	0.0	12.9	0.4	0.0	0.0	4.3	13.5	14.2	0.2	32.5	34.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.8	0.0	63.9	36.1	0.0	0.0	49.2	15.1	15.1	56.5	79.8	79.6
LnGrp LOS	D		E	D			D	B	B	E	F	F
Approach Vol, veh/h		420			21			2122			1956	
Approach Delay, s/veh		63.2			36.1			20.4			79.6	
Approach LOS		E			D			C			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	68.1		22.0	19.9	57.0		22.0				
Change Period (Y+Rc), s	8.0	7.0		7.0	8.2	7.0		7.0				
Max Green Setting (Gmax), s	25.0	100.0		15.0	15.0	50.0		15.0				
Max Q Clear Time (g_c+I1), s	2.3	40.2		17.0	11.4	52.0		3.2				
Green Ext Time (p_c), s	0.0	13.8		0.0	0.3	0.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			50.1									
HCM 7th LOS			D									

Notes

User approved pedestrian interval to be less than phase max green.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	455	1276	103	1322	154	233	140	437	241	659
v/c Ratio	1.38	0.78	0.57	0.83	0.42	0.69	0.35	0.99	0.47	0.91
Control Delay (s/veh)	221.9	39.0	34.7	46.9	31.7	64.0	10.0	73.4	45.9	35.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	221.9	39.0	34.7	46.9	31.7	64.0	10.0	73.4	45.9	35.3
Queue Length 50th (ft)	~470	407	44	374	87	193	0	297	176	240
Queue Length 95th (ft)	#770	554	95	469	148	299	58	#535	287	#532
Internal Link Dist (ft)		1861		1276		1227			573	
Turn Bay Length (ft)	125		125		175		175	150		150
Base Capacity (vph)	329	1651	326	1869	636	645	633	450	511	726
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.38	0.77	0.32	0.71	0.24	0.36	0.22	0.97	0.47	0.91

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

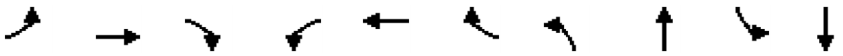


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	764	649	165	373	486	263	251	1087	313	993	633
v/c Ratio	0.98	0.76	0.34	0.89	0.87	0.57	0.82	1.05	1.00	0.78	0.87
Control Delay (s/veh)	101.7	77.3	22.3	106.1	98.4	13.3	107.9	107.6	131.2	62.9	41.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	101.7	77.3	22.3	106.1	98.4	13.3	107.9	107.6	131.2	62.9	41.7
Queue Length 50th (ft)	546	448	52	344	345	9	211	~826	~423	631	437
Queue Length 95th (ft)	#736	554	134	438	419	105	280	#1028	#681	802	#771
Internal Link Dist (ft)		1276			570			1181		608	
Turn Bay Length (ft)	370			260		390	175		175		
Base Capacity (vph)	776	854	483	512	691	505	413	1031	312	1271	728
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.76	0.34	0.73	0.70	0.52	0.61	1.05	1.00	0.78	0.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	296	580	80	47	678	505	97	206	759	386
v/c Ratio	0.83	0.83	0.11	0.24	0.72	0.91	0.37	0.76	1.44	0.63
Control Delay (s/veh)	41.6	43.8	0.3	21.4	41.0	46.7	24.9	60.2	231.4	33.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.6	43.8	0.3	21.4	41.0	46.7	24.9	60.2	231.4	33.2
Queue Length 50th (ft)	126	364	0	17	220	228	40	134	~649	209
Queue Length 95th (ft)	#291	#642	0	43	311	#462	72	213	#909	327
Internal Link Dist (ft)		839			670			529		2322
Turn Bay Length (ft)	180			135		50	120		115	
Base Capacity (vph)	361	701	714	351	1006	583	400	455	528	637
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.83	0.11	0.13	0.67	0.87	0.24	0.45	1.44	0.61

Intersection Summary

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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

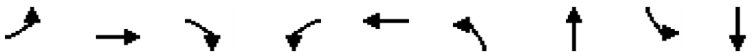


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	563	336	147	184	260	374	163	1291	134	405	1933
v/c Ratio	2.39	0.59	0.28	1.05	0.46	0.49	0.82	0.91	0.18	0.84	0.82
Control Delay (s/veh)	661.4	57.3	21.3	137.2	53.0	31.8	104.0	53.7	12.3	87.2	40.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	661.4	57.3	21.3	137.2	53.0	31.8	104.0	53.7	12.3	87.2	40.4
Queue Length 50th (ft)	~1044	329	49	~229	243	275	183	756	33	234	653
Queue Length 95th (ft)	#1341	465	119	#420	354	375	272	#943	82	297	763
Internal Link Dist (ft)		290			2322			704			473
Turn Bay Length (ft)	125		125	200		200	200		200	350	
Base Capacity (vph)	236	565	534	175	565	910	268	1484	776	816	2754
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.39	0.59	0.28	1.05	0.46	0.41	0.61	0.87	0.17	0.50	0.70

Intersection Summary

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Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	160	206	299	72	257	195	1430	78	1236
v/c Ratio	0.69	0.50	0.52	0.27	0.85	0.68	0.74	0.45	0.71
Control Delay (s/veh)	52.2	52.5	7.8	37.0	77.6	51.7	16.1	22.1	33.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.2	52.5	7.8	37.0	77.6	51.7	16.1	22.1	33.0
Queue Length 50th (ft)	113	168	0	48	221	87	552	26	460
Queue Length 95th (ft)	160	237	75	80	302	196	253	57	#712
Internal Link Dist (ft)		501			407		2515		1276
Turn Bay Length (ft)	150			150		175		100	
Base Capacity (vph)	253	540	668	362	523	316	1932	294	1735
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.38	0.45	0.20	0.49	0.62	0.74	0.27	0.71

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	224	335	212	239	315	183	207	1223	176	135	1112	138
v/c Ratio	0.71	0.79	0.57	0.77	0.70	0.51	0.61	0.64	0.19	0.55	0.63	0.16
Control Delay (s/veh)	52.0	73.7	13.0	56.4	67.3	12.2	20.9	27.0	3.7	18.0	32.2	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.0	73.7	13.0	56.4	67.3	12.2	20.9	27.0	3.7	18.0	32.2	9.0
Queue Length 50th (ft)	165	158	0	178	147	0	72	392	0	42	514	49
Queue Length 95th (ft)	218	206	74	233	192	68	147	614	45	m46	630	m89
Internal Link Dist (ft)		1507			2291			2578			2515	
Turn Bay Length (ft)	120		250	150		115	220		550	130		430
Base Capacity (vph)	430	684	474	418	691	457	389	1902	934	366	1765	852
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.49	0.45	0.57	0.46	0.40	0.53	0.64	0.19	0.37	0.63	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	347	390	3	227	226	1	8	298	317
v/c Ratio	0.57	0.43	0.01	0.55	0.43	0.01	0.05	0.60	0.49
Control Delay (s/veh)	13.7	13.8	11.3	28.0	7.1	22.0	26.4	23.7	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.7	13.8	11.3	28.0	7.1	22.0	26.4	23.7	6.3
Queue Length 50th (ft)	53	61	0	58	0	0	1	75	1
Queue Length 95th (ft)	190	267	6	195	57	4	17	203	64
Internal Link Dist (ft)		333		600			432		594
Turn Bay Length (ft)	200		150			50		115	
Base Capacity (vph)	1093	1431	825	1096	1019	550	505	1071	1054
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.27	0.00	0.21	0.22	0.00	0.02	0.28	0.30

Intersection Summary



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	409	21	334	1788	6	1950
v/c Ratio	0.06	0.92	0.10	0.57	0.59	0.06	0.96
Control Delay (s/veh)	43.5	55.1	41.8	41.2	5.9	48.8	32.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.5	55.1	41.8	41.2	5.9	48.8	32.5
Queue Length 50th (ft)	5	~203	9	78	0	3	398
Queue Length 95th (ft)	27	#387	40	#177	517	19	#898
Internal Link Dist (ft)	1619		1520		1010		2197
Turn Bay Length (ft)		875		730		150	
Base Capacity (vph)	289	443	325	584	3347	516	3406
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.92	0.06	0.57	0.53	0.01	0.57

Intersection Summary

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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	70	1	2	56	13	3	2	4	17	3	2
Future Volume (Veh/h)	1	70	1	2	56	13	3	2	4	17	3	2
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	1	100	1	3	80	19	4	3	6	24	4	3
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	99			101			203	208	101	206	199	90
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	99			101			203	208	101	206	199	90
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	99	97	99	100
cM capacity (veh/h)	1507			1504			752	691	960	748	699	974

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	102	102	13	31
Volume Left	1	3	4	24
Volume Right	1	19	6	3
cSH	1507	1504	817	758
Volume to Capacity	0.00*	0.00*	0.02	0.04
Queue Length 95th (ft)	0	0	1	3
Control Delay (s/veh)	0.1	0.2	9.5	10.0
Lane LOS	A	A	A	A
Approach Delay (s/veh)	0.1	0.2	9.5	10.0
Approach LOS			A	A

Intersection Summary				
Average Delay	1.9			
Intersection Capacity Utilization	14.9%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.