Appendix H: Transportation Impact Study and Peer Review

TRANSPORTATION IMPACT STUDY

Manabe Ow Road East Parcel – Warehousing Use

PREPARED FOR:

CA VENTURES, LLC.

JANUARY 2023 | DRAFT FINAL

Prepared By:

Kimley»Horn

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CONTENTS

Contents iii
Tables iv
Figures iv
Appendix .....
Executive Summary i
- Trip Generation i
- Project Impacts and Deficiencies i

1. Introduction 1
   - Study Methodology 1
2. Existing (2021) Conditions 7
   - Roadway Network 7
   - Truck Routes 8
   - Study Intersection Lane Configuration and Traffic Control 9
   - Peak-Hour Turning Movement Volumes 9
   - Bicycle Facilities 13
   - Transit Facilities 16
3. Project Description 19
   - Proposed Site Use and Operations 19
   - Trip Generation 19
   - Project Trip Distribution and Assignment 20
4. Vehicle Miles Traveled (VMT) 26
   - VMT Methodology 26
   - VMT Analysis 26
5. Supplemental Traffic Operational Analysis 28
   - Existing (2021) Conditions Analysis 28
   - Background Conditions Analysis 30
   - Background Plus Project Conditions Analysis 30
   - Cumulative (2040) Conditions Analysis 37
   - Cumulative (2040) Plus Project Conditions analysis 40
   - Vehicle Queuing 42
6. Site Access 44
7. Parking 52
   - Watsonville Parking Requirements 52
8. Conclusions and Recommendations Summary 53
   - Project Recommendations 53
   - Project Impacts and Mitigations 54
   - Project Deficiencies 56
   - Intersection Deficiencies 59
   - Fair Share Costs 61

APPENDIX 62

TABLES

Table E-1: Project and Intersection Deficiencies.....iv
Table 1: Study Intersections.....4
Table 2: Intersection Level of Service Definitions.....5
Table 3: Existing Transit Service.....16
Table 4: Project Trip Generation.....20
Table 5: Total Project Vehicle Miles Traveled (VMT).....27
Table 6: Existing (2021) Peak Hour Level of Service Summary.....29
Table 7: Background and Background Plus Project Level of Service Summary.....35
Table 8: Cumulative and Cumulative Plus Project Level of Service Summary.....39
Table 9: Vehicle Queuing Analysis.....43
Table 10: Potential TDM Measure Summary.....55
Table 11: Intersection Control Comparison Summary – Intersection #10.....58
Table 12: Fair Share Percentage Summary.....61

FIGURES

Figure 1: Project Location and Study Intersections.....2
Figure 2: Site Plan.....3
Figure 3: Truck Routes.....10
Figure 4: Existing Lane Geometry and Traffic Control.....11
Figure 5: Existing Peak Hour Turning Movement Volumes.....12
Figure 6: Existing and Proposed Bicycle Facilities.....14
Figure 7: Existing and Proposed Trail Facilities.....15
Figure 8: Transit Facilities.....18
Figure 9: Project Trip Distribution.....22
Figure 10: Project Passenger Car Peak Hour Turning Movement Volumes.....23
Figure 11: Project Truck Peak Hour Turning Movement Volumes.....24
Figure 12: Total Project Peak Hour Turning Movement Volumes.....25
Figure 13: Pending and Approved Project Locations.....32
Figure 14: Pending and Approved Project Peak Hour Turning Movement Volumes.....33
Figure 15: Background Peak Hour Turning Movement Volumes.....34
Figure 16: Background Plus Project Peak Hour Turning Movement Volumes.....36
Figure 17: Cumulative (2040) Peak Hour Turning Movement Volumes.....38
Figure 18: Cumulative (2040) Plus Project Peak Hour Turning Movement Volumes.....41
Figure 19: Driveway 1 (Truck Access) Sight Distance.....48
Figure 20: Driveway 2 (Passenger Car Access) Sight Distance.....49
Figure 21: Driveway 3 (Passenger Car Access) Sight Distance.....50
Figure 22: Driveway 4 (Truck and Passenger Car Access) Sight Distance.....51

APPENDIX

A – EXISTING TRAFFIC COUNT DATA
B – LEVEL OF SERVICE AND VEHICLE QUEUING CALCULATION SHEETS
C – IMPROVEMENT OUTPUTS
D – ICE OUTPUTS
E – SIDRA OUTPUTS
F – SIGNAL WARRANT

EXECUTIVE SUMMARY

The following transportation impact study (TIS) has been prepared to determine potential Vehicle Miles Traveled (VMT) impacts and/or Level of Service (LOS) deficiencies associated with the Manabe Ow Road East Parcel Building ("Project"), a 175,760 square-foot warehousing building. The proposed project would be located in the Manabe-Ow Business Park Specific Plan Area located in Watsonville, California. The Project site is located on the easternmost lot on the west side of Ohlone Parkway and to the south of Manabe Ow Road. The Project proposes three unsignalized driveways on Manabe Ow Road and one right-turn exit-only driveway on Ohlone Parkway. The site may be used by two tenants, in which case a southbound right-turn pocket will be constructed at the Ohlone Parkway driveway to allow inbound trips. This scenario will result in a change in trip assignment which should not impact any off-site intersections, only the driveway trip assignment. Therefore, the off-site intersection level of service shall remain the same as the single tenant scenario discussed in this report.

This TIS addresses both the Project's VMT and LOS effects in order to assist the City of Watsonville ("City") with planning and the identification of conditions of approval and to mitigate the Project's VMT impacts or improve identified LOS deficiencies, if necessary.

TRIP GENERATION

The Project's proposed trip generation was based on the equations for ITE Land Use 150 (Warehousing), from the Institute of Transportation Engineer's (ITE) publication, *Trip Generation Manual, 11th Edition*. A Passenger Car Equivalent (PCE) of 3.0 was used for trips associated with trucks.

The Project is expected to generate 526 daily PCE trips, 53 AM peak hour PCE trips (38 inbound and 15 outbound), and 58 PM peak hour PCE trips (17 inbound and 41 outbound).

PROJECT IMPACTS AND DEFICIENCIES

The following summarizes the transportation impacts and project deficiencies related to the proposed project and the study area. Transportation impacts are based on vehicle miles traveled and not intersection level of service. Intersection level of service deficiencies under project conditions were also identified and summarized.

VEHICLE MILES TRAVELED (VMT)

Per the City of Watsonville Draft VMT analysis guidelines, the threshold for employment-based VMT uses is set at 15 percent below the regional average. Note that for the purposes of this analysis, the region is defined as Santa Cruz County. Therefore, if the Project VMT were to exceed the 15 percent below the regional average VMT, this would be considered a significant transportation impact.

Impact Analysis and Results

The Project produced 906 daily VMT. When combined with the number of jobs expected to be produced by the Project (60 jobs), the Project is estimated to produce 15.1 daily VMT per employee. Based on the threshold shown, the Project is expected to be in excess of the regional threshold. The Project does exceed the threshold of significance for VMT/employee and as a result the project is determined to have a significant transportation impact.

Potential Reductions to Project VMT

The Project has prepared a transportation demand management (TDM) program to reduce the Project's VMT. In addition, the Project would pay into the City's VMT Bank Program to further reduce the Project's VMT.

TDM Program

This program recommends TDM measures that would individually reduce the Project's VMT and trips, with the goal of obtaining a 21.9 percent VMT reduction. It should be noted, however, that a maximum 15 percent VMT reduction can be achieved by the TDM program per the County's VMT guidelines. Therefore, this TDM program aims to achieve the maximum 15 percent VMT reduction, with the remaining 6.9 percent VMT reduction coming from the VMT Bank Program, as discussed after this section.

For the TDM program, the following TDM measures are being proposed:

1. Travel Behavior Change Program
2. Preferential Carpool Parking Spaces
3. Telecommuting
4. Alternative Work Schedule
5. Bike Share
6. Bicycle Parking in excess of Code and Showers/Changing Rooms
7. Pedestrian Network Improvements

Based on the proposed TDM measures, the Project would be able to achieve the maximum 15 percent VMT reduction allowed per the County's VMT guidelines.

VMT Bank Program

The Watsonville VMT Mitigation Banking Fee Program is a programmatic approach to respond to the need for feasible VMT mitigation programs. Programmatic approaches that rely on collectively funding larger infrastructure projects allow a development project to obtain an amount of mitigation commensurate with their impact, include only a single payment without the complexity of ongoing management, and do not require on-going mitigation monitoring. Programmatic approaches can also provide a public benefit in terms of funding transportation improvements that would not otherwise be constructed, resulting in improvements to congestion, GHG emissions, increased transportation choices, and additional opportunities for active transportation.

The VMT Mitigation Banking Fee Program calculates the cost per VMT reduction as $1,524.21. Therefore, to achieve the 6.9 percent VMT reduction needed after implementation of the TDM program, the Project would be responsible to pay $91,452.60. This is calculated as 6.9 percent being equivalent to a 1.0 VMT per employee reduction. Since there are 60 employees and each employee needs to reduce by 1.0 VMT at a cost of $1,524.21 per VMT the calculation is as follows:

VMT Banking Fee = 60 employees x 1.0 VMT per employee x $1,524.21 per VMT

Therefore, the combination of the TDM program and payment of the VMT Banking Fee Program would minimize the Project's VMT impact.

PROJECT DEFICIENCIES

Although intersection level of service and queuing are not considered for CEQA impact, each of these transportation measures were evaluated for transportation operational deficiencies. The development of the proposed project and resulting trip generation would result in the following LOS operations and queuing deficiencies shown in **Table E-1**, along with recommended improvements and a comparison of the Draft and Final EIR deficiencies.

Project Deficiencies and Improvements

Based on the results of the traffic analysis, the following intersection project LOS deficiencies are noted:

- Intersection #10 – NB Highway 1 ramps/W Riverside Drive (Cumulative Plus Project AM and PM peak hours)

No project queuing deficiencies were identified.

As shown in **Table E-1**, the Project results in one (1) project deficiency.

Per the City, the project is required to pay its fair share for the deficiencies identified in the Manabe-Ow Business Park Specific Plan EIR instead of paying its traffic impact fee (TIF) contribution. The Project's fair share contributions for these intersection improvements are shown **Table E-2.**

Table E-1: Project Deficiencies

Int #	Intersection Name	Project Deficiency Scenarios	Improvement	Fair Share Percentage
10	NB Hwy1 ramps/W Riverside Drive	Cumulative Plus Project AM Cumulative Plus Project PM	Signalize	3.9%

Table E-2: Fair Share Percentage

#	Intersection	Mitigation Number	Fair Share Percentage
1	Highway 1 Northbound Off Ramp/Harkins Slough Road	MM 3.12-11	7.0%
2	Green Valley Road/Main Street	MM 3.12-10	1.2%
3	Ohlone Parkway/Main Street	MM 3.12-7	2.7%
4	Main Street/West Riverside Drive	MM 3.12-4	2.0%
5	Ohlone Parkway/Loma Vista Way	Install a Roundabout	TBD [A]
6	Ohlone Parkway/Lighthouse Drive	Install a Roundabout	0%[B]
8	West Beach/Walker Street	MM 3.12-3	4.6%
9	Highway 1 Southbound Ramps/Highway 129 – Riverside Drive	MM 3.12-6b	11.7%
10	Highway 1 Northbound Ramps/Highway 129 – Riverside Drive	MM 3.12-6a	3.9%

[A] This project will construct the roundabout with funding from the adjacent project at 200 Manabe Ow Road.

[B] The Future East Business Park development will construct the roundabout with funding from the adjacent project at 200 Manabe Ow Road.

1. INTRODUCTION

The following transportation impact study (TIS) has been prepared to determine potential Vehicle Miles Traveled (VMT) impacts and/or Level of Service (LOS) deficiencies associated with the Manabe Ow Road East Parcel Building ("Project"), a 175,760 square-foot warehousing building. The proposed project would be located in the Manabe-Ow Business Park Specific Plan Area located in Watsonville, California. The Project site is located on the easternmost lot on the west side of Ohlone Parkway and to the south of Manabe Ow Road.

Figure 1 illustrates the location of the project site in relation to the adjacent roadway network. The Project proposes three (3) unsignalized driveways on Manabe Ow Road and one (1) right-turn exit-only driveway on Ohlone Parkway. The Project site plan is presented in **Figure 2**.

This TIS was prepared to address the Project's VMT and LOS effects in order to assist the City of Watsonville ("City") with planning and the identification of conditions of approval and to mitigate the Project's VMT impacts or improve identified LOS deficiencies, if necessary.

STUDY METHODOLOGY

With the passage of Senate Bill (SB) 743, VMT is the indicator for determining if a new development will result in a "significant transportation impact" under the California Environmental Quality Act (CEQA). This report summarizes the VMT analysis and resultant findings for the proposed development.

VEHICLE MILES TRAVELED (VMT)

Based on the land use information provided, for the purposes of SB 743 analysis and the determination of transportation related significant impacts, the Industrial land use was analyzed.

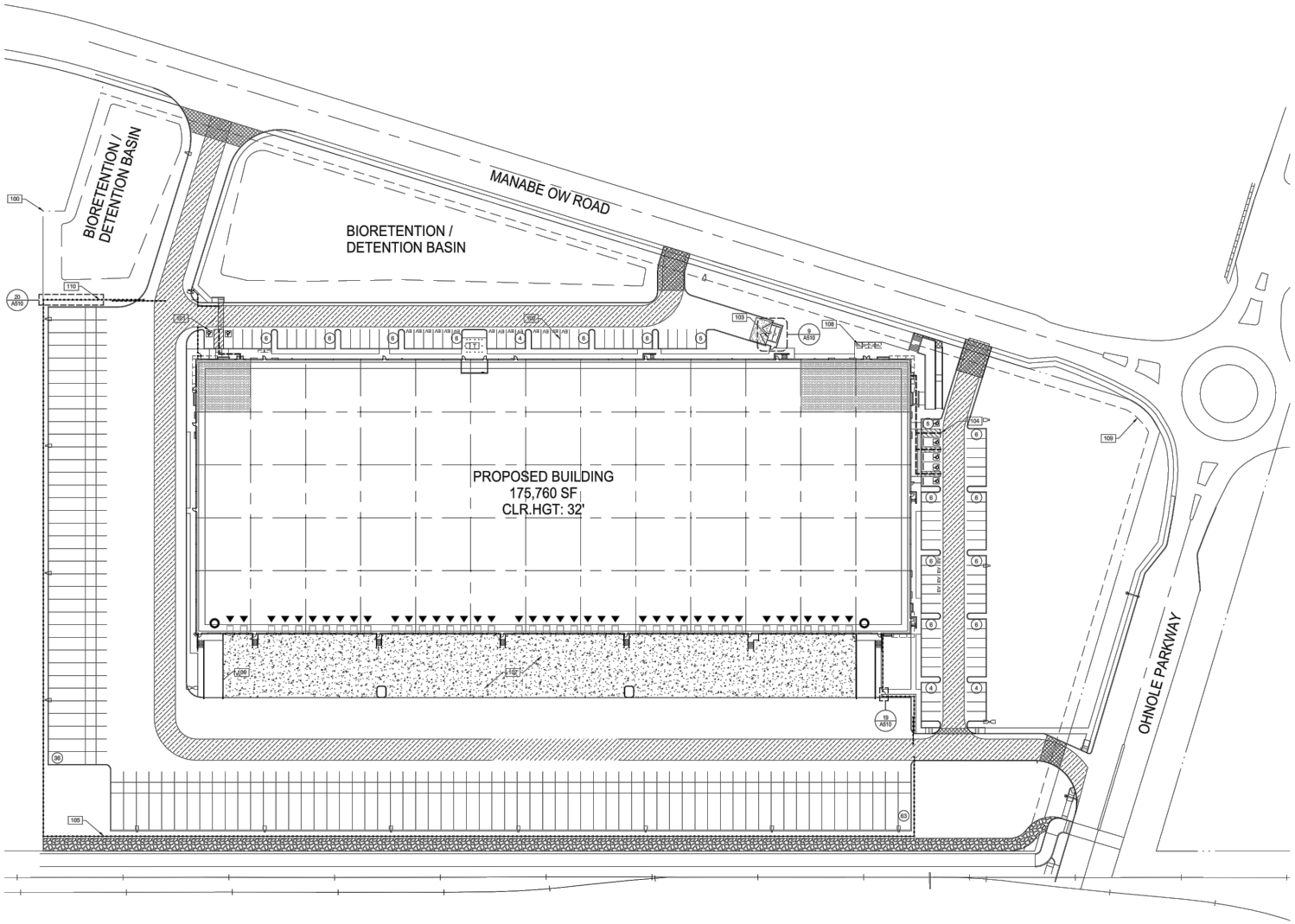
While the City of Watsonville has a VMT tool that can generally be used to determine the impact of a project, this requires a similar land use to be already constructed in the same Traffic Analysis Zone (TAZ) of the Project. However, because no industrial uses were coded within the Project's TAZ, the Santa Cruz County Travel Demand Model (SCC TDM) was used for this analysis. For employment-based uses, the SCC TDM is used as the principal tool to determine VMT while the City of Watsonville's draft VMT guidelines were used as the basis for the analysis methodology. The SCC TDM's base year was used for this analysis and is representative of 2019 conditions.

Per the City of Watsonville Draft VMT analysis guidelines, the threshold for employment-based VMT uses is set at 15 percent below the regional average. Note that for the purposes of this analysis, the region is defined as Santa Cruz County. Therefore, if the project VMT were to exceed the 15 percent below the regional average VMT, this would be considered a significant transportation impact.



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FIGURE 1
PROJECT LOCATION AND STUDY INTERSECTIONS



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FIGURE 2
SITE PLAN

SUPPLEMENTAL TRAFFIC OPERATIONS ANALYSIS

A supplemental traffic operations analysis was conducted to evaluate the Project's effect on intersection LOS operations within the Project's vicinity.

Study Area

The Project would generate new vehicular trips that would increase traffic volumes on the nearby street network. To assess changes in traffic conditions associated with the proposed project, the intersections in **Table 1** were evaluated. **Figure 1** illustrates the location of each intersection relative to the project site. The four (4) project driveways are also included as study intersections.

Table 1: Study Intersections

#	Control	Intersection
1	SSSC	Harkins Slough Road/NB Highway 1 off-ramp
2	Signal	Main Street/S Green Valley Road
3	Signal	Main Street/Ohlone Parkway
4	Signal	Main Street/E Riverside Drive
5	SSSC	Ohlone Parkway/Loma Vista Drive
6	SSSC	Ohlone Parkway/Lighthouse Drive
7	Signal	Ohlone Parkway/W Beach Street
8	AWSC	Walker Street/W Beach Street
9	SSSC	SB Highway 1 ramps/W Riverside Drive
10	SSSC	NB Highway 1 ramps/W Riverside Drive
11	SSSC	Manabe Ow Road/Driveway 1
12	SSSC	Manabe Ow Road/Driveway 2
13	SSSC	Manabe Ow Road/Driveway 3
14	SSSC	Ohlone Parkway/Driveway 4

Note: SSSC = Side Street Stop Control; AWSC = All Way Stop Control

Analysis Scenarios

Five (5) scenarios were analyzed as part of the supplemental traffic operations analysis, listed below:

- Existing conditions – Based on current traffic counts (i.e., 2021) adjusted to account for the impact of COVID-19 and existing roadway geometry and traffic control.
- Background conditions – Based on current traffic counts and the addition of traffic from pending and approved projects, and specifically including the adjacent 200 Manabe Ow Road project This scenario represents the opening day conditions for the project. The roadway geometry and traffic control were updated to include any roadway improvements to be completed by the opening year.
- Background plus Project traffic conditions – Based on Background conditions plus traffic generated by the Project.
- Cumulative conditions without the Project – Based on future year traffic forecasts from the Santa Cruz County (County) travel demand model and the addition of the adjacent 200 Manabe Ow Road project. Future roadway geometry and traffic control were based on City roadway improvements that have been fully programmed and funded.

- Cumulative conditions plus Project – Based on Cumulative without project volumes and traffic generated by the Project. Includes roadway improvements anticipated to be in place during the Cumulative year.

Intersection Level of Service

The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of service for this study were determined using methods defined in the *Highway Capacity Manual, 6th Edition* (HCM 6) within the *Synchro 11* traffic analysis software.

The HCM includes procedures for analyzing side-street stop-controlled (SSSC), all-way stop-controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as the highest delay of each minor street movement or major street left turns. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the entire intersection. **Table 2** relates the operational characteristics associated with each LOS category for signalized and unsignalized intersections.

Table 2: Intersection Level of Service Definitions

Level of Service	Description	Signalized (Avg. control delay per vehicle sec/veh.)	Unsignalized (Avg. control delay per vehicle sec/veh.)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	≤ 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	> 10 – 20	> 10 – 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 20 – 35	> 15 – 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 35 – 55	> 25 – 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 55 – 80	> 35 – 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 80	> 50

Sources: Transportation Research Board, Highway Capacity Manual 6th Edition, National Research Council, 2016.

The City of Watsonville does not have guidelines specifying intersection project impact criteria; therefore, impacts were considered project deficiencies if:

- The addition of project traffic causes an intersection to:
    - Operate at an overall LOS E or F for signalized and AWSC intersections or operate at LOS E or F for the worst-case movement at SSSC intersection, or
    - Add five seconds of average delay to an intersection already operating at LOS E or F under the comparable No Project scenario

The following assumptions were included in the analysis:

- Peak-hour factor (PHF) based on the existing traffic data was used for the Existing (2021), Background, and Cumulative (2040) scenarios.
- Traffic signal timing assumptions for Existing (2021) conditions were based on existing signal phasing and traffic volumes.
- Percent of heavy vehicles (PHV) were based on a default value of two percent.

Vehicle Queuing

Queues that exceed the turn pocket length can create potentially hazardous conditions by blocking or disrupting through traffic in adjacent travel lanes. The effect of vehicle queuing was analyzed by reporting the 95th percentile queues for turning movements where the Project would add substantial number of trips. The 95th percentile queue length represents a condition where 95 percent of the time during the peak hour, traffic queues will be less than or equal to the queue length determine by the analysis. This is referred to as the "95th percentile queue". The 95th percentile queue is not typical of what an average driver would experience as the 95th percentile queue will rarely be exceeded. For signalized intersections, the 95th percentile queue length was determined based on queue length calculation within the *Synchro 11* traffic analysis software. For unsignalized intersections, the 95th percentile queue length was determined using HCM 6 methodology. A queuing deficiency is identified when the queue cannot be contained within the available storage or the Project increases the queue by more than one vehicle length (i.e., 25 feet or more) for queue lengths already exceeding the available storage under no project conditions.

2. EXISTING (2021) CONDITIONS

This chapter describes the existing conditions of the roadway network, traffic volumes, transit service, pedestrian facilities, and bicycle facilities within the vicinity of the project site.

ROADWAY NETWORK

In the City of Watsonville 2005 General Plan, roadways within the study area are designated as freeway, major arterial, minor arterial, collector, industrial street, parkway, or local road. This section provides a description of the specific roadways included in this study.

FREEWAYS

Highway 1 is a north-south freeway spanning from Orange County to Mendocino County. Within the study area, Highway 1 is a four-lane freeway divided with a median. The posted speed limit is 65 mph.

ARTERIALS

Harkins Slough Road is a four-lane roadway from Green Valley Road to Bayview Drive and a two-lane from Bayview Drive to the Watsonville Slough. It becomes Walker Street from the Watsonville Slough to Front Street. The roadway provides access to the commercial and residential areas near Highway 1. The posted speed limit is 30 mph.

S Green Valley Road is a four-lane north-south major arterial between Harkins Slough Road and City Limits. The roadway serves commercial land uses and is divided by a median between Harkins Slough Road and Main Street. The posted speed limit is 45 mph north of Main Street and 30 mph south of Main Street.

Riverside Drive (State Route 129) is an east-west major arterial providing access to industrial, commercial, and residential uses within the study area. Riverside Drive spans from Lee Rd to the west and Highway 101 to the east. Riverside Drive is a four-lane roadway east of the Highway 1 northbound ramp intersection and two-lane roadway west of the Highway 1 southbound ramp intersection. Between Lee Road and Sakata Lane, the posted speed limit of 45 mph. Between Sakata Lane and Blackburn Street, the posted speed limit is 25 mph. Between Blackburn Street and Highway 101, the posted speed limit is 45 mph.

W Beach Street is an east-west major arterial providing access to industrial and residential uses within the study area. The roadway connects to Palm Beach State Park to the west and Hushbeck Avenue to the east. W Beach Street has four lanes west of Harvest Drive and two lanes east of Harvest Drive. The posted speed limit for W. Beach Street from West of Lee Road to Industrial Road is 45 mph. The posted speed limit for Beach Street from Industrial Road to Harvest Drive is 30 mph. The posted speed limit from Industrial Drive to Walker Street is 30 mph. The posted speed limit on E. Beach Street from Walker Street to Hushbeck Avenue is 25 mph.

Walker Street is a two-lane north-south minor arterial spanning from Harkins Slough Road to the Pajaro River. The street provides access to industrial and residential uses within the study area. The posted speed limit of 30 mph.

COLLECTORS

Ohlone Parkway is a four-lane, north-south minor collector from Main Street to Harkins Slough Road and a two-lane, north-south minor arterial from Harkins Slough Road to W Beach Street. Ohlone Parkway provides access to industrial, commercial, and residential land uses. Within the study area, the posted speed limit along is 35 mph.

LOCAL STREETS

Loma Vista Drive is a two-lane east-west local street. Loma Vista Drive connects to Paseo Drive to the west and Paradiso Court to the east. The roadway serves residential land uses. The posted speed limit is 25 mph.

Lighthouse Drive is a two-lane east-west local street. Lighthouse Drive connects to Paseo Drive to the west and Santa Victoria Avenue to the east. The roadway serves residential land uses. The posted speed limit is 25 mph.

Manabe Ow Road is a two-lane east-west local street. The roadway serves industrial land uses. There is no posted speed limit; therefore, the speed limit is assumed to be 25 mph.

TRUCK ROUTES

The following roadway segments are truck routes as stated in Section 4-10 of the City's Municipal Code:

- State Route 1 in its entirety
- State Route 152 in its entirety, which includes:
    - East Lake Avenue from Main Street to the northeastern City limits.
    - East Beach Street from Main Street to Lincoln Street.
    - Lincoln Street between East Beach Street and East Lake Avenue (northbound traffic only).
    - Main Street from State Route 1 to East Beach Street.
- Riverside Drive (State Route 129) in its entirety
- Main Street from the Pajaro River Bridge to East Beach Street.
- Walker Street from Ford Street to West Front Street.
- West Lake Avenue from Main Street to Walker Street.
- West Beach Street from Walker Street to Main Street.
- West Beach Street east bound from Walker Street to Main Street.
- South Green Valley Road from State Route 1 to Main Street.
- Industrial Road in its entirety.
- Harvest Drive in its entirety.
- Airport Boulevard from Ranport Road to the City limits.
- Lee Road between the northern City limit boundary and the southern City limit boundary.
- Ford Street from Walker Street to Kearney Street.
- Kearney Street from Walker Street to Ford Street.

- Ohlone Parkway (between West Beach Street and Slough Road West), Slough Road West from Ohlone Parkway to its western limit and portion of Business Park Road North that is north of Slough Road West and within Assessor Parcel Numbers 018-711-24 and 018-711-28.

Figure 3 shows the truck routes.

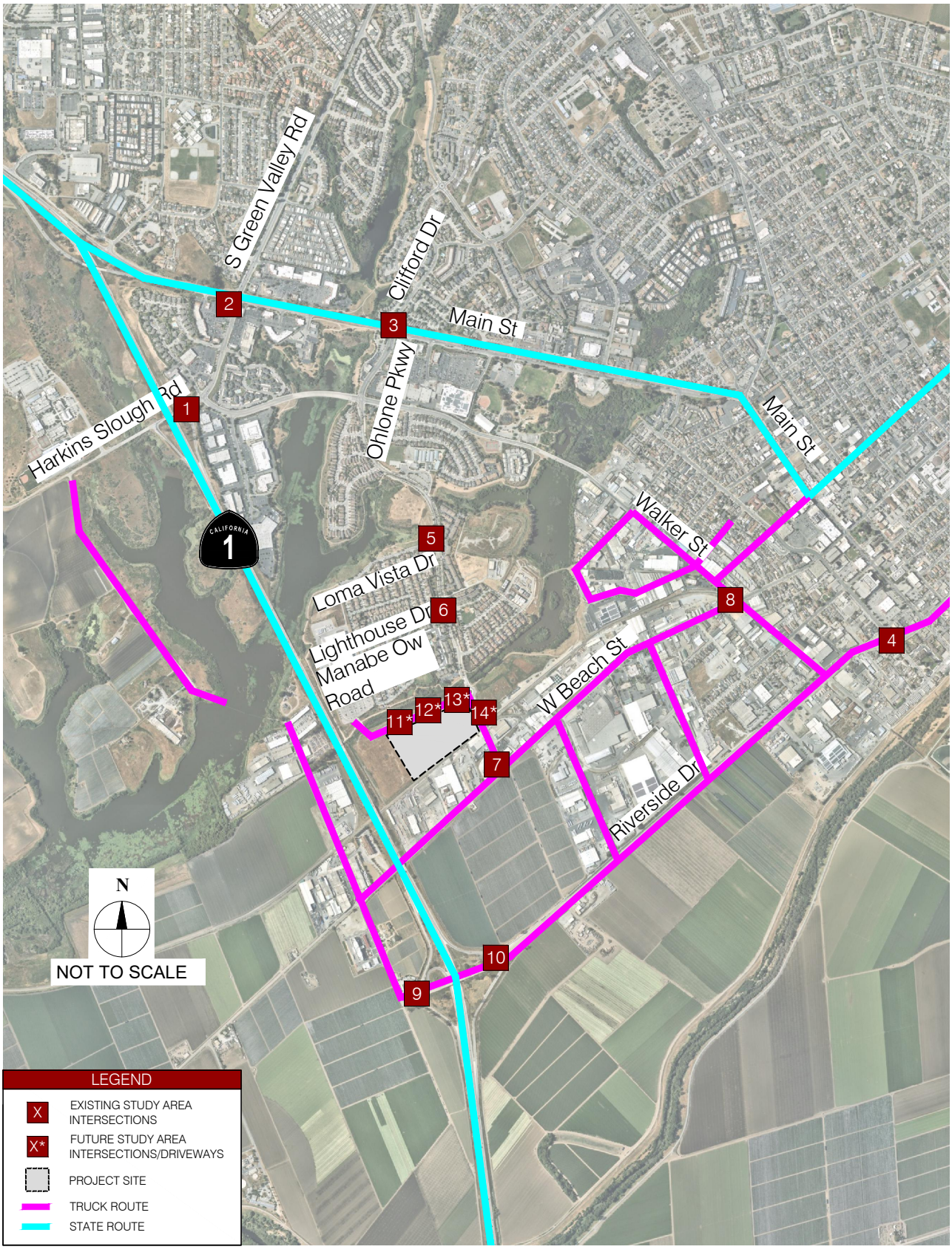
STUDY INTERSECTION LANE CONFIGURATION AND TRAFFIC CONTROL

The existing intersection lane configuration and traffic controls, as of October 2021, are illustrated in **Figure 4**.

PEAK-HOUR TURNING MOVEMENT VOLUMES

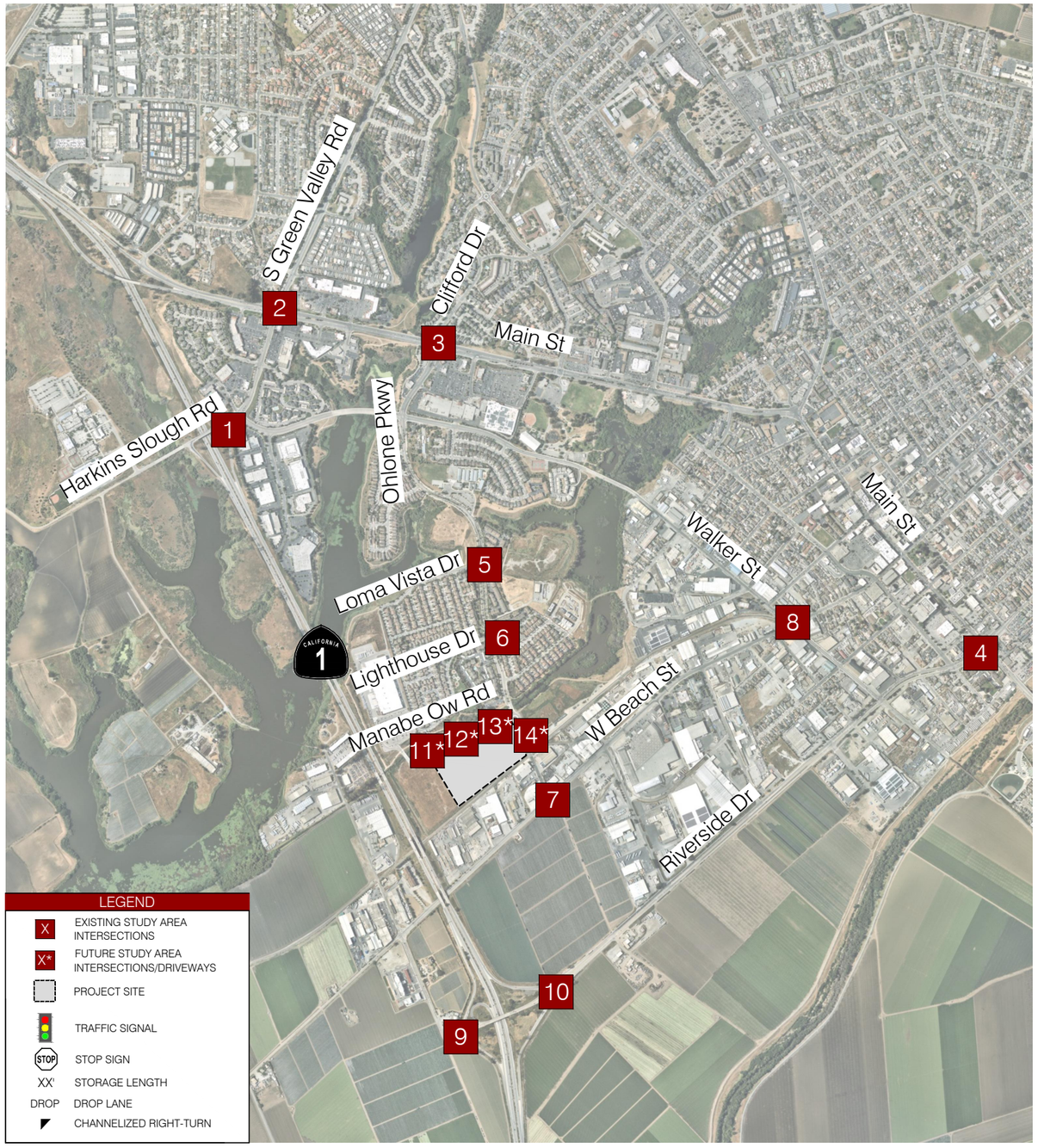
Intersection turning movement volumes for the study intersections were collected on Thursday, August 19, 2021, while local schools were in session and avoided summer break. Volumes were collected between 7:00 AM – 9:00 AM to capture the AM peak period, and between 4:00 PM – 6:00 PM for the PM peak period. Traffic volumes collected were adjusted to account for the disruption caused by the novel coronavirus (COVID-19).

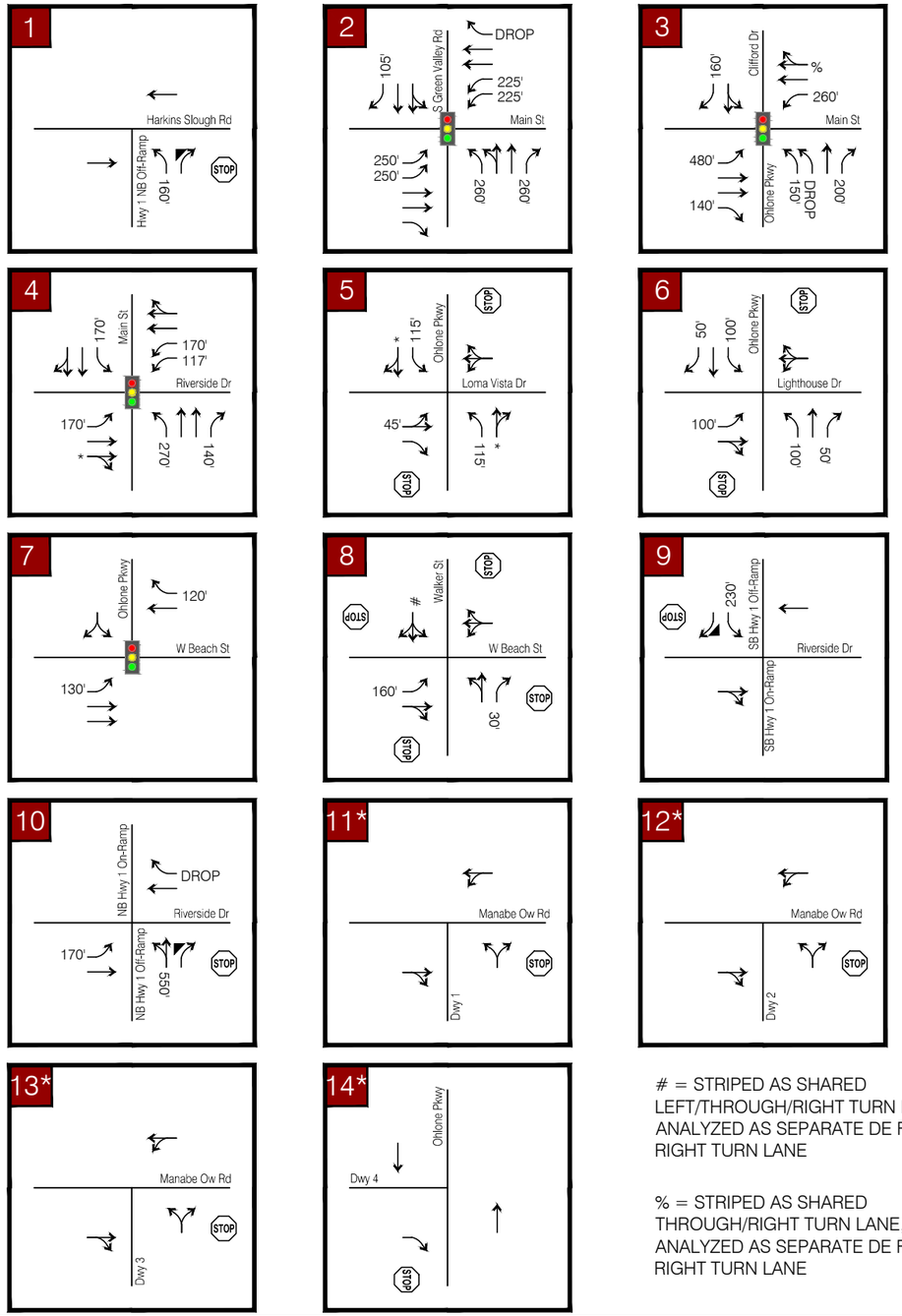
To determine if the 2021 counts collected were impacted by COVID-19, the 2021 counts were compared to historical counts collected from 2019, 2018, and 2008 at certain intersections where historical data was available. In general, 2021 volumes were shown to be lower than the 2019 and 2018 counts. Therefore, the 2019 or 2018 volume for each location provided was used to be conservative as a Pre-COVID volume. For the intersections where there were no 2019 or 2018 volumes, a "COVID-adjustment factor" was calculated by averaging the difference in volumes between 2021 and 2018 counts at the same intersections and comparing the difference to 2021 volumes. Based on this comparison, the August 2021 volumes were increased by an annual growth of 0.8 percent for the AM peak hour and 3.5 percent for the PM peak hour. Adjusted Existing (2021) peak hour turning movement volumes are shown in **Figure 5**. Existing traffic volume data sheets are provided in **Appendix A**.



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FIGURE 3
TRUCK ROUTES





= STRIPED AS SHARED LEFT/THROUGH/RIGHT TURN LANE, ANALYZED AS SEPARATE DE FACTO RIGHT TURN LANE

% = STRIPED AS SHARED THROUGH/RIGHT TURN LANE, ANALYZED AS SEPARATE DE FACTO RIGHT TURN LANE

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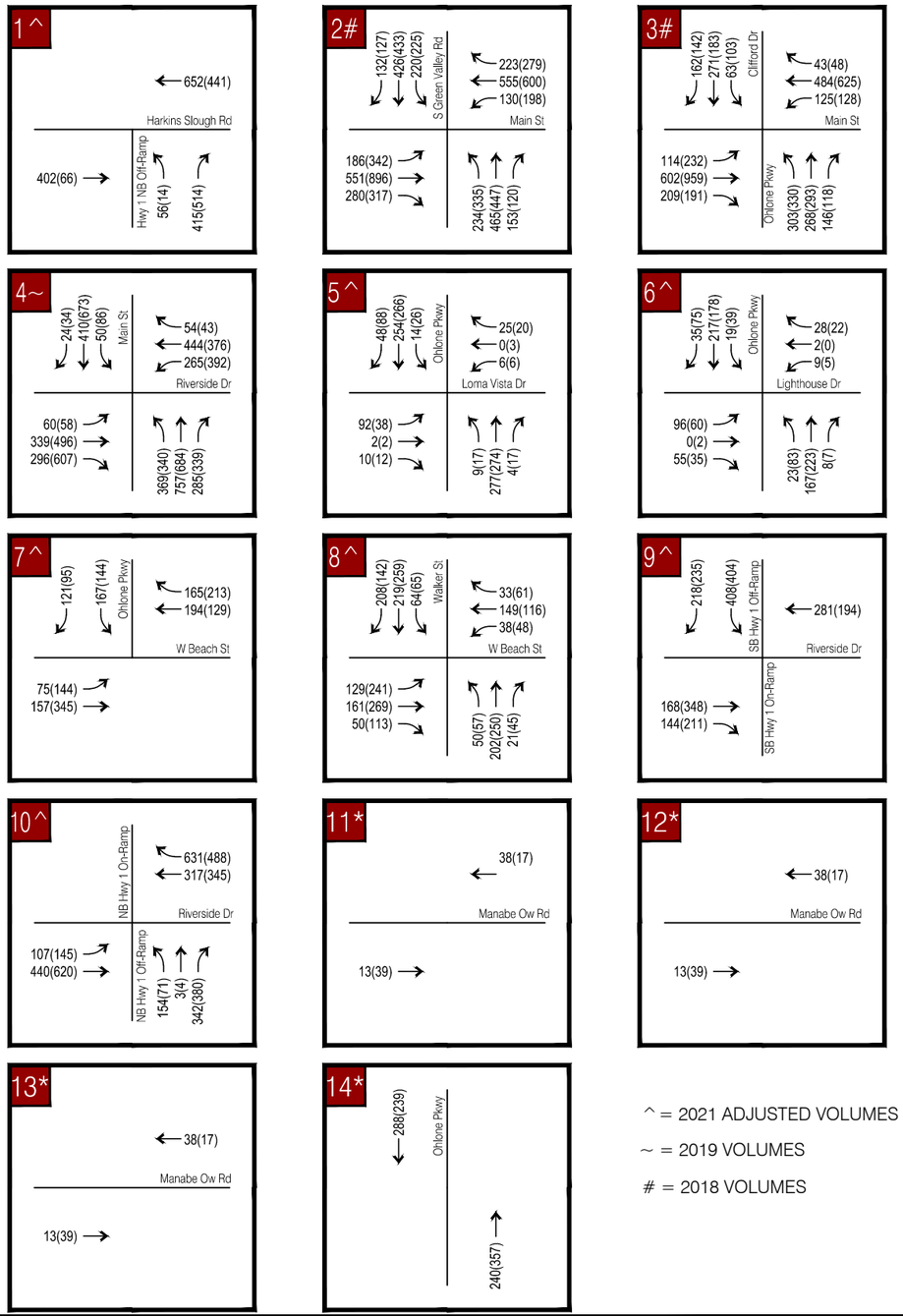
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FIGURE 4
EXISTING LANE GEOMETRY AND TRAFFIC CONTROL

Manabe Ow Road East Parcel - Warehousing Use TIS





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FIGURE 5
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES

Manabe Ow Road East Parcel - Warehousing Use TIS

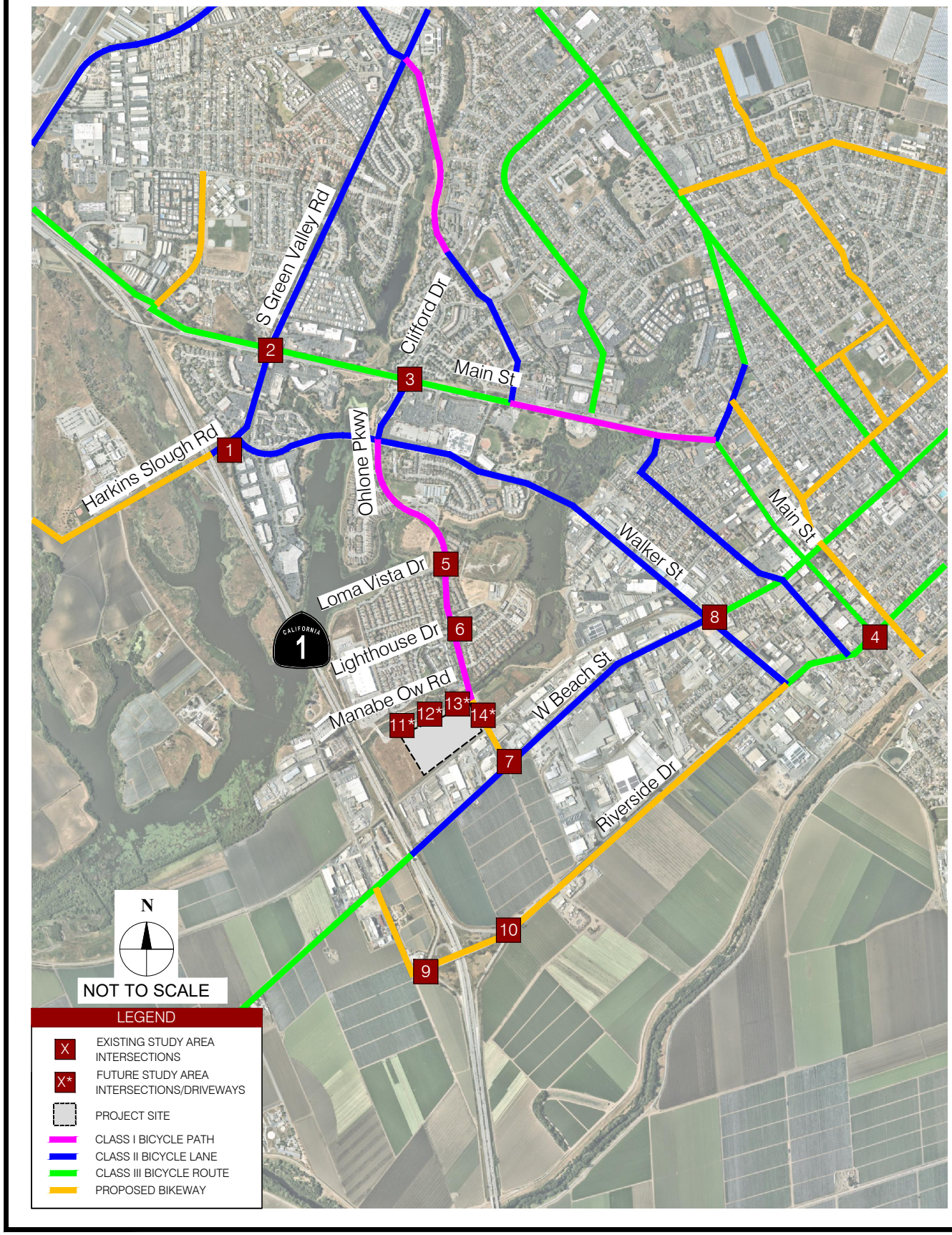
BICYCLE FACILITIES

Figure 6 illustrates existing and proposed bicycle facilities in the study area. Class I bicycle facilities are bike paths/trails, Class II bicycle facilities are defined as bike lanes, and Class III bicycle facilities are bike routes.

Within the project study area, there are Class I, II, and III bicycle facilities along the following corridors:

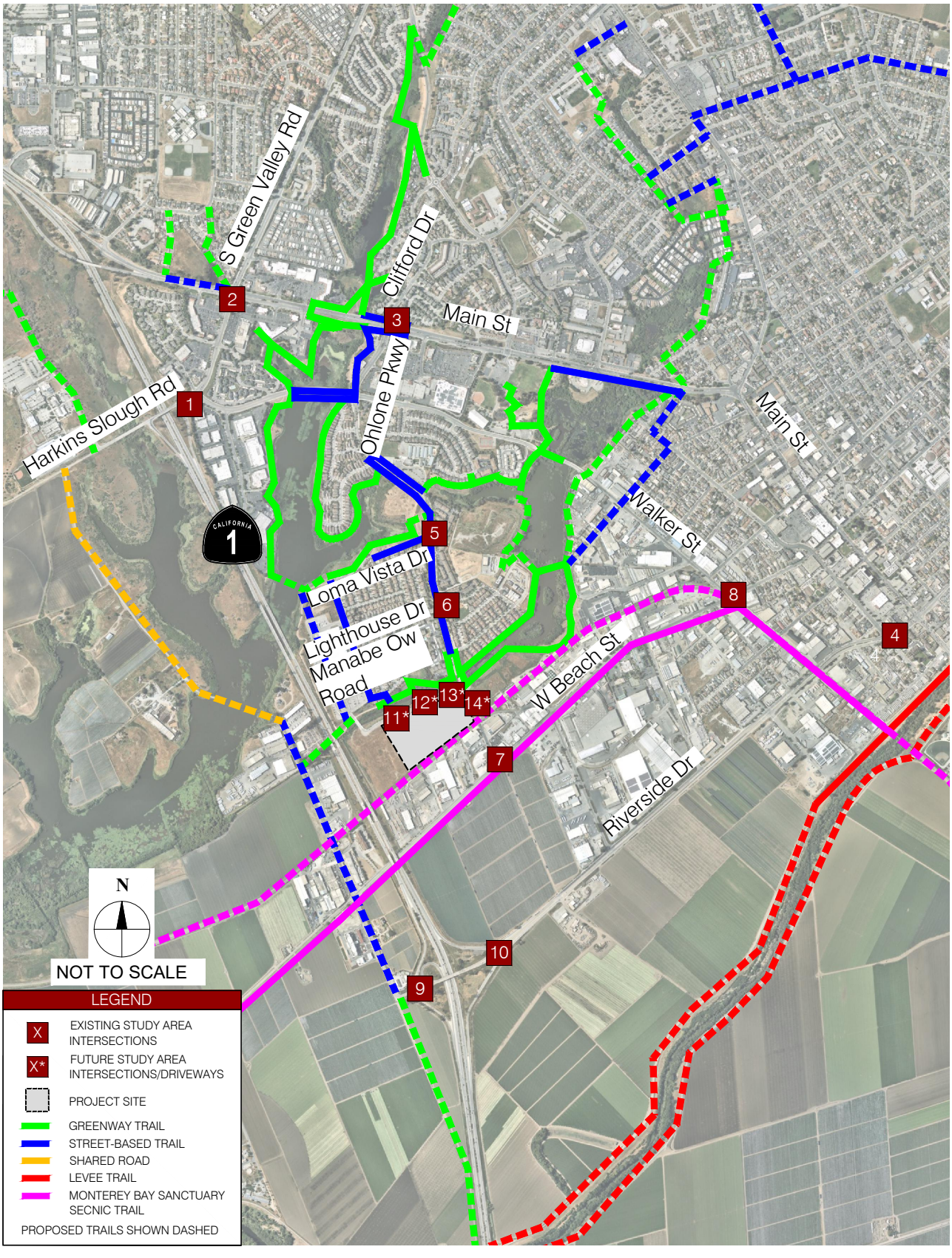
- Class I bike paths:
    - Ohlone Parkway from Harkins Slough Road to Manabe Ow Road
    - Pennsylvania Drive from S Green Valley Road and Clifford Avenue
    - Main Street from Pennsylvania Drive and Freedom Boulevard
- Class II bike lanes:
    - W Beach Street from Highway 1 to Walker Street
    - Walker Street from Harkins Slough Road to Riverside Drive
    - Rodriguez Street from Main Street to Riverside Drive
    - Freedom Boulevard from Main Street to Sudden Street
    - S Green Valley Road from Harkins Slough Road to Holohan Road
    - Airport Boulevard from Highway 1 to Green Valley Road
- Class III bike routes:
    - Main Street from Holm Road to Pennsylvania Drive
    - W Beach Street from San Andreas Road to Highway 1
    - Auto Center Drive from Main Street to Freedom Boulevard
    - Freedom Boulevard from Sudden Street to Airport Boulevard
    - Riverside Drive from Walker Street to Bronte Avenue

In addition to existing facilities, there are future proposed bike facilities in the City's Trails & Bicycle Master Plan on Ohlone Parkway from Manabe Ow Road to W Beach Street and Riverside Drive from Lee Road to Walker Street. **Figure 7** illustrates existing and proposed trail facilities in the study area, including the Monterey Bay Sanctuary Scenic Trail Network. Within the city limits, the Monterey Bay Sanctuary Scenic Trail is proposed to run along W Beach Street, the Santa Cruz County Coastal Rail, and Walker Street.



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FIGURE 6
EXISTING AND PROPOSED BICYCLE FACILITIES



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FIGURE 7
EXISTING AND PROPOSED TRAILS

TRANSIT FACILITIES

Santa Cruz Metro provides transit services in the study area. **Figure 8** illustrates the existing transit services within the study area and are described in this section. **Table 3** provides a summary of the existing transit service in the study area.

Table 3: Existing Transit Service

Route	Description	Weekdays		Weekends	
		Operating Hours	Headway[1] (minutes)	Operating Hours	Headway[1] (minutes)
69W	Capitola/Cabrillo	6:37 AM – 10:35 PM	60	7:50 AM – 7:45 PM	20-30
69A	Capitola/Airport	6:20 AM – 7:05 PM	60	7:50 AM – 7:45 PM	20-30
71	Soquel/Freedom	5:40 AM – 12:45 AM	30	5:58 AM – 12:45 AM	40-65
91X	Cabrillo Express	5:55 AM – 5:17 PM	30-60	-	-
72	Green Valley - Hospital	6:45 AM – 6:40 PM	60	-	-
72W	Green Valley- Corralitos	-	-	9:25 AM – 6:27 PM	120
74S	PVHS/Hospital	7:00 AM – 8:02 AM 3:05 PM – 4:00 PM	-	-	-
75	Green Valley - Wheelock	5:15 AM – 7:15 PM	60	6:05 AM – 6:45 PM	70
79	East Lake/Crestview	7:25 AM – 6:00 PM	60	8:30 AM – 5:06 PM	240

Notes:
[1] Headways are defined as the time between transit vehicles on the same route.

Route 69W (Capitola/Cabrillo) operates between the Santa Cruz Metro Center to the Watsonville Transit Center. Route 69W operates on weekdays between 6:37 AM and 10:35 PM on 60-minute headways and on weekends between 7:50 AM and 7:45 PM on 20- to 30- minute headways. The route runs along Airport Boulevard, Freedom Boulevard, and Main Street in Watsonville. The nearest bus stop to the project site is the Watsonville Transit Center located at the intersection of Rodriguez Street and W. Lake Avenue.

Route 69A (Capitola/Airport) operates between the Santa Cruz Metro Center to the Watsonville Transit Center. Route 69A operates on weekdays between 6:20 AM and 7:05 PM on 60-minute headways and on weekends between 7:50 AM and 7:45 PM on 20- to 30- minute headways. The route runs along Main Street and Rodriguez Street in Watsonville. The nearest bus stop to the project site is the Watsonville Transit Center located at the intersection of Rodriguez Street and W Lake Avenue.

Route 71 (Soquel/Freedom) operates between Santa Cruz Metro Center to the Watsonville Transit Center. Route 71 operates on weekdays between 5:40 AM and 12:45 AM of the next day on 30-minutes headways, and on weekends between 5:58 AM and 12:45 AM of the next day on 40- to 65-minute headways. The route runs along Freedom Boulevard, Main Street, and Clifford Avenue in Watsonville. The nearest bus stop to the project site is the Watsonville Transit Center located at the intersection of Rodriguez Street and W Lake Avenue.

Route 91X (Cabrillo Express) operates between Santa Cruz Metro Center to the Watsonville Transit Center. On weekdays, Route 91X operates between 5:55 AM and 5:17 PM on 30- to 60-minute headways. There is no weekend service. The route runs along Main Street and Rodriguez Street in Watsonville. The nearest bus stop to the project site is the Watsonville Transit Center located at the intersection of Rodriguez Street and W Lake Avenue.

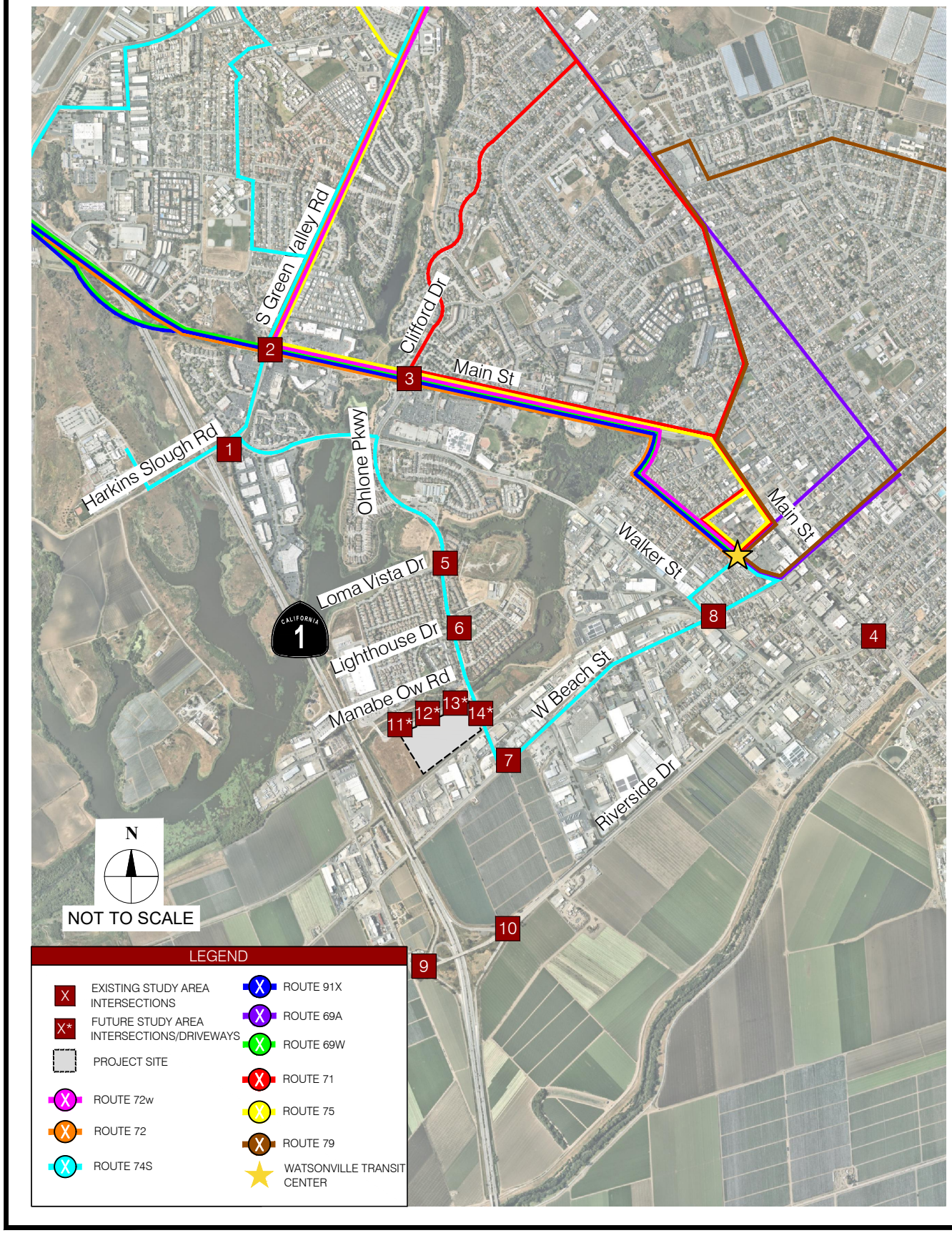
Route 72 (Green Valley - Hospital) operates on a loop to and from the Watsonville Transit Center. This route services the Watsonville Community Hospital. The route runs along Main Street, Green Valley Road, Airport Boulevard, Amesti Road, and Pioneer Road. On weekdays, Route 72 operates between 6:45 AM and 6:45 PM on 60-minute headways. There is no weekend service. The nearest bus stop to the project site is the Watsonville Transit Center located at the intersection of Rodriguez Street and W Lake Avenue.

Route 72W (Green Valley- Corralitos) operates between Browns Valley and Corralitos to the Watsonville Transit Center. There is no weekday service. On weekends, Route 72W operates between 9:25 AM and 6:27 PM on 120-minute headways. The nearest bus stop to the project site is the Watsonville Transit Center located at the intersection of Rodriguez Street and W Lake Avenue.

Route 74S (PVHS/Hospital) operates on a loop to and from the Watsonville Transit Center. This route services Pajaro High School and the Watsonville Community Hospital. On weekdays, Route 74S operates twice, one loop from 7:00 AM to 8:02 AM and one loop from 3:05 PM to 3:00 PM. The nearest bus stop to the project site is at the intersection of Ohlone Parkway and Bree Lane.

Route 75 (Green Valley - Wheelock) operates between the Watsonville Transit Center and Wheelock and Monte Vista Schools. On weekdays, Route 75 operates between 5:15 AM and 7:15 PM on 60-minute headways. On weekends, the route operates between 6:05 AM to 6:45 PM on 70 minute headways. The nearest bus stop to the project site is the Watsonville Transit Center located at the intersection of Rodriguez Street and W Lake Avenue.

Route 79 (East Lake/Crestview) operates on a loop to and from the Watsonville Transit Center. This route services Watsonville High School, East Lake Shopping Center, and Crestview Center. On weekdays, Route 79 operates between 7:25 AM and 6:00 PM on 60-minute headways. On weekends, the route operates between 8:30 AM and 5:06 PM. The nearest bus stop to the project site is the Watsonville Transit Center located at the intersection of Rodriguez Street and W Lake Avenue.



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FIGURE 8
TRANSIT FACILITIES

3. PROJECT DESCRIPTION

This chapter presents a description of the proposed site use, trip generation, trip distribution, and trip assignment.

PROPOSED SITE USE AND OPERATIONS

The proposed project consists of a 175,760 square-foot warehouse building. The proposed project would be located in the Manabe-Ow Business Park Specific Plan Area located in Watsonville, California. The Project site is located on the easternmost lot on the west side of Ohlone Parkway and to the south of Manabe Ow Road. The Project proposes three full access unsignalized driveways on Manabe Ow Road and one right-turn exit-only unsignalized driveway on Ohlone Parkway. The site plan for the Project is shown in **Figure 2**.

TRIP GENERATION

The Project's proposed trip generation was based on the equations for ITE Land Use 150 (Warehousing), from the Institute of Transportation Engineer's (ITE) publication, *Trip Generation Manual, 11th Edition*[1]. The manual is a standard reference used by jurisdictions throughout the country for the estimation of trip generation of proposed projects. A trip is defined in the *Trip Generation Manual* as a single or one-directional vehicle movement with either the origin or destination at the project site. In other words, a trip can be either "to" or "from" the site and therefore, a single visitor to a site is counted as two. A Passenger Car Equivalent (PCE) of 3.0 was used for trips associated with trucks.

For purposes of determining the worst-case deficiencies of traffic on the surrounding street network, the trips generated by a proposed project are estimated for the AM peak hour (between the hours of 7:00 AM and 9:00 AM), and for the PM peak hour (between 4:00 PM and 6:00 PM) on a typical weekday. The Project is expected to generate 526 daily PCE trips, 53 AM peak hour PCE trips (38 inbound and 15 outbound), and 58 PM peak hour PCE trips (17 inbound and 41 outbound).

Table 4 shows the anticipated daily traffic as well as AM and PM peak hour traffic generated by the proposed project.

[1] *Trip Generation Manual, 11th Edition*, Institute of Transportation Engineers, 2021.

Table 4: Project Trip Generation

ITE LU 150 – Warehousing							
Vehicle Type	Daily Rate/Eqn	AM Peak Hour			PM Peak Hour		
		In%	Out%	Rate/Eqn	In%	Out%	Rate/Eqn
Passenger Car	T=0.98 (x) +38.29	77%	23%	T=0.1(x) +23.62	28%	72%	T=0.09(x) +26.48
Truck	0.60	52%	48%	0.02	52%	48%	0.03
Vehicle Type	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Passenger Car	211	32	9	41	11	32	43
Truck	105	2	2	4	2	3	5
Total Vehicles	**316**	**34**	**11**	**45**	**13**	**35**	**48**
Passenger Car	211	32	9	41	11	32	43
Truck (PCE)	315	6	6	12	6	9	15
Total Vehicles (PCE)	**526**	**38**	**15**	**53**	**17**	**41**	**58**

ITE = Institute of Transportation Engineers
LU = Land Use
PCE= Passenger Car Equivalent; PCE = 3.0

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The Project's trip distribution was based on the County's travel demand model. A select zone analysis was completed for the Project site's traffic analysis zone (TAZ) to determine the Project's trip distribution. **Figure 9** shows the resulting project trip distribution assumed for the LOS analysis for the Existing Plus Project, Background Plus Project, and Cumulative Plus Project scenarios. The external trip distribution refers to the percentage of trips that are representative of the origins and destinations. These percentages total to 100 percent. The internal trip distributions shown refer to specific percentages within the roadway network to inform the reader. These internal trip distributions due not affect the 100 percent total for the external trip distribution.

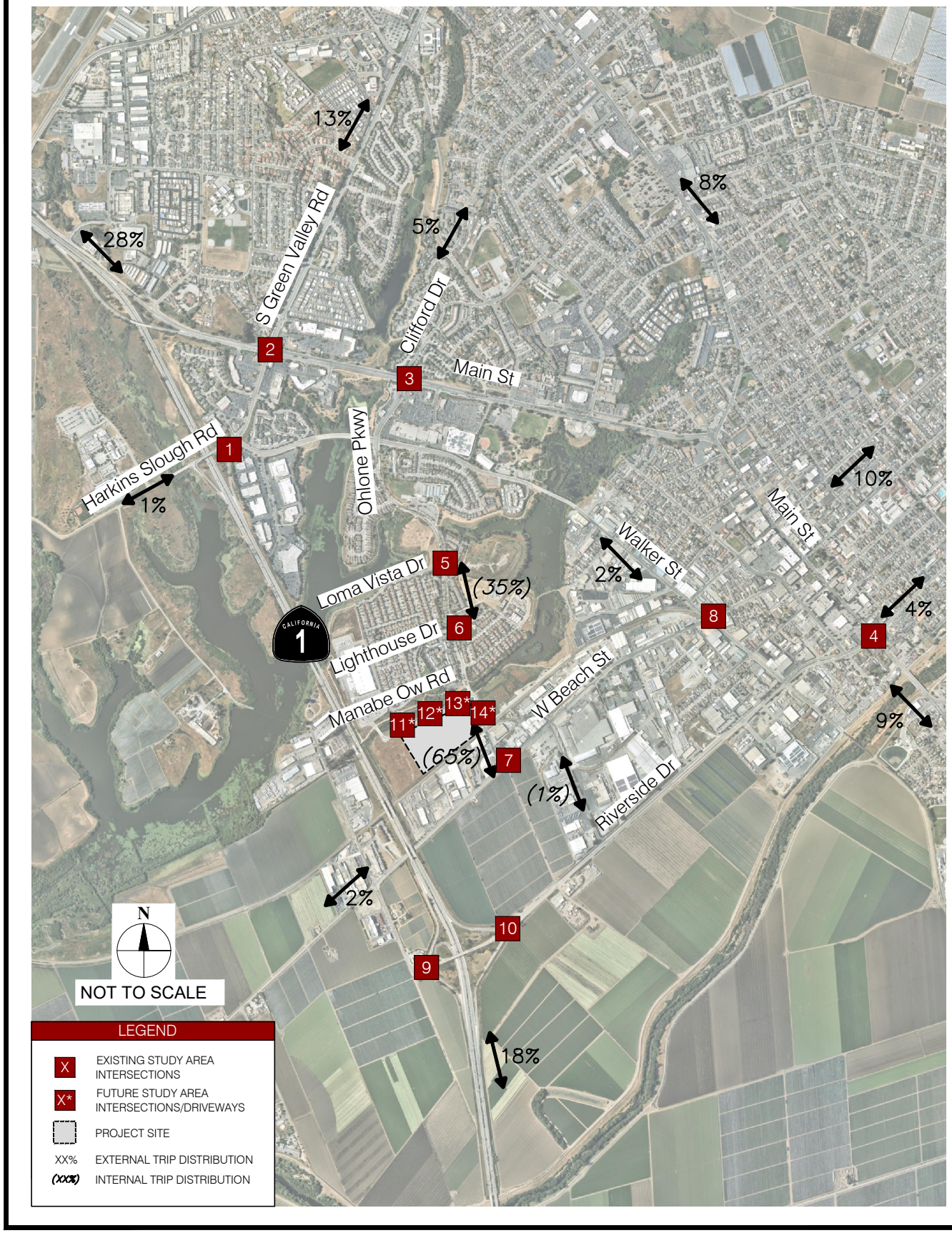
Based on the assumed trip distribution, the volumes generated by the project were assigned to the roadway network. Trip assignment to the project driveways was based on vehicle type for each respective driveway. It was assumed that trucks were assigned to Driveways 1 and 2, and passenger cars were assigned to Driveway 3. Right-turn exit-only trucks and passenger cars were assigned to Driveway 4. All trucks were assigned along the following truck routes:

- Riverside Drive along State Route 129 between Lee Road and Main Street
- West Beach Street between Walker Street to Lee Road
- Industrial Road in its entirety
- Walker Street between Riverside Drive (Highway 129) to Ford Street
- Kearney Street from Walker Street east to Gardner Court and west on Kearney Extension from Walker Street in its entirety
- Ford Street from Walker Street westerly in its entirety
- West Lake Avenue from Walker Street east to Gardner Court

- Harvest Drive in its entirety
- Lee Road between the northern City limit boundary and the southern City limit boundary
- Ohlone Parkway (between West Beach Street and Slough Road West)
- Slough Road West from Ohlone Parkway to its western limit and portion of Business Park Road North that is north of Slough Road West and within Assessor Parcel Numbers 018-711-24 and 018-711-28.

It is recommended that truck route signs be placed at the intersection of Manabe Ow Road and Ohlone Parkway to direct truck traffic towards West Beach Street. CA Ventures will also prepare a communication plan to ensure that truck drivers are aware of the established truck routes, with an emphasis on avoiding the segment on Ohlone Parkway between Harkins Slough Road and Manabe Ow Road. **Figure 3** shows the truck routes.

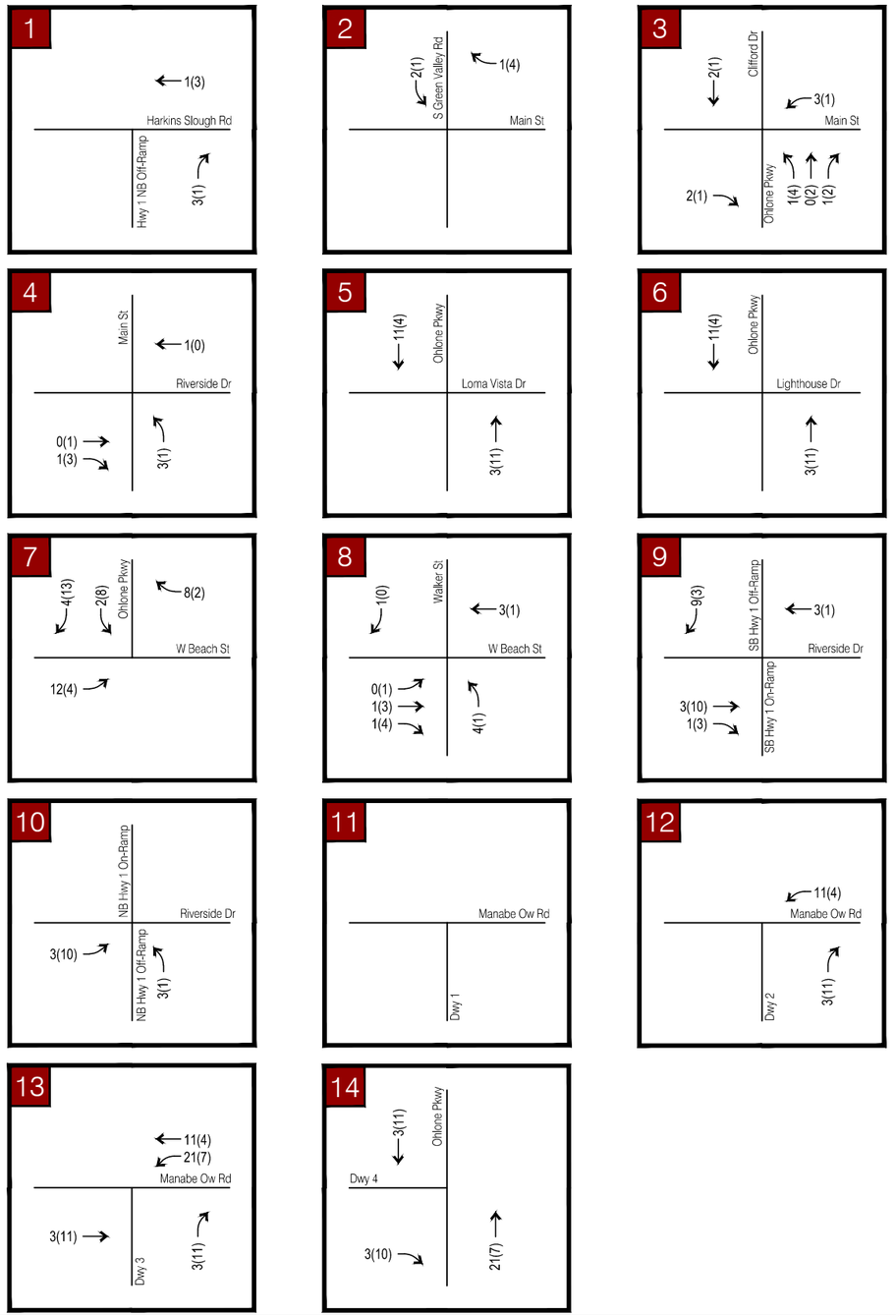
Figure 10 presents the project passenger car peak hour trip assignment. **Figure 11** presents the project truck peak hour trip assignment. **Figure 12** presents the total project peak hour trip assignment.



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FIGURE 9
PROJECT TRIP DISTRIBUTION





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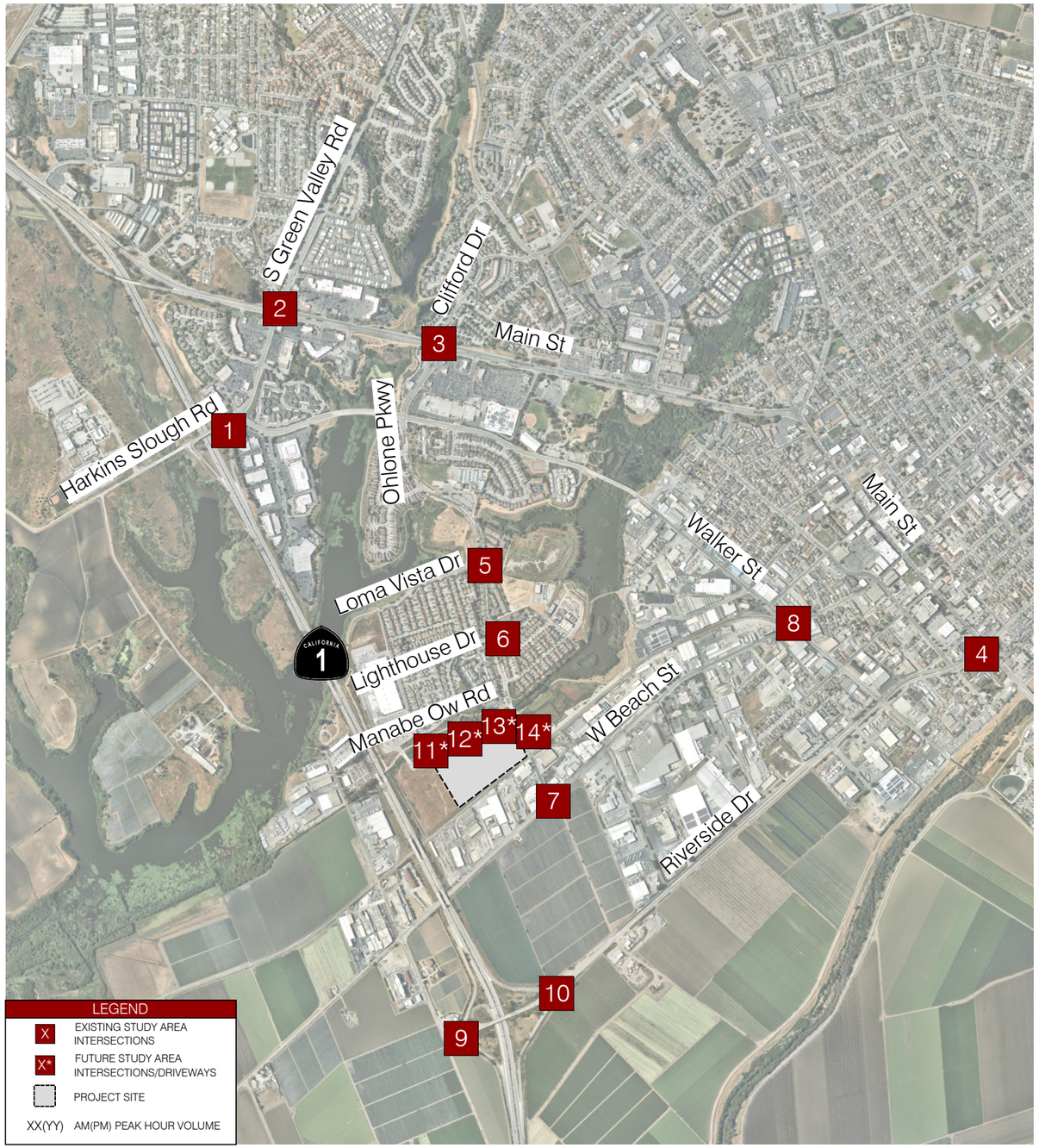
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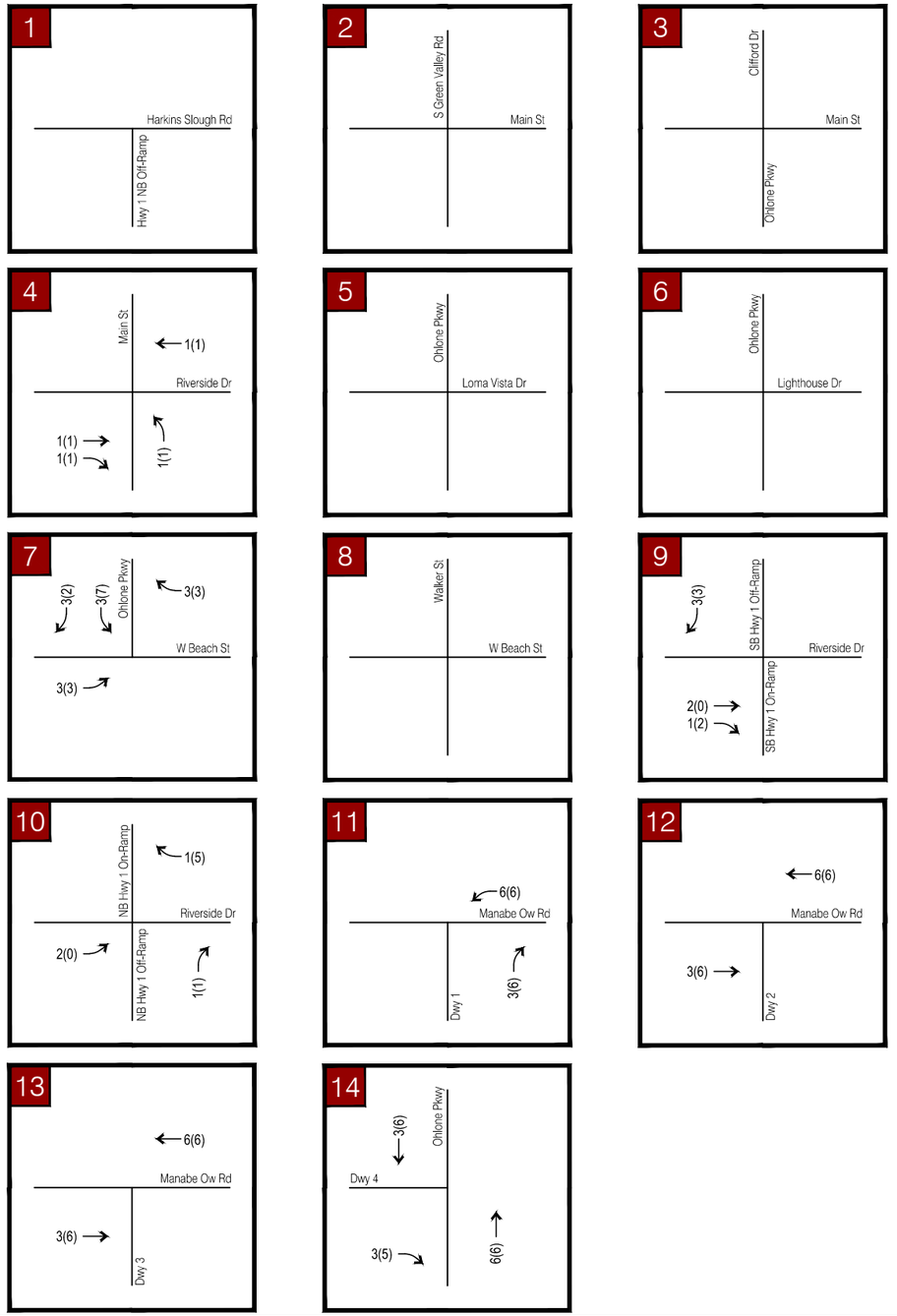
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FIGURE 10

PROJECT PASSENGER CAR PEAK HOUR TURNING MOVEMENT VOLUMES

Manabe Ow Road East Parcel - Warehousing Use TIS





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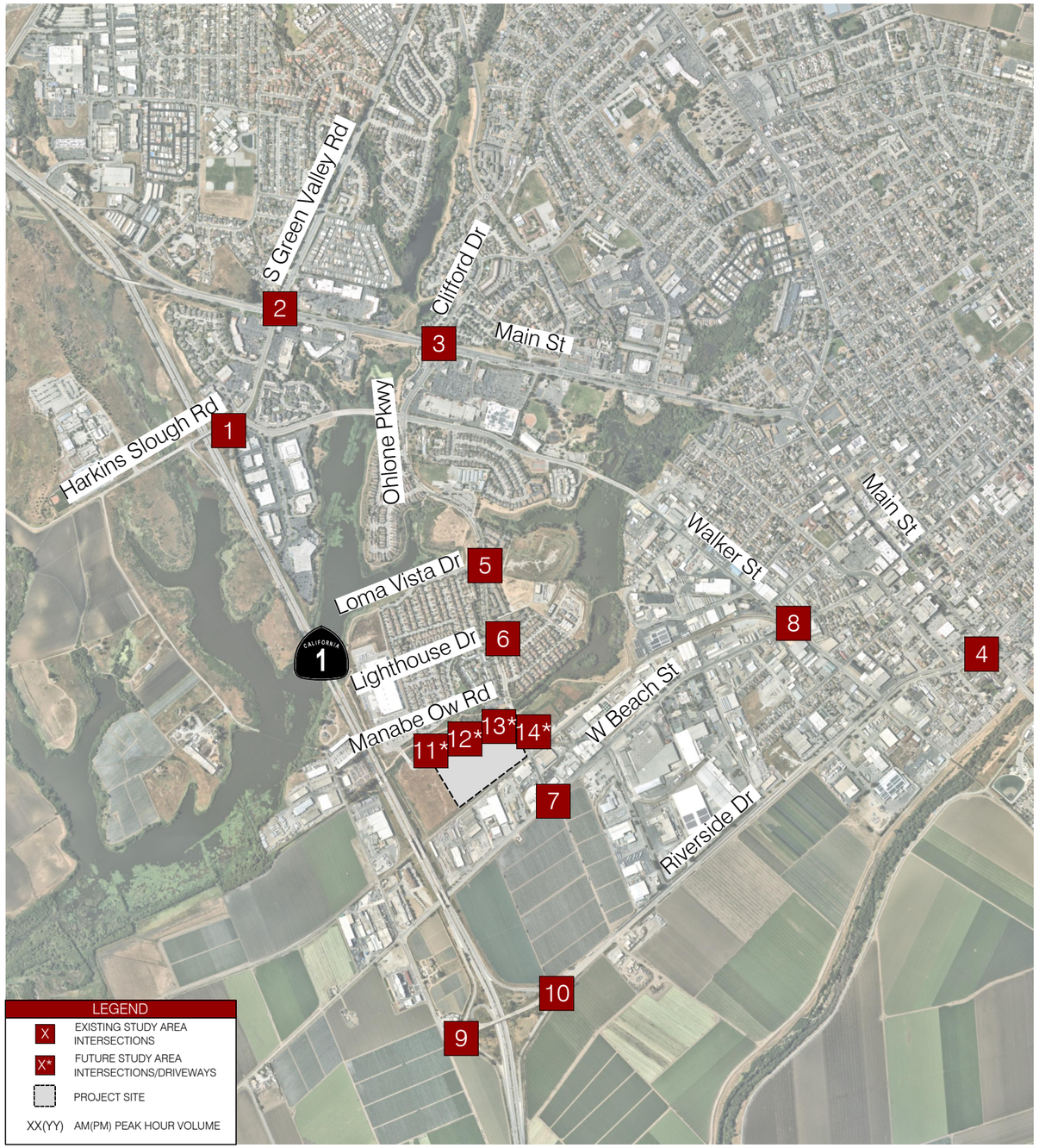
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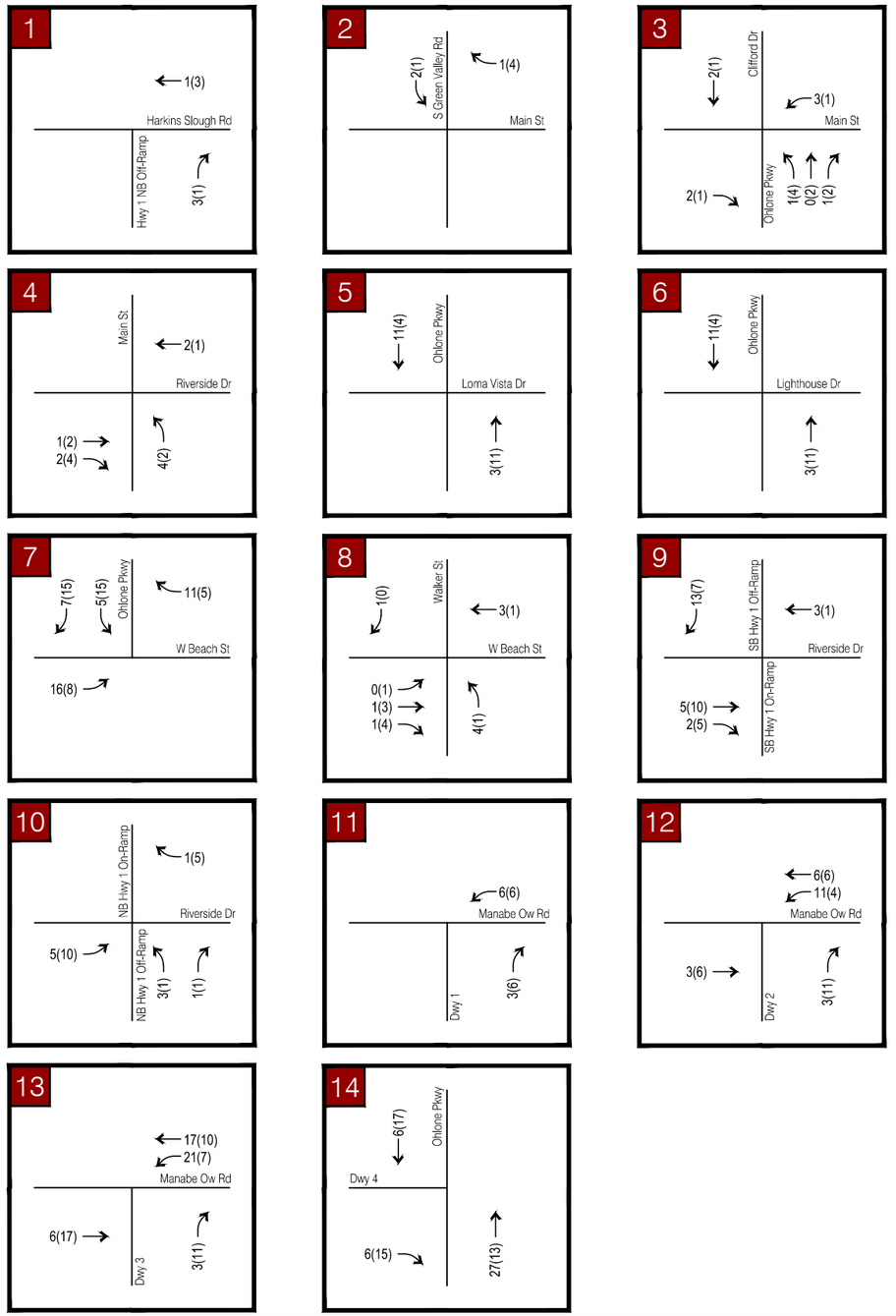
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FIGURE 11

PROJECT TRUCK PEAK HOUR TURNING MOVEMENT VOLUMES

Manabe Ow Road East Parcel - Warehousing Use TIS





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FIGURE 12

TOTAL PROJECT PEAK HOUR TURNING MOVEMENT VOLUMES

Manabe Ow Road East Parcel - Warehousing Use TIS

4. VEHICLE MILES TRAVELED (VMT)

This chapter summarizes the Project's VMT requirements.

VMT METHODOLOGY

The City of Watsonville has prepared Draft VMT analysis guidelines for determining VMT impacts. While the City of Watsonville has a VMT tool that can generally be used to determine the impact of a project, this requires a similar land use to be already constructed in the same TAZ of the Project. However, because no industrial uses were coded within the Project's TAZ (TAZ 1196), the Santa Cruz County Travel Demand Model was used for this analysis. It should be noted that although the FedEx facility exists within TAZ 1196, the travel demand model did not have any industrial jobs coded in TAZ 1196. For employment-based uses, the SCC Travel Demand Model is used as the principal tool to determine VMT while the City of Watsonville's draft VMT guidelines were used as the basis for the analysis methodology. The SCC TDM's base year was used for this analysis and is representative of 2019 conditions.

Per the City of Watsonville Draft VMT analysis guidelines, the threshold for employment-based VMT uses is set at 15 percent below the regional average. Note that for the purposes of this analysis, the region is defined as Santa Cruz County. During the time of analysis (November 2020), the City's VMT thresholds were not available yet. Therefore, the County's VMT threshold for industrial uses at that time was used. Therefore, if the project VMT were to exceed the 15 percent below the regional average VMT, this would be considered a significant transportation impact.

VMT ANALYSIS

To determine the amount of VMT associated with the project, first the number of jobs for the Project needed to be determined. As the SCC TDM only represents non-residential land uses as number of jobs, 60 employees for the Project were used based on applicant information.

In order to calculate the VMT per Employee produced by the Project, only home-based work trips attracted to the Project's TAZ were multiplied by each individual trip length to obtain the total home-based work VMT. The external VMT for the non-residential land uses was determined by multiplying the calibrated external trip distance by TAZ determined using big data (Teralytics[2]) by the total external-internal (X-I) home-based-work trips for that TAZ. The share of industrial employee VMT was then calculated by dividing the trips generated by industrial employees by the total trips generated by employees in the Project's TAZ. Thus, the total industrial home-base work VMT was calculated. The objective of the VMT analysis is to reduce VMT for commuting to work, returning home or using retail services within the neighborhood by encouraging alternative modes of travel such as walking, bicycling, transit or carpool. VMT analysis is not intended to evaluate how goods and products are shipped and moved in the marketplace. Even though one particular

[2] The Teralytics data is origin-destination data collected using cell phone towers to triangulate location for trips that either start or end in Santa Cruz County collected in October 2019. This data is collected by Teralytics and provided using a census tract to identify the trip's origin and destination. An excel spreadsheet that was used to calculate the initial trip distances has been provided to the City. These trips were aggregated by TAZ to determine a trip distance for model internal-external and external-internal trips. These distances were subsequently factored using only trips internal to Santa Cruz County. The final, factored trips were then multiplied by the respective external trips by TAZ to determine an external VMT that was then added to the VMT calculated using internal-internal trips.

project may generate a significant amount of truck trips, the number of truck trips and resulting VMT for an individual project, is incidental when compared to the total VMT generated by residential and office uses. Therefore, the VMT analysis did not account for truck trips.

As shown in **Table 5**, the Project produced 906 daily VMT. When combined with the number of jobs expected to be produced by the Project (60 jobs), the Project is estimated to produce 15.1 daily VMT per employee. Based on the regional threshold of 11.8 VMT per employee shown, the Project is expected to be in excess of the regional threshold.

Table 5: Total Project Vehicle Miles Traveled (VMT)

Land Use Type	Total VMT	VMT/Employee (Jobs: 60)	Regional Threshold
Warehouse	906	15.1	11.8

POTENTIAL REDUCTIONS TO PROJECT VMT

The project has prepared a transportation demand management (TDM) program to reduce the project's VMT. In addition, the project would pay into the City's VMT Bank Program to further reduce the project's VMT.

TDM Program

This program recommends TDM measures that would individually reduce the project's VMT and trips, with the goal of obtaining a 21.9 percent VMT reduction to make the Project's VMT significant impact less than significant with mitigation. It should be noted, however, that a maximum 15 percent VMT reduction can be achieved by the TDM program per the County's VMT guidelines. Therefore, this TDM program aims to achieve the maximum 15 percent VMT reduction, with the remaining 6.9 percent VMT reduction coming from the VMT Bank Program, as discussed after this section.

For the TDM program, the following TDM measures are being proposed:

1. Travel Behavior Change Program
2. Preferential Carpool Parking Spaces
3. Telecommuting
4. Alternative Work Schedule
5. Bike Share
6. Bicycle Parking in excess of Code and Showers/Changing Rooms
7. Pedestrian Network Improvements

Based on the proposed TDM measures, the project would be able to achieve the maximum 15 percent VMT reduction allowed per the County's VMT guidelines. It should be noted that based on the County's VMT guidelines, no distinction is noted as to whether a TDM reduction can be taken if the proposed TDM measure is fulfilling another requirement. Since a TDM measure is increasing the likelihood of alternative modes of transportation, whether it is required or not required by the City, a TDM reduction was taken.

VMT Bank Program

The Watsonville VMT Mitigation Banking Fee Program is a programmatic approach to respond to the need for feasible VMT mitigation programs. Programmatic approaches that rely on collectively funding larger infrastructure projects allow a development project to obtain an amount of mitigation commensurate with

their impact, include only a single payment without the complexity of ongoing management, and do not require on-going mitigation monitoring. Programmatic approaches can also provide a public benefit in terms of funding transportation improvements that would not otherwise be constructed, resulting in improvements to congestion, GHG emissions, increased transportation choices, and additional opportunities for active transportation.

The VMT Mitigation Banking Fee Program calculates the cost per VMT reduction as $1,524.21. Therefore, to achieve the 6.9 percent VMT reduction needed after implementation of the TDM program, the project would be responsible to pay $91,452.60. This is calculated as 6.9 percent being equivalent to a 1.0 VMT per employee reduction. Since there are 60 employees and each employee needs to reduce by 1.0 VMT at a cost of $1,524.21 per VMT the calculation is as follows:

VMT Banking Fee = 60 employees x 1.0 VMT per employee x $1,524.21 per VMT

Therefore, the combination of the TDM program and payment of the VMT Banking Fee Program would reduce the Project's VMT.

5. SUPPLEMENTAL TRAFFIC OPERATIONAL ANALYSIS

This chapter discusses the supplemental traffic operational analysis to determine the effects of the proposed project on the transportation system, including LOS and vehicle queuing analyses.

EXISTING (2021) CONDITIONS ANALYSIS

Existing (2021) conditions analysis is based on traffic counts (including a COVID-adjustment factor) shown in **Figure 4** as well as existing roadway geometry, and traffic controls, shown in **Figure 3**, as of October 2021. **Table 6** displays the intersection LOS analysis results under Existing (2021) Conditions. All study intersections function within acceptable LOS standards under this analysis scenario, except for the following intersections:

- #3 – Main Street/Ohlone Parkway (PM peak hour)
- #8 – Walker Street/W Beach Street (PM peak hour)
- #10 – NB Highway 1 ramps/W Riverside Drive (AM and PM peak hours)

Appendix B contains the intersection LOS calculation worksheets.

Table 6: Existing (2021) Peak Hour Level of Service Summary

#	Intersection	LOS Criteria	Jurisdiction	Control[1]	Existing			
					AM Peak		PM Peak	
					LOS	Delay[2] (sec)	LOS	Delay[2] (sec)
1	Harkins Slough Road/NB Hwy 1 off-ramp	D	Caltrans	SSSC	B	10.5	A	7.2
					D	33.9	B	14.1
2	Main Street/S Green Valley Road	D	Caltrans	Signal	D	49.1	D	51.7
3	Main Street/Ohlone Parkway	D	Caltrans	Signal	D	51.0	**E**	**60.4**
4	Main Street/E Riverside Drive	D	Caltrans	Signal	D	38.8	D	45.8
5	Ohlone Parkway/Loma Vista Way	D	City	SSSC	A	3.8	A	2.0
					C	21.2	C	16.4
6	Ohlone Parkway/Lighthouse Drive	D	City	SSSC	A	4.7	A	4.0
					C	15.3	C	16.5
7	Ohlone Parkway/W Beach Street	D	City	Signal	B	14.3	B	12.6
8	Walker Street/W Beach Street	D	City	AWSC	C	19.6	**E**	**36.3**
9	SB Hwy 1 ramps/W Riverside Drive	D	Caltrans	SSSC	B	14.2	C	15.0
					C	24.4	D	27.7
10	NB Hwy 1 ramps/W Riverside Drive	D	Caltrans	SSSC	A	8.0	A	4.2
					E	**46.2**	**F**	**50.3**
11	Manabe Ow Road/Driveway 1	D	City	SSSC	Future Intersection			
12	Manabe Ow Road/Driveway 2	D	City	SSSC	Future Intersection			
13	Manabe Ow Road/Driveway 3	D	City	SSSC	Future Intersection			
14	Ohlone Parkway/Driveway 4	D	City	SSSC	Future Intersection			

Note: Intersections that are operating below acceptable levels are shown in **BOLD**.

1 SSSC = Side Street Stop Control; AWSC = All Way Stop Control

2 The average control delay is reported for signalized and AWSC intersections. The average control delay and the delay for the worst movement is reported for SSSC intersections.

BACKGROUND CONDITIONS ANALYSIS

Background Conditions analysis is based on traffic volumes from approved projects or projects currently under construction and added to existing volumes. The traffic volumes from pending and approved projects were based on the traffic studies if available. If unavailable, ITE trip generation and trip distribution from studies with similar land uses were used to estimate traffic volumes. Trip estimates and assignments were completed by Kimley-Horn. It should be noted that the adjacent warehousing distribution center at 200 Manabe Ow Road is one of the pending projects included in this scenario. It was assumed that the signal timings would be optimized due to the ambient volume growth; therefore, some of the signalized intersections show a decrease in delay from the Existing scenario. **Figure 13** shows the location of all pending and approved projects, as provided by the City. **Figure 14** shows the volumes generated from the pending and approved projects. Background volumes are shown in **Figure 15**. Existing roadway geometry, and traffic controls, shown in **Figure 3**, were assumed for Background Conditions since the City mentioned no roadway improvements that would change the existing lane geometries. **Table 7** displays the intersection LOS analysis results under Background Conditions. All study intersections function within acceptable LOS standards under this analysis scenario, except for the following intersections:

- #1 – Harkins Slough Road/NB Highway 1 off-ramp (AM peak hour)
- #8 – Walker Street/W Beach Street (PM peak hour)
- #10 – NB Highway 1 ramps/W Riverside Drive (AM and PM peak hours)

Appendix B contains the intersection LOS calculation worksheets.

BACKGROUND PLUS PROJECT CONDITIONS ANALYSIS

LANE GEOMETRY AND CONTROL

Background Plus Project conditions assumed existing lane geometry as illustrated in **Figure 3**. The City mentioned no roadway improvements that would change the existing lane geometries.

TRAFFIC VOLUMES

Background Plus Project volumes were determined by adding the total project traffic to the Background Conditions volume. Background Plus Project peak hour volumes are shown in **Figure 16**.

INTERSECTION LEVEL OF SERVICE

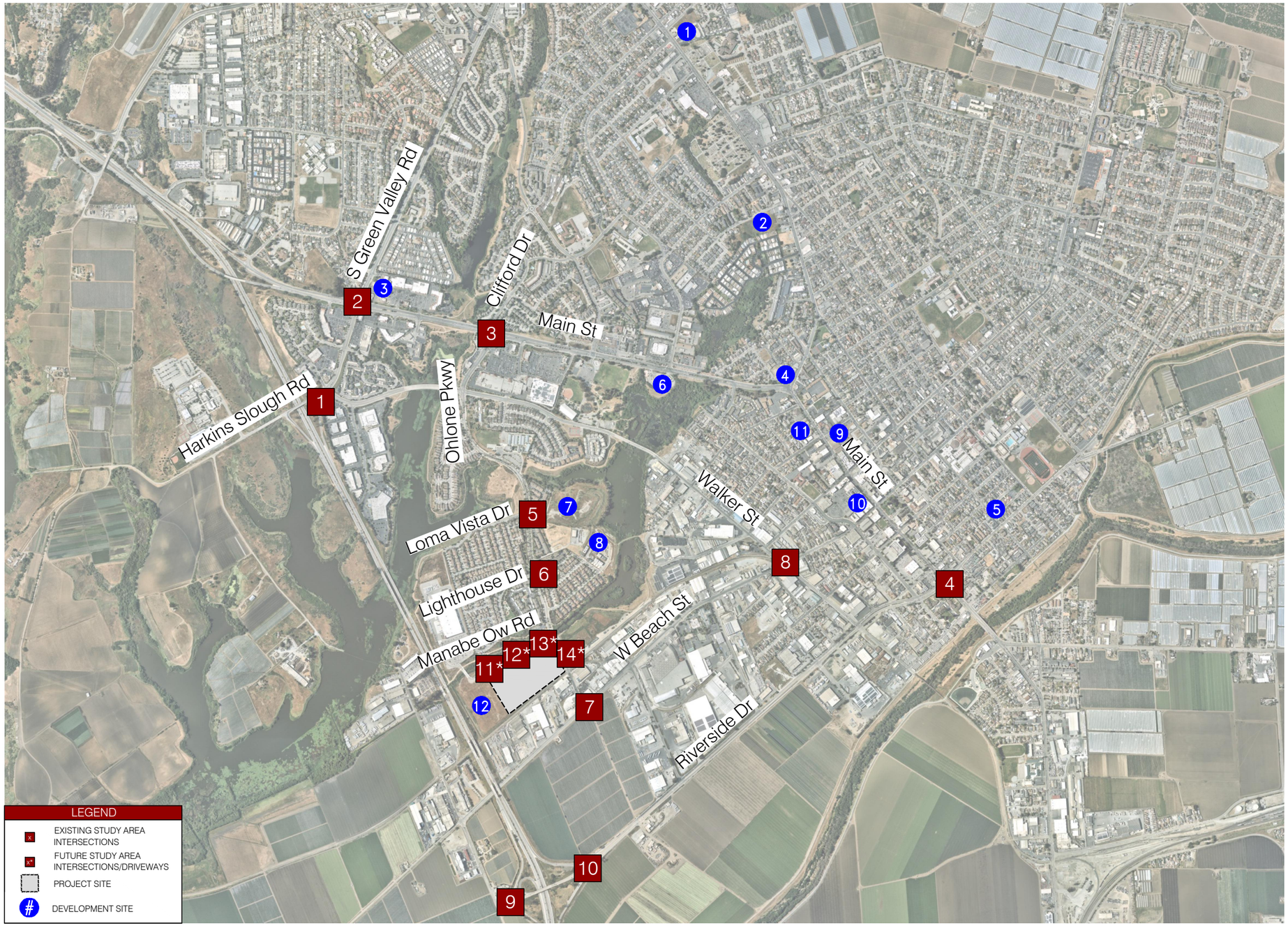
Table 7 displays the intersection LOS analysis results under Background Plus Project Conditions. Traffic operations were evaluated at the study intersections under Background conditions Plus traffic generated by the project. The following intersections operate unacceptably, but are not considered a project deficiency because the project adds fewer than five (5) seconds of delay:

- #1 – Harkins Slough Road/NB Highway 1 off-ramp (AM peak hour)
- #8 – Walker Street/W Beach Street (PM peak hour)

The following intersection operates unacceptably without the project and the increase in delay is more than five (5) seconds. Therefore, it is considered a project deficiency:

- #10 – NB Highway 1 ramps/W Riverside Drive (AM and PM peak hours)

Appendix B contains the intersection LOS calculation worksheets.



APPROVED DEVELOPMENTS

1. 1482 FREEDOM BOUELVARD
2. 139–161 MILES LANE
3. 1992 MAIN STREET
4. 1 WESTERN DRIVE
5. 230 RIVERSIDE DRIVE
6. 975 MAIN STREET
7. 525 ERRINGTON ROAD
8. 1759 SANTA VICTORIA AVENUE
9. 558 MAIN STREET
10. 407 MAIN STREET
11. 625 MAIN STREET
12. 200 MANABE OW

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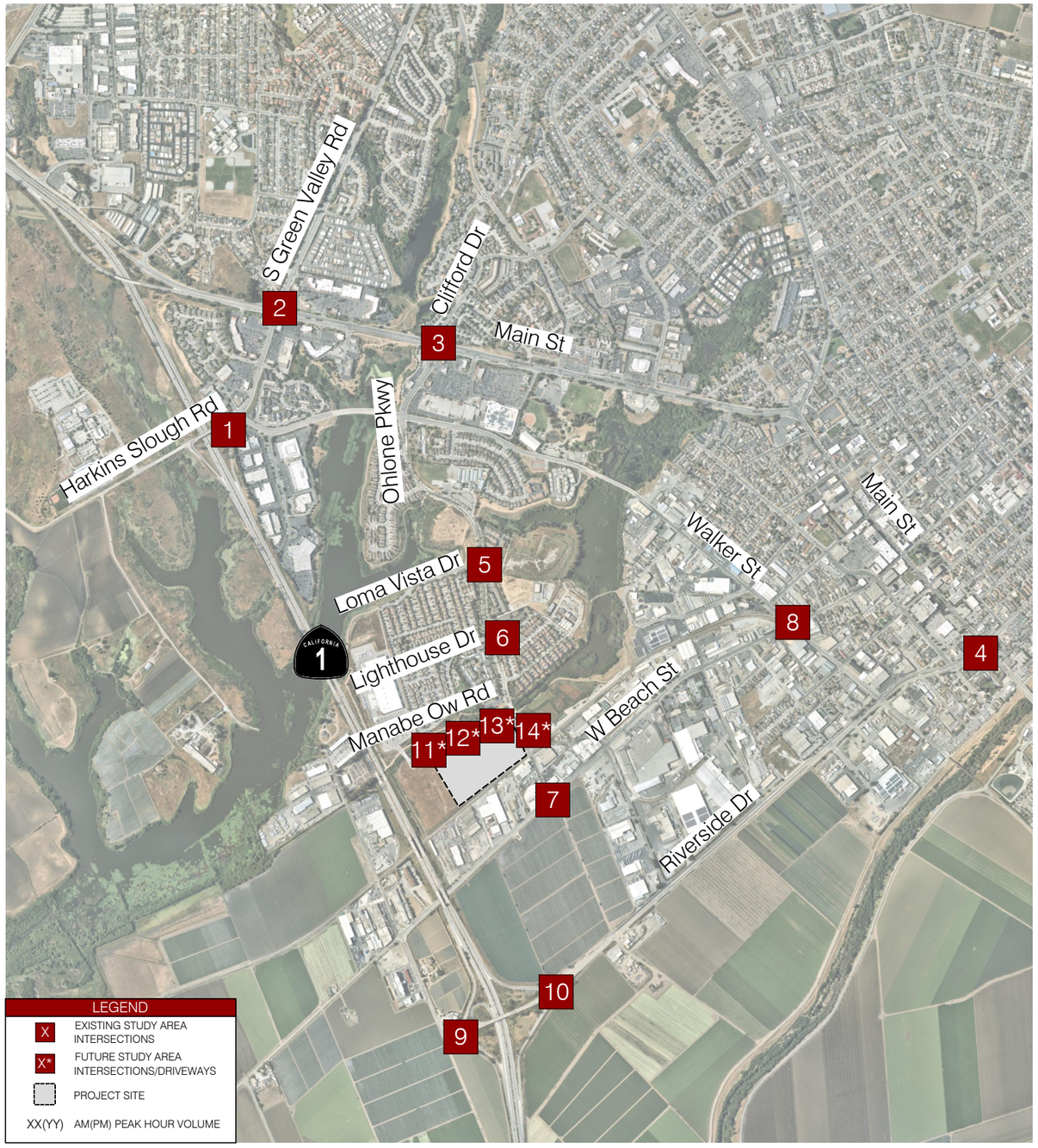
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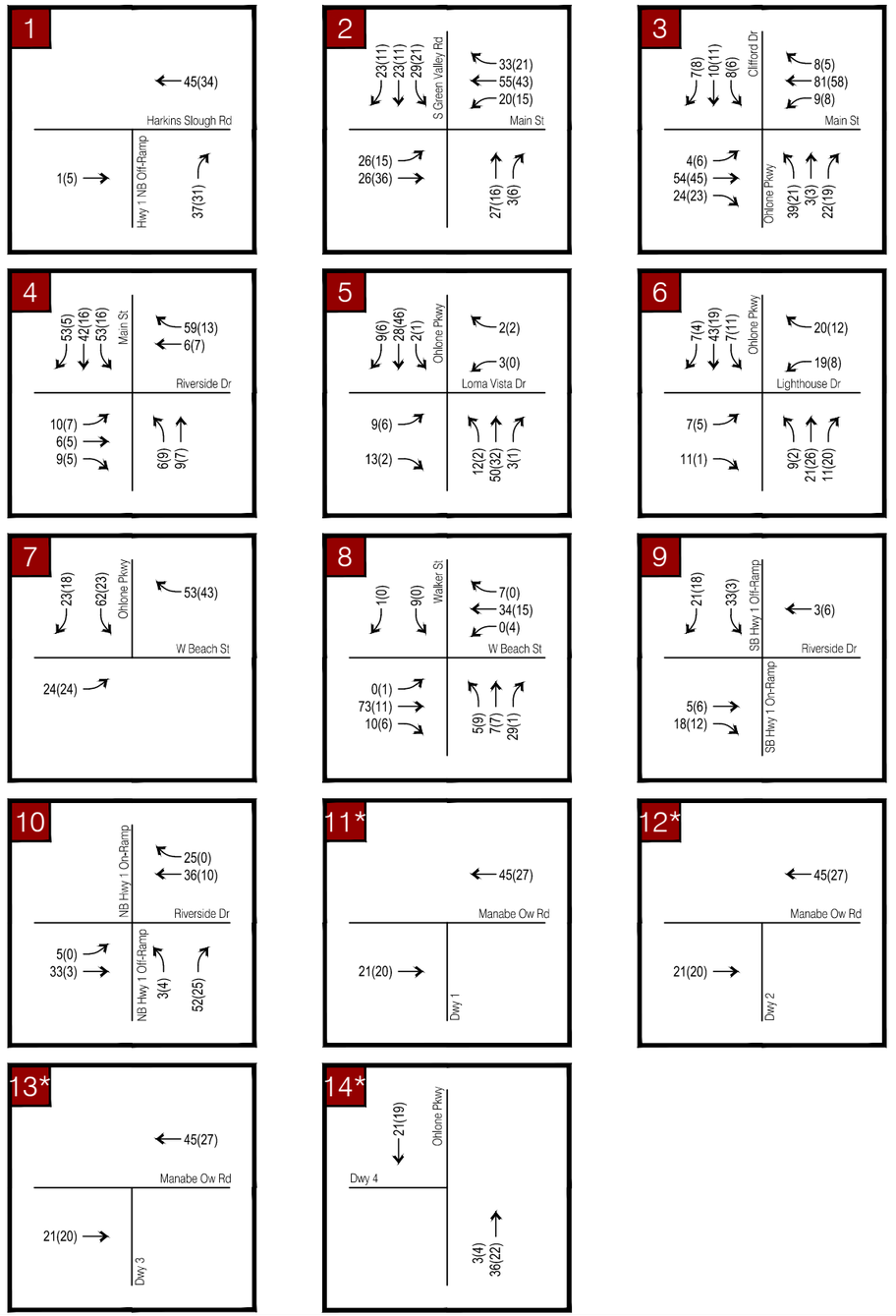
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FIGURE 13
PENDING AND APPROVED PROJECT LOCATIONS

Manabe Ow Road East Parcel - Warehousing Use TIS





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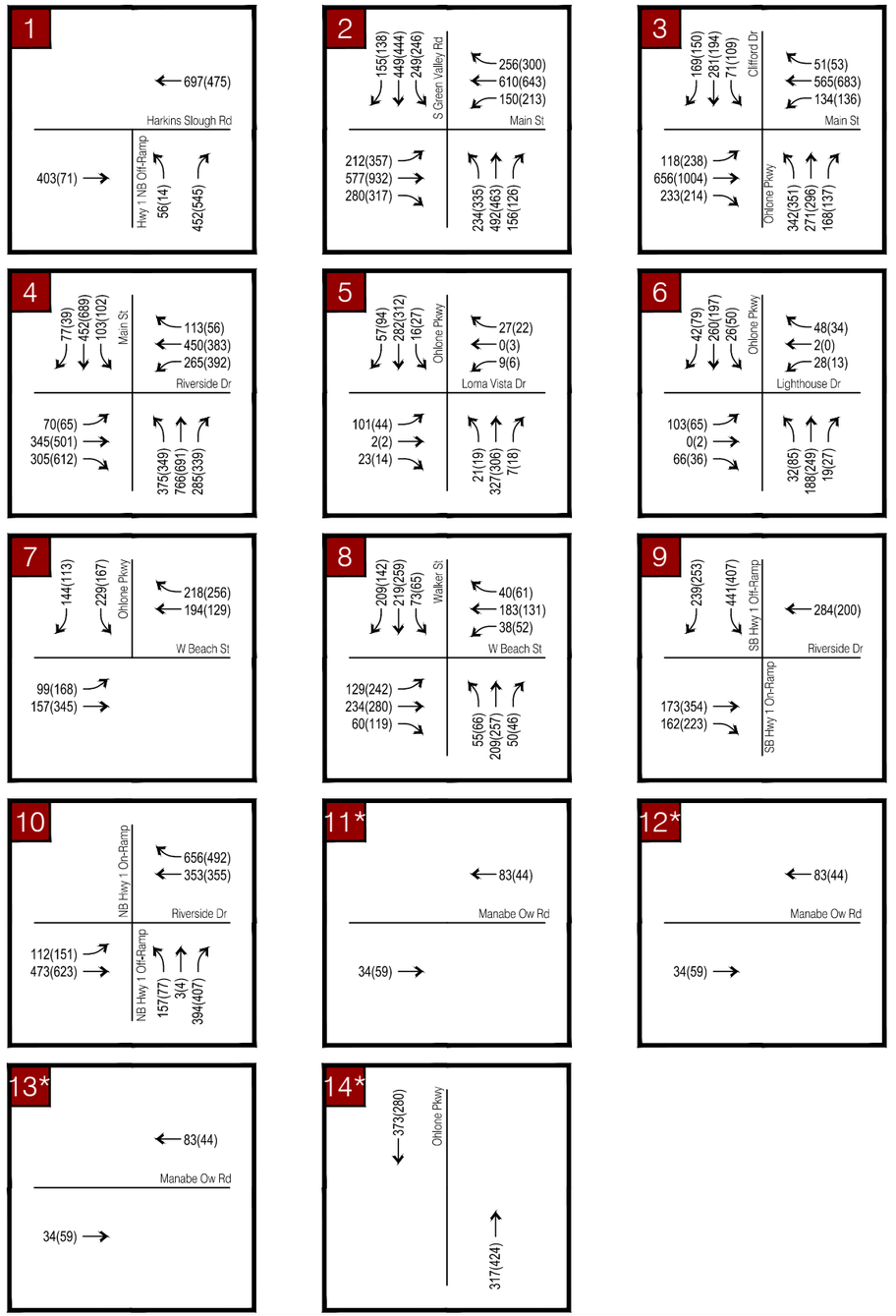
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FIGURE 14

PENDING AND APPROVED PROJECT PEAK HOUR TURNING MOVEMENT VOLUMES

Manabe Ow Road East Parcel - Warehousing Use TIS





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FIGURE 15

BACKGROUND PEAK HOUR TURNING MOVEMENT VOLUMES

Manabe Ow Road East Parcel - Warehousing Use TIS

Table 7: Background and Background Plus Project Level of Service Summary

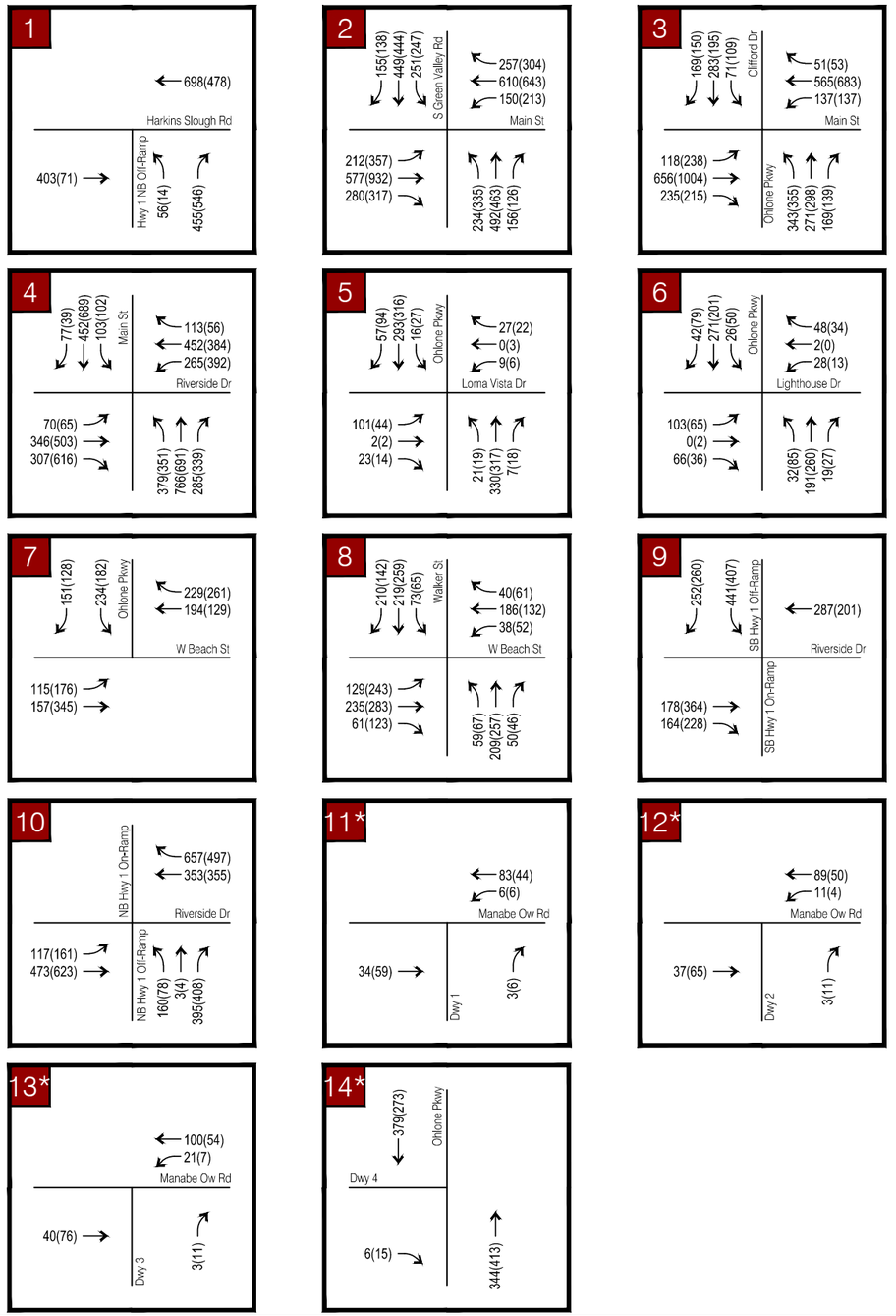
#	Intersection	LOS Criteria	Jurisdiction	Control[1]	Background				Background Plus Project					
					AM Peak		PM Peak		AM Peak			PM Peak		
					LOS	Delay[2] (sec)	LOS	Delay[2] (sec)	LOS	Delay[2] (sec)	Delay Var (sec)	LOS	Delay[2] (sec)	Delay Var (sec)
1	Harkins Slough Road/NB Hwy 1 off-ramp	D	Caltrans	SSSC	B	13.6	A	7.7	B	13.9	0.3	A	7.7	0.0
					E	**42.9**	C	15.2	**E**	**43.7**	**0.8**	C	15.2	0.0
2	Main Street/S Green Valley Road	D	Caltrans	Signal	D	51.1	D	54.1	D	51.1	0.0	D	54.2	0.1
3	Main Street/Ohlone Parkway	D	Caltrans	Signal	D	54.1	**E**	**66.2**	D	54.5	0.4	**E**	**66.2**	**0.0**
4	Main Street/E Riverside Drive	D	Caltrans	Signal	D	40.9	D	46.7	D	41.2	0.3	D	46.8	0.1
5	Ohlone Parkway/Loma Vista Way	D	City	SSSC	A	5.0	A	2.2	A	5.0	0.0	A	2.2	0.0
					D	27.8	C	18.9	D	28.7	0.9	C	19.3	0.4
6	Ohlone Parkway/Lighthouse Drive	D	City	SSSC	A	6.0	A	4.5	A	6.0	0.0	A	4.5	0.0
					C	19.4	C	19.9	C	19.9	0.5	C	20.4	0.5
7	Ohlone Parkway/W Beach Street	D	City	Signal	B	16.0	B	13.7	B	16.8	0.8	B	14.3	0.6
8	Walker Street/W Beach Street	D	City	AWSC	D	28.4	**E**	**43.9**	D	29.2	0.8	**E**	**44.5**	**0.6**
9	SB Hwy 1 ramps/W Riverside Drive	D	Caltrans	SSSC	C	17.7	C	15.8	C	18.1	0.4	C	16.4	0.6
					D	29.6	D	29.1	D	30.3	0.7	D	30.2	1.1
10	NB Hwy 1 ramps/W Riverside Drive	D	Caltrans	SSSC	B	10.2	A	4.9	B	11.2	1.0	A	5.4	0.5
					F	**64.3**	**F**	**57.5**	**F**	**69.9**	**5.6**	**F**	**62.8**	**5.3**
11	Manabe Ow Road/Driveway 1	D	City	SSSC	Future Intersection				A	0.6	-	A	0.8	-
									A	8.5	-	A	8.6	-
12	Manabe Ow Road/Driveway 2	D	City	SSSC	Future Intersection				A	0.8	-	A	0.9	-
									A	8.5	-	A	8.7	-
13	Manabe Ow Road/Driveway 3	D	City	SSSC	Future Intersection				A	1.1	-	A	1.0	-
									A	8.5	-	A	8.7	-
14	Ohlone Parkway/Driveway 4	D	City	SSSC	Future Intersection				A	0.1	-	A	0.2	-
									B	10.7	-	B	10.0	-

Note: Intersections that are operating below acceptable levels are shown in **BOLD**. Project caused deficiencies are shaded.

1 SSSC = Side Street Stop Control; AWSC = All Way Stop Control

2 The average control delay is reported for signalized and AWSC intersections. The average control delay and the delay for the worst movement is reported for SSSC intersections.





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FIGURE 16

BACKGROUND PLUS PROJECT PEAK HOUR TURNING MOVEMENT VOLUMES

Manabe Ow Road East Parcel - Warehousing Use TIS

CUMULATIVE (2040) CONDITIONS ANALYSIS

The Cumulative scenario represents the study area in the year 2040.

LANE GEOMETRY AND CONTROL

Cumulative (2040) conditions are assumed to be the same as Existing (2021) conditions since no roadway improvements were identified by the City at the study intersections. **Figure 3** illustrates the intersection geometry and traffic control assumed for the Cumulative (2040) analysis since the City mentioned no roadway improvements that would change the existing lane geometries. It was assumed that the signal timings would be optimized due to the ambient volume growth; therefore, some of the signalized intersections show a decrease in delay from the Existing scenario.

TRAFFIC VOLUMES

To account for future development and growth within the County, the Cumulative (2040) traffic volumes were developed by determining a growth rate from the Santa Cruz County Travel Demand Model. Existing and future year model outputs were generated for the roadway links in the study area. These link volumes were then used to determine an annual growth rate that was applied to the Existing (2021) volumes. The volumes were reviewed to ensure that there would be no decrease in volumes from Existing or Background to the Cumulative year. For locations where the volumes would decrease, they were conservatively assumed to equal the Existing volume and rounded up to the nearest 10 vehicles. In addition, the pending adjacent warehousing distribution center project at 200 Manabe Ow Road was manually added to the Cumulative scenario. Cumulative (2040) peak hour volumes are presented in **Figure 17.**

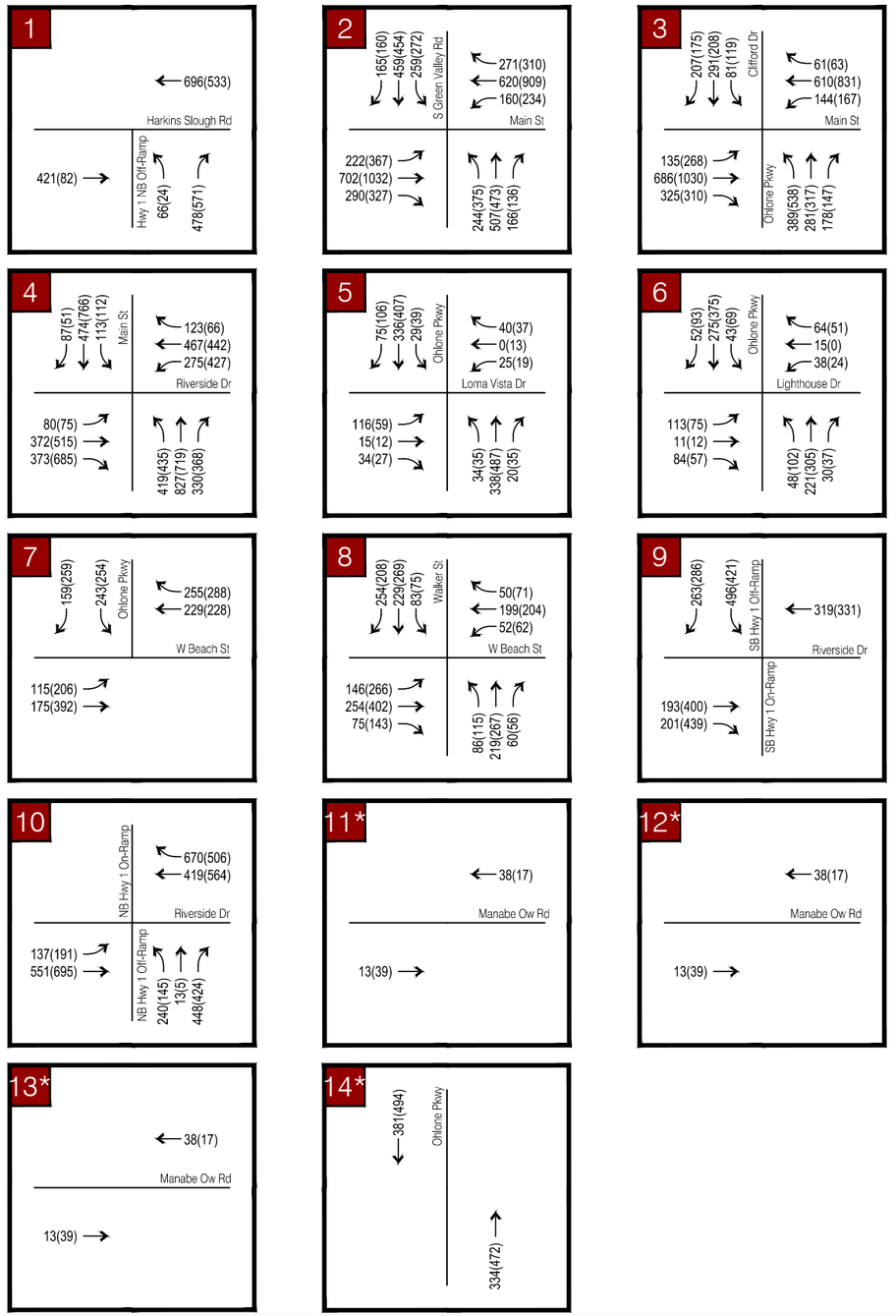
INTERSECTION LEVEL OF SERVICE

Table 8 displays the intersection LOS analysis results under Cumulative (2040) Conditions. All study intersections function within acceptable LOS standards under this analysis scenario, except for the following intersections:

- #1 – Harkins Slough Road/NB Highway 1 off-ramp (AM peak hour)
- #2 – Main Street/S Green Valley Road (PM peak hour)
- #3 – Main Street/Ohlone Parkway (PM peak hour)
- #4 – Main Street/Riverside Drive (PM peak hour)
- #5 – Ohlone Parkway/Loma Vista Way (AM and PM peak hours)
- #6 – Ohlone Parkway/Lighthouse Drive (PM peak hour)
- #8 – Walker Street/W Beach Street (AM and PM peak hours)
- #9 – SB Highway 1 ramps/W Riverside Drive (AM and PM peak hours)
- #10 – NB Highway 1 ramps/W Riverside Drive (AM and PM peak hours)

Appendix B contains the intersection LOS calculation worksheets.





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FIGURE 17

CUMULATIVE (2040) PEAK HOUR TURNING MOVEMENT VOLUMES

Manabe Ow Road East Parcel - Warehousing Use TIS

Table 8: Cumulative and Cumulative Plus Project Level of Service Summary

#	Intersection	LOS Criteria	Jurisdiction	Control[1]	Cumulative				Cumulative Plus Project					
					AM Peak		PM Peak		AM Peak			PM Peak		
					LOS	Delay[2] (sec)	LOS	Delay[2] (sec)	LOS	Delay[2] (sec)	Delay Var (sec)	LOS	Delay[2] (sec)	Delay Var (sec)
1	Harkins Slough Road/NB Hwy 1 off-ramp	D	Caltrans	SSSC	C	18.9	A	8.1	C	19.4	0.5	A	8.1	0.0
					F	**57.7**	C	16.4	**F**	**59.0**	**1.3**	C	16.4	0.0
2	Main Street/S Green Valley Road	D	Caltrans	Signal	D	54.8	**E**	**74.7**	D	54.8	0.0	**E**	**74.9**	**0.2**
3	Main Street/Ohlone Parkway	D	Caltrans	Signal	D	58.6	**E**	**72.1**	**E**	**59.0**	**0.4**	**E**	**72.2**	**0.1**
4	Main Street/E Riverside Drive	D	Caltrans	Signal	D	45.9	**E**	**61.7**	D	46.4	0.5	**E**	**62.1**	**0.4**
5	Ohlone Parkway/Loma Vista Way	D	City	SSSC	B	11.1	A	6.1	B	11.6	0.5	A	6.3	0.2
					F	**60.1**	**F**	**51.9**	**F**	**64.2**	**4.1**	**F**	**54.8**	**2.9**
6	Ohlone Parkway/Lighthouse Drive	D	City	SSSC	B	10.0	A	8.2	B	10.3	0.3	A	8.4	0.2
					D	31.8	**E**	**44.3**	D	33.5	1.7	**E**	**46.6**	**2.3**
7	Ohlone Parkway/W Beach Street	D	City	Signal	B	17.5	C	24.8	B	18.5	1.0	C	28.7	3.9
8	Walker Street/W Beach Street	D	City	AWSC	**E**	**49.1**	**F**	**115.2**	**F**	**51.2**	**2.1**	**F**	**118.3**	**3.1**
9	SB Hwy 1 ramps/W Riverside Drive	D	Caltrans	SSSC	D	33.7	D	34.9	D	34.6	0.9	**E**	**36.4**	**1.5**
					F	**56.4**	**F**	**71.0**	**F**	**57.9**	**1.6**	**F**	**74.3**	**3.3**
10	NB Hwy 1 ramps/W Riverside Drive	D	Caltrans	SSSC	**F**	**72.9**	**F**	**53.4**	**F**	**77.8**	**4.9**	**F**	**58.6**	**5.2**
					F	**387.2**	**F**	**556.9**	**F**	**411.1**	**23.9**	**F**	**612.5**	**55.6**
11	Manabe Ow Road/Driveway 1	D	City	SSSC	Future Intersection				A	0.6	-	A	0.8	-
									A	8.5	-	A	8.6	-
12	Manabe Ow Road/Driveway 2	D	City	SSSC	Future Intersection				A	0.8	-	A	0.9	-
									A	8.5	-	A	8.7	-
13	Manabe Ow Road/Driveway 3	D	City	SSSC	Future Intersection				A	1.1	-	A	1.0	-
									A	8.5	-	A	8.7	-
14	Ohlone Parkway/Driveway 4	D	City	SSSC	Future Intersection				A	0.1	-	A	0.2	-
									B	10.9	-	B	12.2	-

Note: Intersections that are operating below acceptable levels are shown in **BOLD**. Project caused deficiencies are shaded.

1 SSSC = Side Street Stop Control; AWSC = All Way Stop Control

2 The average control delay is reported for signalized and AWSC intersections. The average control delay and the delay for the worst movement is reported for SSSC intersections.

CUMULATIVE (2040) PLUS PROJECT CONDITIONS ANALYSIS

LANE GEOMETRY AND CONTROL

The Cumulative (2040) Plus Project conditions assumed existing lane geometry as illustrated in **Figure 3**. The City mentioned no roadway improvements that would change the existing lane geometries.

TRAFFIC VOLUMES

Cumulative Plus Project volumes were determined by adding the total project traffic to the Cumulative Conditions volume. Cumulative Plus Project peak hour volumes are shown in **Figure 18**.

INTERSECTION LEVEL OF SERVICE

Table 8 displays the intersection LOS analysis results under Cumulative (2040) Plus Project Conditions. Intersections operating unacceptably are not considered a project deficiency if the intersection is operating unacceptably without the project and the project increases the delay by less than five (5) seconds. The following intersections operate unacceptably, but each are not considered a project deficiency because the project adds fewer than five (5) seconds of delay:

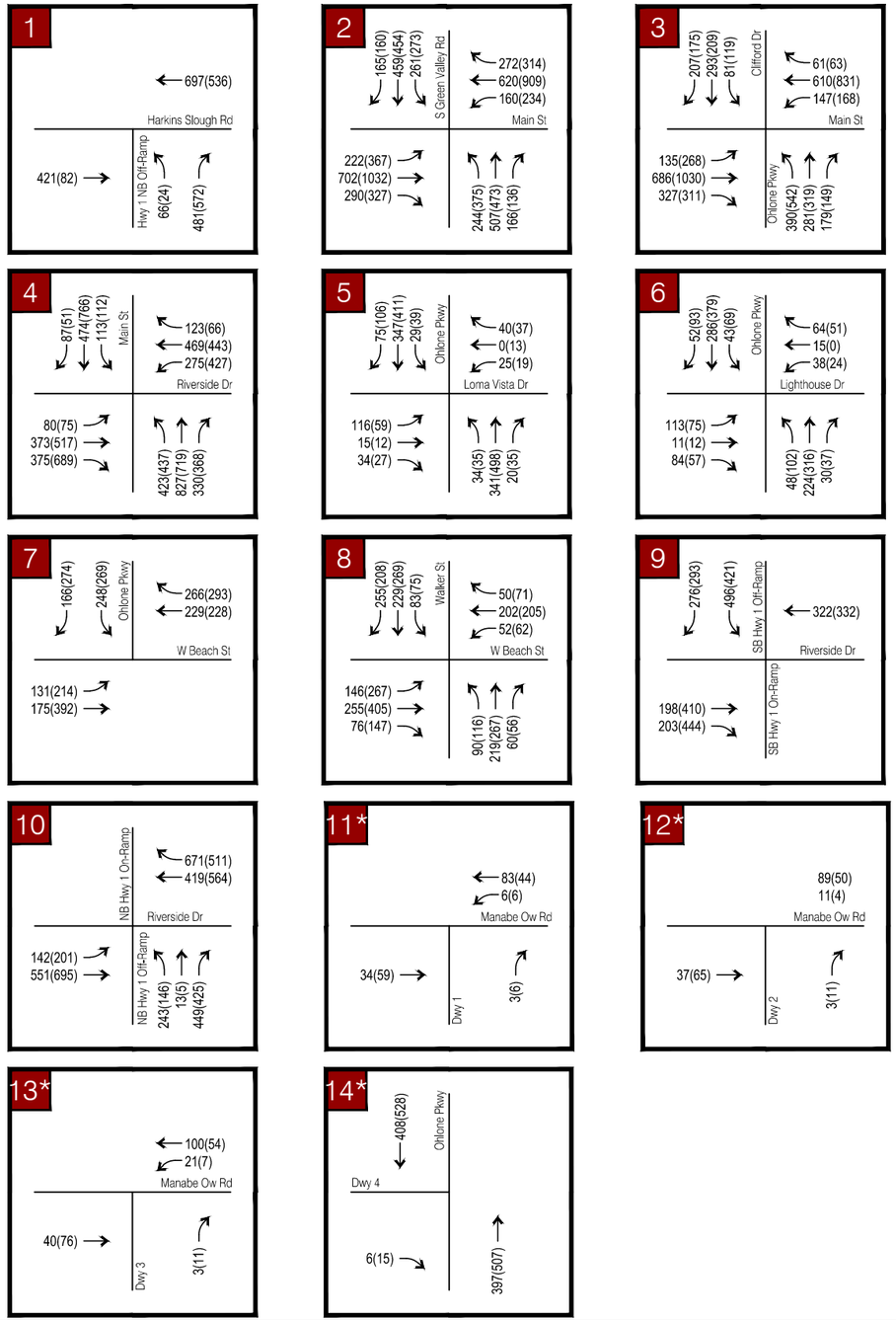
- #1 – Harkins Slough Road/NB Highway 1 off-ramp (AM peak hour)
- #2 – Main Street/S Green Valley Road (PM peak hour)
- #3 – Main Street/Ohlone Parkway (AM and PM peak hours)
- #4 – Main Street/Riverside Drive (PM peak hour)
- #5 – Ohlone Parkway/Loma Vista Way (AM and PM peak hours)
- #6 – Ohlone Parkway/Lighthouse Drive (PM peak hour)
- #8 – Walker Street/W Beach Street (AM and PM peak hours)
- #9 – SB Highway 1 ramps/W Riverside Drive (AM and PM peak hours)

The following intersection operates unacceptably without the project and the increase in delay is more than five (5) seconds. Therefore, it is considered a project deficiency:

- #10 – NB Highway 1 ramps/W Riverside Drive (AM and PM peak hours)

Appendix B contains the intersection LOS calculation worksheets.





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FIGURE 18

CUMULATIVE (2040) PLUS PROJECT PEAK HOUR TURNING MOVEMENT VOLUMES

Manabe Ow Road East Parcel - Warehousing Use TIS

VEHICLE QUEUING

Vehicle queuing that exceeds a turn pocket length can create potentially hazardous conditions by blocking or disrupting through traffic in adjacent travel lanes. The effect of vehicle queuing was analyzed by reporting the 95th percentile queues for turning movements where the project would add a significant number of trips to existing or proposed turn pockets. The 95th percentile is defined as the queue length that has only a 5 percent probability of being exceeded during the analysis time period. The following movements were evaluated:

- Intersection #3 – Main Street/Ohlone Parkway (eastbound right and westbound left)
- Intersection #4 – Main Street/E Riverside Drive (eastbound right and northbound left)
- Intersection #7– Ohlone Parkway/W Beach Street (eastbound left and westbound right)
- Intersection #10 – NB Hwy 1 ramps/W Riverside Drive (eastbound left and northbound left)

The 95th percentile queue lengths are summarized in **Table 9**. All queue lengths are either contained within the available storage or the project does not increase the queue by more than one vehicle length (i.e., 25 feet or more) for queue lengths already exceeding the available storage under no project conditions.

Queuing analysis does not show the need for any left-turn or right-turn storage lanes at the proposed entrances to the project site from adjacent public streets. Queuing analysis calculation sheets are provided in **Appendix B**.

Table 9: Vehicle Queuing Analysis

#	Intersection	Control	Movement	Storage Length (ft)	Existing		Backgroud		Background Plus Project		Cumulative		Cumulative Plus Project	
					AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
3	Main Street/Ohlone Parkway	Signal	EBR	140	94	121	116	**141**	115	140	**164**	**214**	**166**	**215**
			WBL	260	166	190	178	206	180	205	216	**266**	222	**272**
4	Main Street/E Riverside Drive	Signal	EBR	100	**153**	**512**	**159**	**531**	**161**	**539**	**214**	**740**	**215**	**747**
			NBL	300	**483**	**452**	**498**	**470**	**506**	**473**	**579**	**631**	**585**	**634**
7	Ohlone Parkway/W Beach Street	Signal	EBL	130	62	97	77	115	87	120	90	**153**	101	**159**
			WBR	120	<25	<25	<25	<25	<25	<25	<25	<25	<25	<25
10	NB Hwy 1 ramps/W Riverside Drive	SSSC	EBL	170	<25	<25	<25	<25	<25	<25	<25	<25	<25	<25
			NBTL	550	108	63	138	73	148	78	468	345	485	358

Note: NBL=northbound left, NBR=northbound right, SBL=southbound left, SBR=southbound right, EBL=eastbound left, EBR=eastbound right, WBL=westbound left, WBR=westbound right
Queue lengths greater than queue storage are **bolded**. Deficiencies are shaded in gray. Queue lengths less than 25 feet are reported as <25.

6. SITE ACCESS

This section discusses site access, site circulation, pedestrian facilities, bicycle facilities, transit recommendations, and sight distance analysis for the project.

The project proposes three unsignalized driveways on Manabe Ow Road and one right-turn exit-only driveway on Ohlone Parkway. The following summarizes the project access locations:

- Manabe Ow Road & Driveway 1 – Truck Access
  - Full access driveway
  - Stop-controlled northbound movement for project driveway
- Manabe Ow Road & Driveway 2 – Passenger Car Access
  - Full access driveway
  - Stop-controlled northbound movement for project driveway
- Manabe Ow Road & Driveway 3 – Passenger Car Access
  - Full access driveway
  - Stop-controlled northbound movement for project driveway
- Ohlone Parkway & Driveway 4 – Truck and Passenger Car Access
  - Right-turn exit-only driveway
  - Stop-controlled eastbound movement for project driveway

Appendix B contains the queuing worksheets for the Project's driveways. These AM and PM peak hour worksheets are the results of the Cumulative (2040) Plus Project Conditions and show that the proposed driveway throats are a sufficient length to accommodate the project queues during the site's peak hours. For Driveway 1, the throat depth was measured as 250 feet, which is the distance from the adjacent roadway to the first parking space on the west side of the project site. As shown, the estimated outbound vehicle queue is less than 25 feet, or less than one vehicle. This is less than the throat depth of 250 feet, and therefore it is not anticipated inbound vehicles for this driveway would be blocked from making a southbound left turn into the internal drive aisle and potentially result in inbound vehicles extending onto Manabe Ow Road. For Driveway 2, the throat depth was measured as 50 feet, which is the distance from the adjacent roadway to the parking spaces along the north side of the project site. As shown, the estimated outbound vehicle queue is less than 25 feet, or less than one vehicle. This is less than the throat depth of 50 feet, and therefore it is not anticipated that any parked vehicles along the north side of the project site would be blocked by the outbound vehicles. For Driveway 3, the throat depth was measured as 30 feet, which is the distance from the adjacent roadway to the first drive aisle nearest to the project driveway. As shown, the estimated outbound vehicle queue is less than 25 feet, or less than one vehicle. This is less than the throat depth of 30 feet, and therefore it is not anticipated that any parked vehicles along the east parking lot of the project site would be blocked by the outbound vehicles. For Driveway 4, the throat depth was measured as 120 feet, which is the distance from the adjacent roadway to the first parking space on the southside of the project driveway. As shown, the estimated outbound vehicle queue is less than 25 feet, or less than one vehicle. This is less than the throat depth of 120 feet, and therefore it is not anticipated that any parked vehicles along the south side of the project site would be blocked by the outbound vehicles.

SITE CIRCULATION

Internal circulation paths for each vehicle type are described below. For passenger vehicles, it is planned for these vehicles to use the parking spaces on the eastern and northern portions of the project site, which are the closest to Driveways 2 and 3. Passenger vehicles can park in these parking spaces and walk to the

building's office entrance along the eastern and northern side of the proposed building. For trucks, it is planned for these vehicles to use the trailer parking spaces on the western and southern edge of the project site. Access to these parking spaces would be inbound and outbound for Driveway 1 and Driveway 2.

TWO-TENANT SCENARIO

A speculative multi-tenant site plan is being developed. Currently, the Ohlone Parkway driveway is right-out access only. In the case of multiple tenants, a southbound right-turn pocket will be constructed at the Ohlone Parkway driveway to allow inbound trips. This scenario will result in a change in trip assignment which should not impact any off-site intersections, only the driveway trip assignment. Therefore, the off-site intersection level of service shall remain the same as the single tenant scenario discussed in this report. If the multi-tenant option is implemented, a more in-depth study regarding parking and circulation analysis will be required to be submitted to the City as part of the tenant improvement package.

PEDESTRIAN FACILITIES

There are currently paved sidewalks along the southern side of Manabe Ow Road, adjacent to the project site. This existing sidewalk provides access for the employees and visitors of the project to access the Class I trail along Ohlone Parkway, to the north of the Manabe Ow Road, as well as the nearby residential and park uses along Ohlone Parkway. Along Ohlone Parkway to the south of Manabe Ow Road, the existing paved sidewalks on both sides terminate approximately 140 feet to the south of West Slough Road.

Within the project site, on-site sidewalks are proposed along the edges of the eastern building frontage, western building frontage, and northern building frontage for pedestrian access. There is a pedestrian path from the northeast corner of the building that connects to the existing sidewalk along Manabe Ow Road. Since there are gaps in the pedestrian facilities adjacent to the project along Ohlone Parkway, the project will construct sidewalks along the project frontage and across the railroad tracks to connect to the nearest adjacent sidewalk south of the track.

BICYCLE FACILITIES

There are many existing bicycle facilities within the study area that provide access to the project site. A Class II bicycle lane exists in each direction along Manabe Ow Road between the project driveways and the roundabout at Manabe Ow Road and Ohlone Parkway. At this intersection, the Class II bike lane transitions into a shared Class III bicycle route in which bicyclists share the roadway with motorists. Along Ohlone Parkway, to the north of Manabe Ow Road, there exists a Class I bicycle path to Harkins Slough Road. Bicyclists can use these bicycle facilities to access the retail uses along Main Street to the north, as well as the bus stops on Ohlone Parkway. In addition, a future bike trail adjacent to the south side of the project site will be constructed by the City.

Within the project site, bicyclists can share the drive aisles with motorists. The site provides 11 short-term bicycle parking spaces, which meets the requirement per the City Municipal Code section 14-17.113. 10 long-term bicycle parking spaces will be located within the office area.

TRANSIT

The Project area is currently served by Santa Cruz Metro. The project site is approximately 2,000-2,500 feet in walking distance to the nearest transit stop along Ohlone Parkway and Bree Lane (southbound bus route) and Ohlone Parkway and Lighthouse Drive (northbound bus route). This bus stop only serves Route 74S, which is for Pajaro High School and the Watsonville Community Hospital. The other nearest bus stop

for the project is located at the intersection of Main Street and Ohlone Parkway, which is approximately 1.3 miles to the north of the project site. This bus stop is outside of a typical walking distance (i.e., 0.5 miles). The Watsonville Transit Center is located approximately 1.5 miles from the project site to the east. This transit center is also outside of a typical walking distance and there are also gaps within the pedestrian network to access the Watsonville Transit Center to the south and to the east.

Based on the distances of the nearest bus stop and the Watsonville Transit Center, it is unlikely that many of the employees and visitors to the project would use transit. In addition, according to the United States Census Bureau for the five-year average reported in 2019, approximately 1.1 percent of workers 16 years and over use public transportation to commute. Therefore, given an estimated total of 316 daily trips, only one (1) percent or three (3) employee trips would use transit even if it were easily accessible, which is minimal. If the demand for transit were needed for this project in the future, the project could work with Santa Cruz Metro to provide additional bus service at the existing nearby bus stops on Ohlone Parkway.

SIGHT DISTANCE

A sight distance analysis for each project driveway was conducted to determine if vehicles, vans, and trucks exiting each driveway would have adequate sight distance to observe conflicting traffic along the major roadways adjacent to the project site. Intersection sight distance for the project driveways were evaluated following methodology from the American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highway and Street, 7th Edition*[3]. Sight distance for each project driveway was determined based the proposed project site plan and the following AASHTO intersection sight distance criteria formula:

$$\text{Intersection Sight Distance} = 1.47 \times V_{major} \times t_g$$

Where V_{major} is the design speed of the major road and t_g is the time gap for the vehicle to exit the project driveway and enter the major road. No spot speed study was conducted; posted speed limits and design speeds were used to determine sight distance.

Intersection #11 – Manabe Ow Road / Driveway 1

Driveway 1 provides access primarily to trucks to the site. The time gap for a single-unit truck to make a left-turn and right-turn onto Manabe Ow Road is 9.5 seconds and 8.5 seconds, respectively. With a 25 mph posted speed limit along Manabe Ow Road, the sight distance criteria for trucks making a right-turn is 315 feet and making a left-turn is 350 feet. As shown in the **Figure 19**, the sight triangles at Driveway 1 should be clear of obstructions for a truck exiting the driveway to observe oncoming eastbound and westbound vehicles along Manabe Ow Road.

Intersection #12 – Manabe Ow Road / Driveway 2

Driveway 2 provides access primarily to passenger cars to the site. The time gap for a passenger car to make a left-turn and right-turn onto Manabe Ow Road is 7.5 seconds and 6.5 seconds, respectively. With a 25 mph posted speed limit along Manabe Ow Road, the sight distance criteria for passenger cars making a left-turn is 280 feet and making a right-turn is 240 feet. As shown in the **Figure 20**, the sight triangles at

[3] *A Policy on Geometric Design of Highway and Street, 7th Edition,* American Association of State Highway and Transportation Officials (AASHTO), 2018.

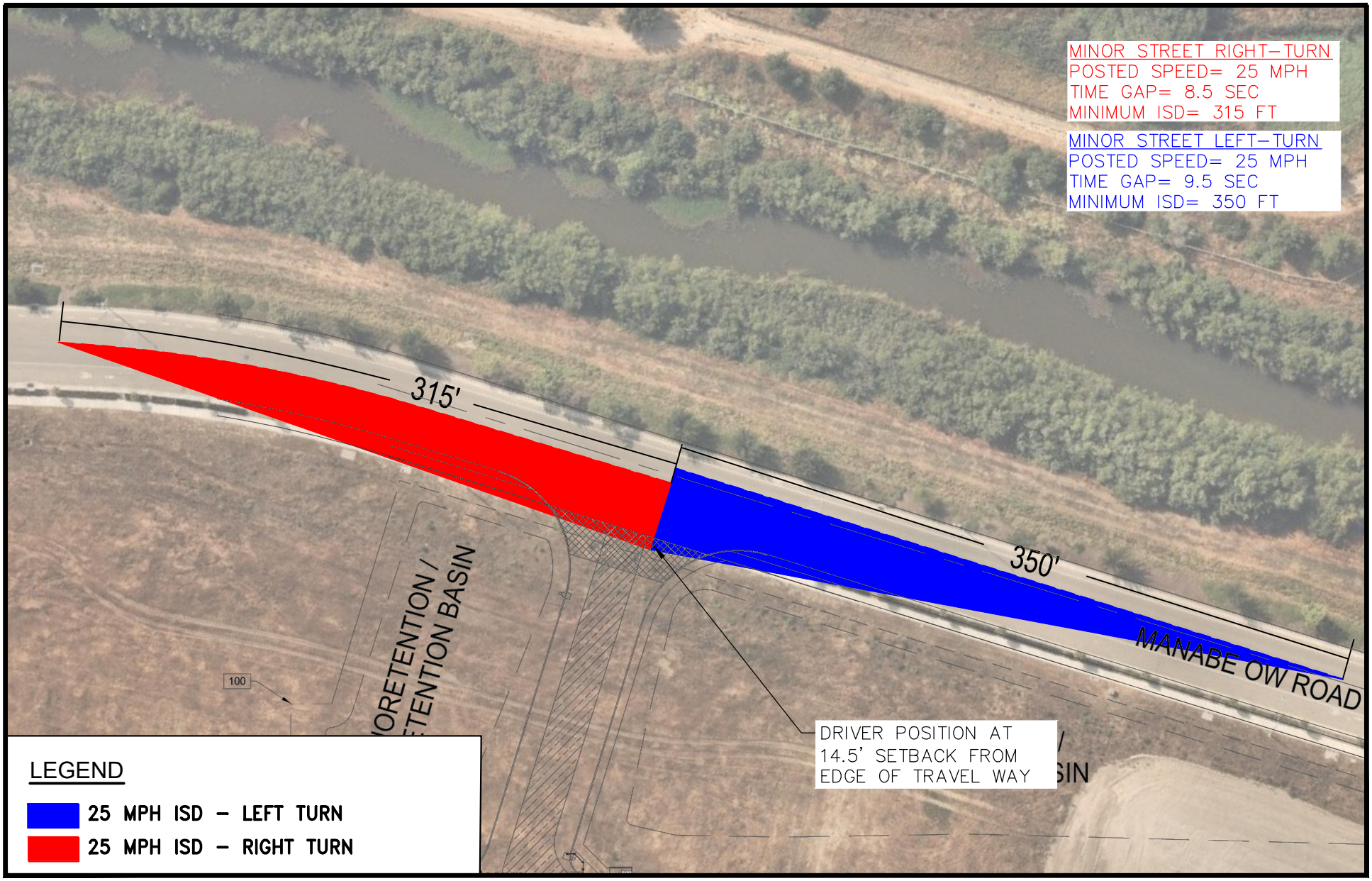
Driveway 2 should be clear of obstructions for a passenger car exiting the driveway to observe oncoming eastbound and westbound vehicles along Manabe Ow Road.

Intersection #13 – Manabe Ow Road / Driveway 3

Driveway 3 provides access primarily to passenger cars to the site. The time gap for a passenger car to make a left-turn and right turn onto Manabe Ow Road is 7.5 seconds and 6.5 seconds, respectively. With a 25 mph posted speed limit along Manabe Ow Road, the sight distance criteria for passenger cars making a left-turn is 280 feet and making a right-turn is 240 feet. As shown in the **Figure 21**, the sight triangles at Driveway 3 should be clear of obstructions for a passenger car exiting the driveway to observe oncoming eastbound and westbound vehicles along Manabe Ow Road.

Intersection #14 – Ohlone Parkway / Driveway 4

Driveway 4 provides access to right-turn outbound trucks and passenger car. The time gap for a single-unit truck to make a right-turn onto Ohlone parkway is 8.5 seconds. With a 35 mph posted speed limit along Ohlone Parkway, the sight distance criterion for trucks making a right-turn is 440 feet. As shown in the **Figure 22**, the sight triangles at Driveway 4 should be clear of obstructions for a truck exiting the driveway to observe oncoming southbound vehicles along Ohlone Parkway.



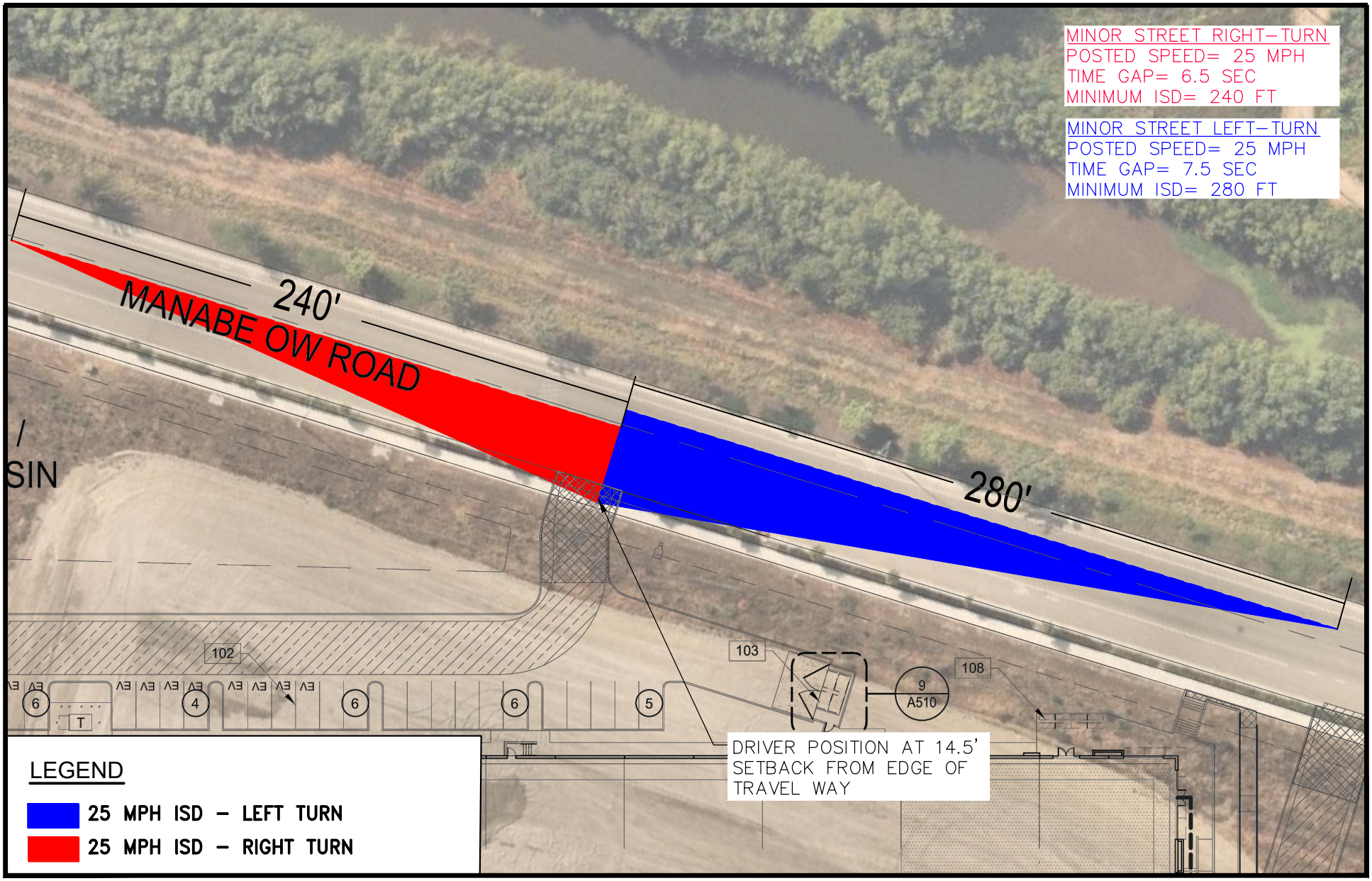
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FIGURE 19

DRIVEWAY 1 (TRUCK ACCESS) SIGHT DISTANCE



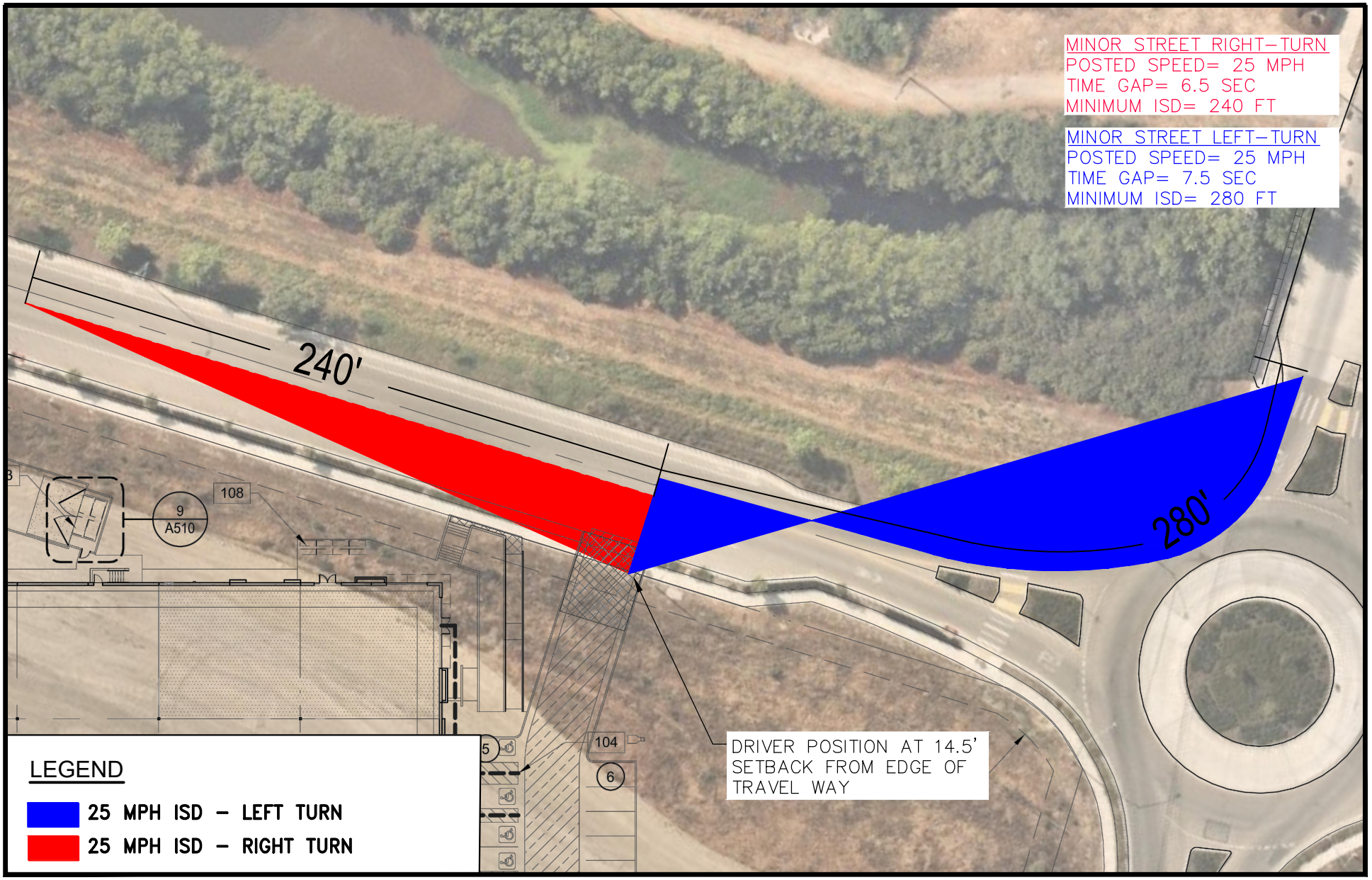
Kimley»Horn

N

NOT TO SCALE

FIGURE 20

DRIVEWAY 2 (PASSENGER CAR ACCESS) SIGHT DISTANCE



N

NOT TO SCALE

FIGURE 21

DRIVEWAY 3 (PASSENGER CAR ACCESS) SIGHT DISTANCE

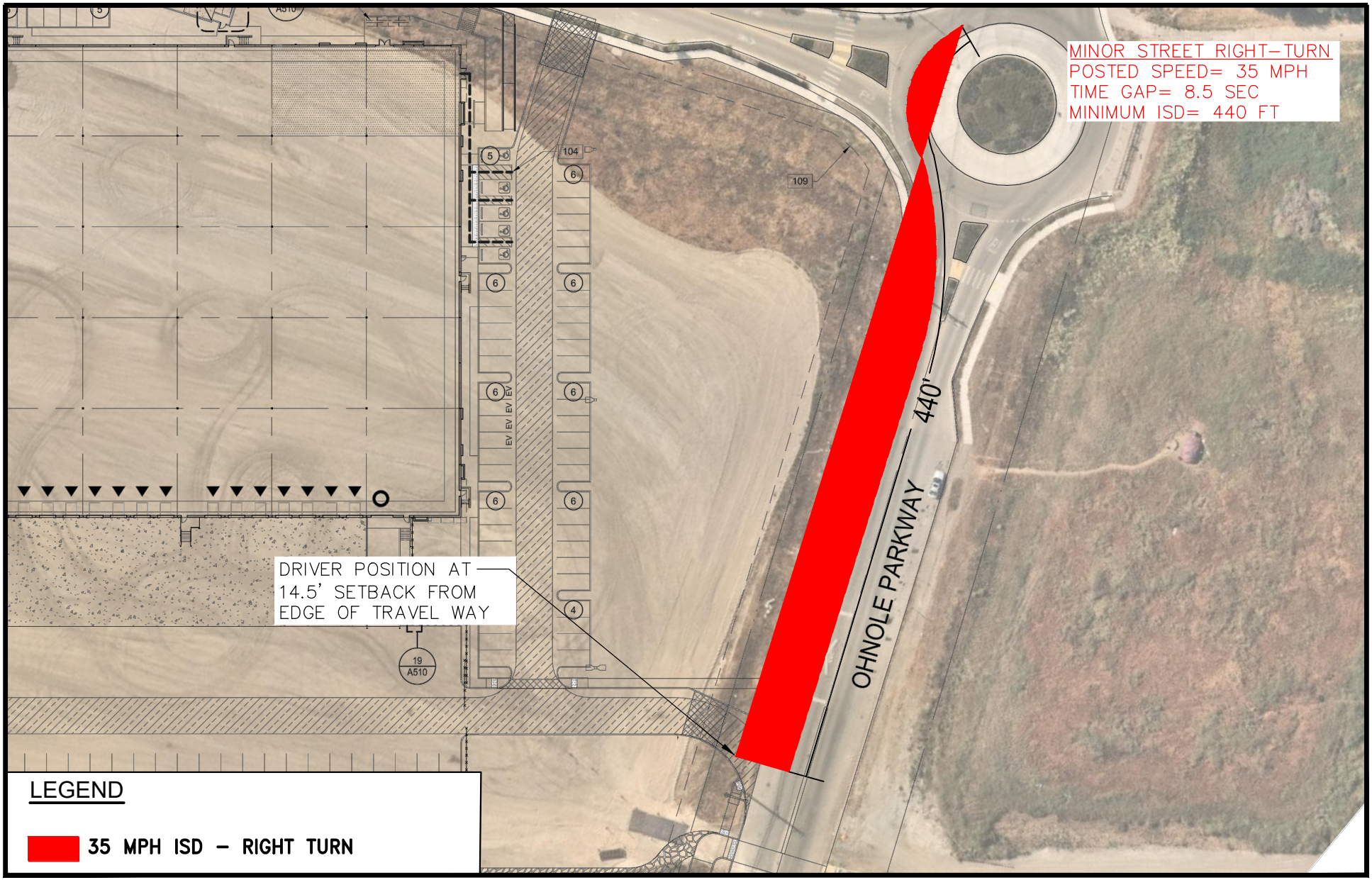


FIGURE 22

DRIVEWAY 4 (EXIT-ONLY TRUCK AND PASSENGER CAR ACCESS) SIGHT DISTANCE

7. PARKING

This chapter summarizes the Project's parking requirements.

WATSONVILLE PARKING REQUIREMENTS

Parking requirements for land uses within the City of Watsonville are provided in Chapter 14-17 of the Watsonville Municipal Code. This section includes parking requirements for vehicles and bicycles.

VEHICLE PARKING REQUIRED

Required parking for vehicles is based on land use. In accordance with the Watsonville Municipal Code, parking for warehousing and office shall be provided at the following rates:

- Wholesaling with stock (with warehousing): 5 spaces, plus 1 space for each employee on the shift with the maximum number of personnel
- Office: 1 space per 300 square feet

Assuming the project site has an office area of 10,000 square feet and would have a maximum number of 60 employees on a shift, a minimum of 99 vehicle parking spaces would be required.

The site plan provided by the project applicant includes a breakdown of vehicle parking provided:

- Passenger car parking spaces = 100 parking spaces
- Truck trailer stalls = 99 trailer spaces

The project provides a total of 199 parking spaces, which provides adequate parking as required by the City.

BICYCLE PARKING REQUIRED

Required parking for bicycles is based on the number of required vehicle parking spaces. Bicycle parking is to be provided at five (5) percent of the vehicle parking required. This results in 5 required bicycle parking spaces. Each bicycle parking space shall be no less than six (6) feet long by two (2) feet wide and shall have a parking rack capable of supporting bicycles of various sizes in a vertical position. Parking spaces shall be clustered in lots not to exceed 10 spaces each.

The site provides 11 short-term bicycle parking spaces, which meets the City's requirement. 10 long-term bicycle parking spaces will be located within the office area.

8. CONCLUSIONS AND RECOMMENDATIONS SUMMARY

This section summarizes the results and recommendations of this TIS and subsequent project frontage and access recommendations.

PROJECT RECOMMENDATIONS

OFF-SITE ROADWAY IMPROVEMENTS

The project does not propose any off-site roadway improvements associated with the project design. Recommended roadway improvements to improve on roadway deficiencies are discussed later.

PEDESTRIAN FACILITIES

There are gaps in the existing sidewalks along the project frontage on Ohlone Parkway. It is recommended that the project construct sidewalks along the project frontage and across the railroad tracks to connect to the nearest adjacent sidewalk south of the track.

BICYCLE FACILITIES

There are Class II bicycle facilities existing along the project frontage and on Manabe Ow Road. In addition, the City is proposing a future Class I bicycle path along the south side of the site. The site provides 11 short-term bicycle parking spaces, which meets the City's requirement. 10 long-term bicycle parking spaces will be located within the office area.

PARKING REQUIREMENTS

The project is proposing to provide 100 vehicle parking spaces. The project provides more than the minimum of 99 parking spaces required by the City.

PROJECT DRIVEWAYS

The development of the Project proposes the construction of three unsignalized driveways on Manabe Ow Road and one exit-only driveway on Ohlone Parkway:

- Manabe Ow Road & Driveway 1 – Truck Access
    - Full access driveway
    - Stop-controlled northbound movement for project driveway
- Manabe Ow Road & Driveway 2 – Passenger Car Access
    - Full access driveway
    - Stop-controlled northbound movement for project driveway
- Manabe Ow Road & Driveway 3 – Passenger Car Access
    - Full access driveway
    - Stop-controlled northbound movement for project driveway
- Ohlone Parkway & Driveway 4 – Truck and Passenger Car Access
    - Right-turn exit-only driveway
    - Stop-controlled eastbound movement for project driveway

PROJECT IMPACTS AND MITIGATIONS

As discussed previously in the Section 4, the project VMT/employee (i.e. 15.1) is expected to exceed the threshold of significance for VMT/employee (i.e. 11.8) and as a result the project is determined to have a significant transportation impact.

POTENTIAL IMPROVEMENT

The project plans to prepare a transportation demand management (TDM) program to reduce the project's VMT. In addition, the project would pay into the City's VMT Bank Program to further reduce the project's VMT impact.

TDM Program

This program plans to recommend TDM measures that would individually reduce the project's VMT and trips, with the goal of obtaining a 21.9 percent VMT reduction to make the Project's VMT significant impact less than significant with mitigation. It should be noted, however, that a maximum 15 percent VMT reduction can be achieved by the TDM program per the County's VMT guidelines. Therefore, this TDM program will aim to achieve the maximum 15 percent VMT reduction, with the remaining 6.9 percent VMT reduction coming from the VMT Bank Program, as discussed after this section.

For the TDM program, the following TDM measures are being proposed:

1. Travel Behavior Change Program
2. Preferential Carpool Parking Spaces
3. Telecommuting
4. Alternative Work Schedule
5. Bike Share
6. Bicycle Parking in excess of Code and Showers/Changing Rooms
7. Pedestrian Network Improvements

Table 10 provides a brief description of each proposed TDM measure and also the individual percent VMT reduction for each measure based on the VMT tool. Based on the proposed TDM measures, the project would be able to achieve the maximum 15 percent VMT reduction allowed per the County's VMT guidelines. It should be noted that based on the County's VMT guidelines, no distinction is noted as to whether a TDM reduction can be taken if the proposed TDM measure is fulfilling another requirement. Since a TDM measure is increasing the likelihood of alternative modes of transportation, whether it is required or not required by the City, a TDM reduction was taken.

VMT Bank Program

The Watsonville VMT Mitigation Banking Fee Program is a programmatic approach to respond to the need for feasible VMT mitigation programs. Programmatic approaches that rely on collectively funding larger infrastructure projects allow a development project to obtain an amount of mitigation commensurate with their impact, include only a single payment without the complexity of ongoing management, and do not require on-going mitigation monitoring. Programmatic approaches can also provide a public benefit in terms of funding transportation improvements that would not otherwise be constructed, resulting in improvements to congestion, GHG emissions, increased transportation choices, and additional opportunities for active transportation.

The VMT Mitigation Banking Fee Program calculates the cost per VMT reduction as $1,524.21. Therefore, to achieve the 6.9 percent VMT reduction needed after implementation of the TDM program, the project would be responsible to pay $91,452.60. This is calculated as 6.9 percent being equivalent to a 1.0 VMT per employee reduction. Since there are 60 employees and each employee needs to reduce by 1.0 VMT at a cost of $1,524.21 per VMT the calculation is as follows:

VMT Banking Fee = 60 employees x 1.0 VMT per employee x $1,524.21 per VMT

Therefore, the combination of the TDM program and payment of the VMT Banking Fee Program would minimize the Project's VMT impact.

Table 10: Potential TDM Measure Summary

#	TDM Measure	Description	VMT Reduction (%)
1	Mandatory Travel Behavior Change Program	Development of a travel behavior change program that targets individual's attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. Provide a website that allows employees to research other modes of transportation for commuting. Also includes the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices with passive educational and promotional materials.	1%
2	Preferential Carpool Parking Spaces	Reserved parking spaces for carpool vehicles that are closer to the building entrances.	1%
3	Telecommuting	Use of telecommunications as a substitute for physical travel.	2%
4	Alternative Work Schedule	Flextime, Compressed Work Week (CWW), and staggered shifts	2%
5	Bike Share	Subsidize shared bicycle or shared mobility memberships and provide parking facilities for shared mobility if applicable.	7%
6	Bicycle Parking excess of Code	Implement long-term bicycle parking in excess of the County Code to support safe and comfortable bicycle travel by providing parking facilities at destinations.	2%
7	Pedestrian Network Improvements	Implement pedestrian network improvements throughout and around the project site that encourage people to walk. The project will construct sidewalks along the project frontage along Ohlone Parkway and across the railroad tracks to connect to the nearest adjacent sidewalk south of the track.	2%
		Total	**17%**
		Maximum Reduction	**15%**

PROJECT DEFICIENCIES

In cases when the project traffic worsens an intersection from an acceptable LOS to an unacceptable LOS or if the project traffic increases the intersection delay by five (5) or more seconds for an intersection that is already operating unacceptably without the project, this is considered a project deficiency. For each project deficiency, improvements have been identified to improve the intersection to an acceptable LOS or to better than pre-project conditions.

Based on the results of the traffic analysis, the following intersection project LOS deficiencies are noted:

- Intersection #10 – NB Highway 1 ramps/W Riverside Drive (Background Plus Project and Cumulative Plus Project AM and PM peak hours)

No project queuing deficiencies were identified.

For the project LOS deficiencies, the following Project Improvements were identified and recommended:

PROJECT LOS DEFICIENCY: NB HIGHWAY 1 RAMPS/W RIVERSIDE DRIVE (INTERSECTION #10)

The intersection of NB Highway 1 ramps/W Riverside Drive will have an LOS deficiency in the Background plus Project and Cumulative Plus Project scenarios for both the AM and PM peak hours.

Background Plus Project

In the Background plus Project conditions, the intersection of NB Highway 1 ramps/W Riverside Drive will operate at an unacceptable LOS F with a delay of 69.9 seconds for the worst approach in the AM peak hour and a delay of 62.8 seconds for the worst approach in the PM peak hour. The intersection operates at an unacceptable LOS F without the project in the AM and PM peak hours, and the project increases the delay by 5.6 seconds and 5.3 seconds in the AM and PM peak hours, respectively. Since each peak hour increase is more than five (5) seconds, this is a project deficiency.

Recommended Intersection Improvement. To improve the intersection to an acceptable LOS, it is recommended that the intersection be signalized or to install a roundabout. Signalizing the intersection would improve the intersection level of service to an acceptable LOS B in the AM and PM peak hours in the Background plus Project condition. It should be noted that the intersection meets the peak hour signal warrant during this condition. Alternatively, installing a one-lane roundabout at the intersection would improve the intersection level of service to an acceptable LOS A in the AM and PM peak hours in the Background plus Project condition.

Traffic signal control analysis sheets can be found in **Appendix C**. Roundabout analysis sheets can be found in **Appendix E**.

Cumulative Plus Project

In the Cumulative Plus Project conditions, the intersection of NB Highway 1 ramps/W Riverside Drive will operate at an unacceptable LOS F with a delay of 411.1 seconds in the AM peak hour and an unacceptable LOS F with a delay of 612.5 seconds in the PM peak hour. The intersection operates at an unacceptable LOS F without the project in the AM and PM peak hours, and the project increases the delay by 21.1

seconds and 49.2 seconds in the AM and PM peak hours, respectively. Since each peak hour increase is more than five (5) seconds, this is a project deficiency.

Recommended Intersection Improvement. To improve the intersection to an acceptable LOS, it is recommended that the intersection be signalized or to install a one-lane roundabout. Signalizing the intersection would improve the intersection level of service to an acceptable LOS B in the AM peak hour and an acceptable LOS C in the PM peak hour in the Cumulative Plus Project condition. It should be noted that the intersection meets the peak hour signal warrant for this intersection in the Cumulative Plus Project condition. Alternatively, installing a one-lane roundabout at the intersection would improve the intersection level of service to an acceptable LOS A in the AM and PM peak hours in the Cumulative Plus Project condition. Traffic signal control analysis sheets can be found in **Appendix C**. Roundabout analysis sheets can be found in **Appendix E**.

Fair Share Costs

Since the intersection operates unacceptably without the project traffic added and the improvements improve the intersection to an acceptable LOS, the project is responsible to pay its fair share contribution of the improvement costs. The project's fair share contribution for this intersection improvement is calculated to be 3.9 percent.

Intersection Control Evaluation (ICE)

It should be noted that this intersection is operated by Caltrans. Per the Caltrans Intersection Control Evaluation (ICE) Traffic Operations Policy Directive 13-02, an analysis to consider and determine the best intersection control at an impacted Caltrans intersection must be performed during the transportation planning or project initiation process. Therefore, a planning level analysis was completed for the intersection of NB Highway 1 ramps/W Riverside Drive to determine the optimal intersection control in the Cumulative Plus Project conditions. The potential options are:

1) Side-street stop-control (Existing)
2) All-way stop-control
3) Roundabout
4) Traffic Signal

The intersection currently operates as side-street stop-control and therefore can be found in **Appendix B**. All-way stop-control analysis sheets can be found in **Appendix D.** Roundabout analysis sheets can be found in **Appendix E.** Traffic signal control was analyzed as part of the deficiency improvements, and therefore can be found in **Appendix C**. Signal warrant calculations can be found in **Appendix F.**

Side-Street Stop Controlled Intersection

The side-street stop-controlled operation does not operate acceptably considering the LOS D threshold. The intersection operates at a LOS F in the AM and PM peak hours.

All-Way Stop Controlled Intersection

The all-way stop-controlled operation does not operate acceptably considering the LOS D threshold. The intersection operates at a LOS F in the AM and PM peak hours.

Roundabout

A roundabout was considered for traffic control. The roundabout would require at a minimum a 100-foot inscribed diameter for a one-lane roundabout, and a minimum 150-foot inscribed diameter for a two-lane roundabout, per Federal Highway Administration (FHWA)[4] standards. These diameters were selected to accommodate a WB-50 vehicle (i.e., a truck). The intersection of NB Highway 1 ramps/W Riverside Drive appears to have sufficient right-of-way and therefore, this traffic control would be feasible.

The proposed roundabout was analyzed with the Cumulative Plus Project AM and PM peak hour volumes. The roundabout was modeled in SIDRA software, which is typical of the industry standard. The intersection would operate at an acceptable LOS A in the AM and PM peak hours.

Traffic Signal

A traffic signal was considered for traffic control. The intersection of NB Highway 1 ramps/W Riverside Drive appears to have sufficient right-of-way and therefore, this traffic control would be feasible.

The proposed traffic signal was modeled in Synchro software using the same methodology as the signalized intersection methodology for other intersections. The intersection would operate at an acceptable LOS B in the AM peak hour and an acceptable LOS C in the PM peak hour. Analysis sheets are shown in **Appendix B**.

Conclusions

The ICE compared multiple potential traffic controls for the intersection of NB Highway 1 ramps/W Riverside Drive. **Table 11** summarizes the parameters considered for each traffic control at the intersection.

Table 11: Intersection Control Comparison Summary – Intersection #10

Intersection	Traffic Control	Meets ROW	Meets LOS	Meets All Requirements
NB Hwy 1 ramps/ W Riverside Drive	SSSC	Yes	No	No
	AWSC	Yes	No	No
	RAB (1 Lane)	**Yes**	**Yes**	**Yes**
	Signal	**Yes**	**Yes**	**Yes**

Notes:
SSSC – Side-street stop-controlled
AWSC – All-way stop-controlled
RAB – Roundabout
ROW – Right-of-way
Traffic controls **bolded** meet all the requirements.

For the intersection of NB Highway 1 ramps/W Riverside Drive, there are two feasible options for the future traffic control at this intersection, a one-lane roundabout and a traffic signal. Prior to implementation of either traffic control, a more comprehensive ICE will be prepared by the City.

[4] Roundabouts: An informational Guide, Federal Highway Administration, 2000.

INTERSECTION DEFICIENCIES

Per the City, the scenarios and peak hours in which intersections #5 and #6 will operate unacceptably were identified:

- #5 – Ohlone Parkway/Loma Vista Way
  - Cumulative AM and PM peak hours
  - Cumulative plus Project AM and PM peak hours
- #6 – Ohlone Parkway/Lighthouse Drive
  - Cumulative PM peak hour
  - Cumulative plus Project PM peak hour

Traffic signal control analysis sheets can be found in **Appendix D**. Roundabout analysis sheets can be found in **Appendix E**. For the intersection deficiencies noted above, the following Intersection Improvements were identified and recommended:

INTERSECTION LOS DEFICIENCY: OHLONE PARKWAY/LOMA VISTA WAY (INTERSECTION #5)

The intersection of Ohlone Parkway/Loma Vista Way will operate at an unacceptable LOS in the Cumulative and Cumulative plus Project conditions for the AM and PM peak hours. The following describes the recommended intersection improvements to improve the intersection LOS to an acceptable LOS.

Cumulative

In the Cumulative conditions, the intersection of Ohlone Parkway/Loma Vista Way will operate at an unacceptable LOS F with a delay of 61.7 seconds in the AM peak hour and with a delay of 53.3 seconds in the PM peak hour for the worst approach.

Recommended Intersection Improvement. To improve the intersection to an acceptable LOS, it is recommended that a one-lane roundabout be installed at this intersection. It should be noted that this intersection does not meet the peak hour signal warrant for any scenario. This recommended improvement at the intersection would improve the intersection level of service to an acceptable LOS A in the AM and PM peak hours in the Cumulative condition.

Cumulative Plus Project

In the Cumulative Plus Project conditions, the intersection of Ohlone Parkway/Loma Vista Way will operate at an unacceptable LOS F with a delay of 64.2 seconds in the AM peak hour and with a delay of 54.8 seconds in the PM peak hour for the worst approach.

Recommended Intersection Improvement. To improve the intersection to an acceptable LOS, it is recommended that a one-lane roundabout be installed at this intersection. It should be noted that this intersection does not meet the peak hour signal warrant for any scenario. This recommended improvement at the intersection would improve the intersection level of service to an acceptable LOS A in the AM and PM peak hours in the Cumulative plus Project condition.

Trigger Analysis

Since this intersection was previously identified for mitigation, a trigger analysis was completed to estimate when the intersection would likely transition from an acceptable LOS to an unacceptable LOS. The recommended one-lane roundabout for this intersection could then be implemented to improve the intersection LOS.

To determine when the intersection would fail operationally, the traffic volumes for the intersection were grown annually based on the volumes from the Background and Cumulative conditions. This was completed for both the without and with Project volumes added. Without and with the project volumes added, it is anticipated that the intersection of Ohlone Parkway/Loma Vista Way would fail in year 2029. The project will be responsible for constructing this one-lane roundabout with funding from the adjacent 200 Manabe Ow Road project.

INTERSECTION LOS DEFICIENCY: OHLONE PARKWAY/LIGHTHOUSE DRIVE (INTERSECTION #6)

The intersection of Ohlone Parkway/Lighthouse Drive will operate at an unacceptable LOS in the Cumulative and Cumulative plus Project conditions for the PM peak hour. The following describes the recommended intersection improvements to improve the intersection LOS to an acceptable LOS.

Cumulative

In the Cumulative conditions, the intersection of Ohlone Parkway/Lighthouse Drive will operate at an unacceptable LOS E with a delay of 45.4 seconds in the PM peak hour for the worst approach.

Recommended Intersection Improvement. To improve the intersection to an acceptable LOS, it is recommended that a one-lane roundabout be installed at this intersection. It should be noted that this intersection does not meet the peak hour signal warrant for any scenario. This recommended improvement at the intersection would improve the intersection level of service to an acceptable LOS A in the AM and PM peak hours in the Cumulative condition.

Cumulative Plus Project

In the Cumulative Plus Project conditions, the intersection of Ohlone Parkway/Lighthouse Drive will operate at an unacceptable LOS E with a delay of 46.6 seconds in the PM peak hour for the worst approach.

Recommended Intersection Improvement. To improve the intersection to an acceptable LOS, it is recommended that a one-lane roundabout be installed at this intersection. It should be noted that this intersection does not meet the peak hour signal warrant for any scenario. This recommended improvement at the intersection would improve the intersection level of service to an acceptable LOS A in the AM and PM peak hours in the Cumulative plus Project condition. The future East Business Park development will be responsible for constructing this one-lane roundabout with funding from the adjacent 200 Manabe Ow Road project.

Trigger Analysis

Since this intersection was previously identified for mitigation, a trigger analysis was completed to estimate when the intersection would likely transition from an acceptable LOS to an unacceptable LOS. The

recommended one-lane roundabout for this intersection could then be implemented to improve the intersection LOS.

To determine when the intersection would fail operationally, the traffic volumes for the intersection were grown annually based on the volumes from the Background and Cumulative conditions. This was completed for both the without and with Project volumes added. Without the project volumes added, it is anticipated that the intersection of Ohlone Parkway/Lighthouse Drive would fail in year 2036, and with the project volumes added, it is anticipated that the intersection of Ohlone Parkway/Lighthouse Drive would fail in year 2035. The project will be responsible for constructing this one-lane roundabout with funding from the adjacent 200 Manabe Ow Road project.

FAIR SHARE COSTS

Per the City, the project will be required to pay fair share contributions toward the traffic improvement projects identified in the Manabe-Ow Business Park Specific Plan Environmental Impact Report Mitigation Measures (MM) instead of paying its traffic impact fee (TIF) contribution. If the intersection was identified to operate deficiently in only one park hour in the previous EIR, the fair share percentage was based on that respective AM or PM peak hour. If the intersection was identified to operate deficiently in both the AM and PM peak hours in the previous EIR, the fair share percentage was based on the higher percentage for the AM or PM peak hours. **Table 12** summarizes the fair share percentages.

Table 12: Fair Share Percentage Summary

#	Intersection	Mitigation Number	Fair Share Percentage
1	Highway 1 Northbound Off Ramp/Harkins Slough Road	MM 3.12-11	7.0%
2	Green Valley Road/Main Street	MM 3.12-10	1.2%
3	Ohlone Parkway/Main Street	MM 3.12-7	2.7%
4	Main Street/West Riverside Drive	MM 3.12-4	2.0%
5	Ohlone Parkway/Loma Vista Way	Install a Roundabout	TBD [A]
6	Ohlone Parkway/Lighthouse Drive	Install a Roundabout	0%[B]
8	West Beach/Walker Street	MM 3.12-3	4.6%
9	Highway 1 Southbound Ramps/Highway 129 – Riverside Drive	MM 3.12-6b	11.7%
10	Highway 1 Northbound Ramps/Highway 129 – Riverside Drive	MM 3.12-6a	3.9%

[A] This project will construct the roundabout with funding from the adjacent project at 200 Manabe Ow Road.

[B] The Future East Business Park development will construct the roundabout with funding from the adjacent project at 200 Manabe Ow Road.

APPENDIX

A – EXISTING TRAFFIC VOLUME DATA SHEETS

B – LEVEL OF SERVICE AND VEHICLE QUEUING CALCULATION SHEETS

C – IMPROVEMENT OUTPUTS

D – ICE OUTPUTS

E – SIDRA OUTPUTS

A – Existing Traffic Volume Data Sheets

AM																			
	Year	INTID	NBL	NBT	NBR	NBU	SBL	SBT	SBR	SBU	EBL	EBT	EBR	EBU	WBL	WBT	WBR	WBU	Total
Harkins Slough Rd/NB Hwy 1	2021	1	54	0	405	0	0	0	0	0	0	392	0	0	0	637	0	0	1489
Main Street/S Green Valley Road	2021	2	219	484	178	1	190	423	127	0	170	532	214	10	147	616	204	4	3521
Main Street/Ohlone Parkway	2021	3	242	252	121	0	45	233	171	0	146	605	166	1	108	572	32	2	2699
Main Street/E Riverside Drive	2021	4	377	753	317	0	42	328	45	0	58	366	276	4	265	461	52	0	3348
Ohlone Parkway/Loma Vista	2021	5	6	270	3	1	13	248	46	0	89	1	9	0	5	0	24	0	720
Ohlone Parkway/Lighthouse Drive	2021	6	18	163	7	3	16	212	34	1	93	0	53	0	8	1	27	0	642
Ohlone Parkway/W Beach Street	2021	7	0	0	0	0	163	0	118	0	73	153	0	0	0	189	161	0	864
Walker Street/W Beach Street	2021	8	48	197	20	0	62	214	203	0	126	157	48	0	37	145	32	0	1297
SB Hwy 1 ramps/W Riverside Drive	2021	9	0	0	0	0	396	1	213	0	0	164	140	0	2	274	0	0	1199
NB Hwy 1 ramps/W Riverside Drive	2021	10	150	2	334	0	0	0	0	0	104	430	0	0	0	309	616	0	1955

	Year	INTID	NBL	NBT	NBR	NBU	SBL	SBT	SBR	SBU	EBL	EBT	EBR	EBU	WBL	WBT	WBR	WBU	Total
Harkins Slough Rd/NB Hwy 1		1																	
Main Street/S Green Valley Road	2019	2	234	465	153	0	220	426	132	0	172	551	280	14	129	555	223	1	3557
Main Street/Ohlone Parkway	2019	3	303	268	146	0	63	271	162	0	114	602	209	0	124	484	43	1	2793
Main Street/E Riverside Drive	2018	4	369	757	285	0	50	410	24	0	56	339	296	4	264	444	54	1	3357
Ohlone Parkway/Loma Vista	2008	5	1	277	3	0	10	251	46	0	84	1	6	0	10	0	37	0	731
Ohlone Parkway/Lighthouse Drive	2008	6	25	128	3	0	15	217	34	0	126	0	70	0	9	0	25	0	658
Ohlone Parkway/W Beach Street	2008	7	0	0	0	0	149	0	120	0	40	199	0	0	0	185	88	0	788
Walker Street/W Beach Street		8																	
SB Hwy 1 ramps/W Riverside Drive	2008	9	0	0	0	0	393	0	260	0	0	132	149	0	0	228	0	0	1171
NB Hwy 1 ramps/W Riverside Drive	2008	10	96	0	202	0	0	0	0	0	88	437	0	0	0	354	667	0	1854

Average AM COVID Factor	0.76%

EXISTING ADJ COUNTS	AM																		
	Year	INTID	NBL	NBT	NBR	NBU	SBL	SBT	SBR	SBU	EBL	EBT	EBR	EBU	WBL	WBT	WBR	WBU	Total
Harkins Slough Rd/NB Hwy 1	2021 Adj	1	56	0	415	0	0	0	0	0	0	402	0	0	0	652	0	0	1524
Main Street/S Green Valley Road	2019	2	234	465	153	0	220	426	132	0	172	551	280	14	129	555	223	1	3557
Main Street/Ohlone Parkway	2019	3	303	268	146	0	63	271	162	0	114	602	209	0	124	484	43	1	2793
Main Street/E Riverside Drive	2018	4	369	757	285	0	50	410	24	0	56	339	296	4	264	444	54	1	3357
Ohlone Parkway/Loma Vista	2021 Adj	5	7	277	4	2	14	254	48	0	92	2	10	0	6	0	25	0	737
Ohlone Parkway/Lighthouse Drive	2021 Adj	6	19	167	8	4	17	217	35	2	96	0	55	0	9	2	28	0	657
Ohlone Parkway/W Beach Street	2021 Adj	7	0	0	0	0	167	0	121	0	75	157	0	0	0	194	165	0	884
Walker Street/W Beach Street	2021 Adj	8	50	202	21	0	64	219	208	0	129	161	50	0	38	149	33	0	1327
SB Hwy 1 ramps/W Riverside Drive	2021 Adj	9	0	0	0	0	406	2	218	0	0	168	144	0	3	281	0	0	1227
NB Hwy 1 ramps/W Riverside Drive	2021 Adj	10	154	3	342	0	0	0	0	0	107	440	0	0	0	317	631	0	2001

										PM									
	Year	INTID	NBL	NBT	NBR	NBU	SBL	SBT	SBR	SBU	EBL	EBT	EBR	EBU	WBL	WBT	WBR	WBU	Total
Harkins Slough Rd/NB Hwy 1	2021	1	12	0	464	0	0	0	0	0	0	59	0	0	0	398	0	0	934
Main Street/S Green Valley Road	2021	2	203	401	115	2	217	366	110	0	299	823	270	10	164	586	220	6	3794
Main Street/Ohlone Parkway	2021	3	272	339	129	0	104	168	123	0	203	903	213	2	113	543	45	4	3164
Main Street/E Riverside Drive	2021	4	314	771	303	0	83	720	25	0	56	416	573	2	330	340	46	1	3984
Ohlone Parkway/Loma Vista	2021	5	13	247	15	1	23	240	79	0	34	1	10	0	5	2	18	0	693
Ohlone Parkway/Lighthouse Drive	2021	6	64	201	6	10	33	160	67	1	54	1	31	0	4	0	19	0	657
Ohlone Parkway/W Beach Street	2021	7	0	0	0	0	130	0	85	0	130	311	0	0	0	116	192	0	971
Walker Street/W Beach Street	2021	8	51	225	40	0	58	233	128	0	217	242	102	0	43	104	55	0	1506
SB Hwy 1 ramps/W Riverside Drive	2021	9	0	0	0	0	364	2	212	0	0	314	190	0	1	175	0	0	1267
NB Hwy 1 ramps/W Riverside Drive	2021	10	64	3	343	0	0	0	0	0	129	559	0	1	0	311	440	0	1860

	Year	INTID	NBL	NBT	NBR	NBU	SBL	SBT	SBR	SBU	EBL	EBT	EBR	EBU	WBL	WBT	WBR	WBU	Total
Harkins Slough Rd/NB Hwy 1		1																	
Main Street/S Green Valley Road	2019	2	329	447	120	6	225	433	127	0	323	896	317	19	190	600	279	8	4321
Main Street/Ohlone Parkway	2019	3	330	293	118	0	103	183	142	0	231	959	191	1	127	625	48	1	3355
Main Street/E Riverside Drive	2018	4	340	684	339	0	86	673	34	0	55	496	607	3	391	376	43	1	4132
Ohlone Parkway/Loma Vista	2008	5	6	243	8	0	34	203	85	0	52	2	7	0	7	4	26	0	682
Ohlone Parkway/Lighthouse Drive	2008	6	77	182	5	0	23	140	55	0	49	5	33	0	9	0	23	0	607
Ohlone Parkway/W Beach Street	2008	7	0	0	0	0	80	0	69	0	136	317	0	0	0	94	168	0	871
Walker Street/W Beach Street		8																	
SB Hwy 1 ramps/W Riverside Drive	2008	9	0	0	0	0	405	0	138	0	0	253	156	0	0	187	0	0	1148
NB Hwy 1 ramps/W Riverside Drive	2008	10	100	0	239	0	0	0	0	0	141	517	0	0	0	363	476	0	1846

Average PM COVID Factor	3.46%

EXISTING ADJ COUNTS	PM																		
	Year	INTID	NBL	NBT	NBR	NBU	SBL	SBT	SBR	SBU	EBL	EBT	EBR	EBU	WBL	WBT	WBR	WBU	Total
Harkins Slough Rd/NB Hwy 1	2021 Adj	1	14	0	514	0	0	0	0	0	0	66	0	0	0	441	0	0	1035
Main Street/S Green Valley Road	2019	2	329	447	120	6	225	433	127	0	323	896	317	19	190	600	279	8	4321
Main Street/Ohlone Parkway	2019	3	330	293	118	0	103	183	142	0	231	959	191	1	127	625	48	1	3355
Main Street/E Riverside Drive	2018	4	340	684	339	0	86	673	34	0	55	496	607	3	391	376	43	1	4132
Ohlone Parkway/Loma Vista	2021 Adj	5	15	274	17	2	26	266	88	0	38	2	12	0	6	3	20	0	768
Ohlone Parkway/Lighthouse Drive	2021 Adj	6	71	223	7	12	37	178	75	2	60	2	35	0	5	0	22	0	728
Ohlone Parkway/W Beach Street	2021 Adj	7	0	0	0	0	144	0	95	0	144	345	0	0	0	129	213	0	1076
Walker Street/W Beach Street	2021 Adj	8	57	250	45	0	65	259	142	0	241	269	113	0	48	116	61	0	1669
SB Hwy 1 ramps/W Riverside Drive	2021 Adj	9	0	0	0	0	404	3	235	0	0	348	211	0	2	194	0	0	1404
NB Hwy 1 ramps/W Riverside Drive	2021 Adj	10	71	4	380	0	0	0	0	0	143	620	0	2	0	345	488	0	2061

National Data & Surveying Services Intersection Turning Movement Count

Location: Harkins Slough Rd & NB Hwy 1 Off Ramp
City: Watsonville
Control: 1-Way Stop(WB)

Project ID: 21-090069-001
Date: 8/19/2021

Data - Totals

NS/EW Streets:	Harkins Slough Rd				Harkins Slough Rd				NB Hwy 1 Off Ramp				NB Hwy 1 Off Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	35	0	0	0	122	0	0	0	0	0	0	15	0	64	0	236
7:15 AM	0	100	0	0	0	238	0	0	0	0	0	0	14	0	86	0	438
7:30 AM	0	96	0	0	0	167	0	0	0	0	0	0	19	0	97	0	379
7:45 AM	0	88	0	0	0	140	0	0	0	0	0	0	17	0	116	0	361
8:00 AM	0	108	0	0	0	92	0	0	0	0	0	0	4	0	106	0	310
8:15 AM	0	17	0	0	0	77	0	0	0	0	0	0	1	0	81	0	176
8:30 AM	0	10	0	0	0	77	0	0	0	0	0	0	0	0	88	0	175
8:45 AM	0	8	0	0	0	54	0	0	0	0	0	0	5	0	73	0	140
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	462	0	0	0	967	0	0	0	0	0	0	75	0	711	0	2215
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					9.54%	0.00%	90.46%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	392	0	0	0	637	0	0	0	0	0	0	54	0	405	0	1488
PEAK HR FACTOR :	0.000	0.907	0.000	0.000	0.000	0.669	0.000	0.000	0.000	0.000	0.000	0.000	0.711	0.000	0.873	0.000	0.849
		0.907				0.669								0.863			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	15	0	0	0	115	0	0	0	0	0	0	4	0	131	0	265
4:15 PM	0	17	0	0	0	92	0	0	0	0	0	0	3	0	104	0	216
4:30 PM	0	13	0	0	0	90	0	0	0	0	0	0	3	0	113	0	219
4:45 PM	0	14	0	0	0	101	0	0	0	0	0	0	2	0	116	0	233
5:00 PM	0	20	0	0	0	123	0	0	0	0	0	0	0	0	89	0	232
5:15 PM	0	20	0	0	0	102	0	0	0	0	0	0	0	0	72	0	194
5:30 PM	0	26	0	0	0	84	0	0	0	0	0	0	1	0	99	0	210
5:45 PM	0	32	0	0	0	115	0	0	0	0	0	0	3	0	93	0	243
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	157	0	0	0	822	0	0	0	0	0	0	16	0	817	0	1812
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					1.92%	0.00%	98.08%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	59	0	0	0	398	0	0	0	0	0	0	12	0	464	0	933
PEAK HR FACTOR :	0.000	0.868	0.000	0.000	0.000	0.865	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.885	0.000	0.880
		0.868				0.865								0.881			

National Data & Surveying Services Intersection Turning Movement Count

Location: Harkins Slough Rd & NB Hwy 1 Off Ramp
City: Watsonville
Control: 1-Way Stop(WB)

Project ID: 21-090069-001
Date: 8/19/2021

Data - Bikes

NS/EW Streets:	Harkins Slough Rd				Harkins Slough Rd				NB Hwy 1 Off Ramp				NB Hwy 1 Off Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.400
						0.400											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%													
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
		0.250															

National Data & Surveying Services Intersection Turning Movement Count

Location: Harkins Slough Rd & NB Hwy 1 Off Ramp **Project ID:** 21-090069-001
City: Watsonville **Date:** 8/19/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Harkins Slough Rd		Harkins Slough Rd		NB Hwy 1 Off Ramp		NB Hwy 1 Off Ramp		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	1	0	1	0	0	3
APPROACH %'s :	0.00%	100.00%	0.00%	100.00%	0.00%	100.00%			
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	1	0	1	0	1	0	0	3
PEAK HR FACTOR :		0.250		0.250		0.250			0.375
	0.250		0.250		0.250				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	2	0	0	0	2
4:30 PM	0	0	0	4	0	4	0	0	8
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	4	2	4	0	0	10
APPROACH %'s :			0.00%	100.00%	33.33%	66.67%			
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	0	4	2	4	0	0	10
PEAK HR FACTOR :				0.250	0.250	0.250			0.313
			0.250		0.375				

Prepared by National Data & Surveying Services

Harkins Slough Rd & NB Hwy 1 Off Ramp

Peak Hour Turning Movement Count

ID: 21-090069-001
City: Watsonville

Day: Thursday
Date: 8/19/2021

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

CONTROL: 1-Way Stop(WB)

	AM	NOON	PM
TEV	1488	0	933
PHF	0.85		0.88

Harkins Slough Rd — SOUTHBOUND

	Left	Thru	Right	U-Turn		
AM	0	637	0	0	797	AM
NOON	0	0	0	0	0	NOON
PM	0	398	0	0	523	PM

NB Hwy 1 Off Ramp

	Left	Thru	Right
AM	0	0	0
NOON	0	0	0
PM	0	0	0

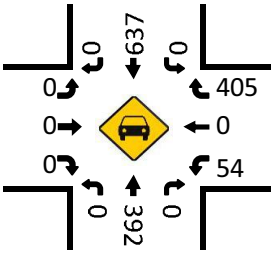
NB Hwy 1 Off Ramp

	Left	Thru	Right
PM	464	0	405
NOON	0	0	0
AM	12	0	54

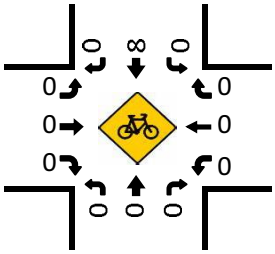
Harkins Slough Rd — NORTHBOUND

	Left	Thru	Right	U-Turn		
PM	410	0	0	59	0	PM
NOON	0	0	0	0	0	NOON
AM	691	0	0	392	0	AM

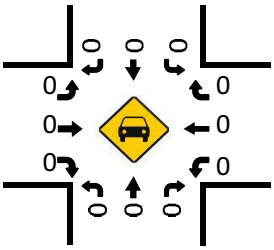
Totals (AM)



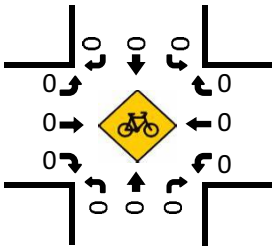
Total Bikes (AM)



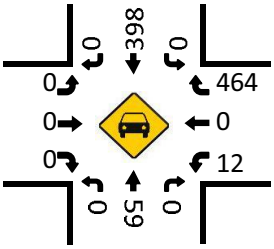
Totals (NOON)



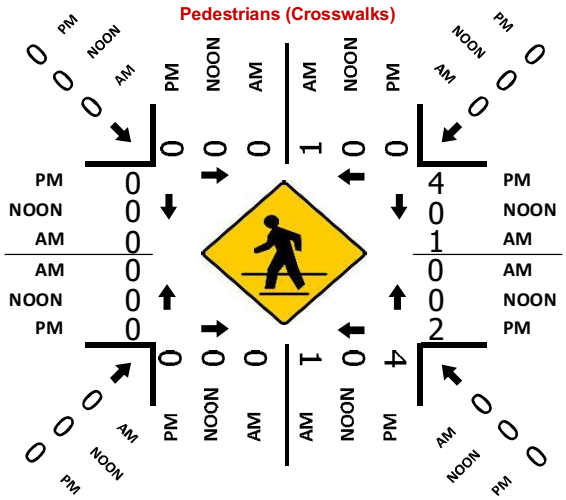
Total Bikes (NOON)



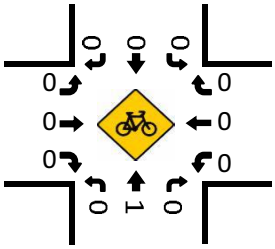
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



File Name: 21-090069-001
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	Harkins Slough Rd Southbound				NB Hwy 1 Off Ramp Westbound				Harkins Slough Rd Northbound				NB Hwy 1 Off Ramp Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	236
6:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	674
6:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	1053
7:00 AM	0	122	0	0	15	0	64	0	0	35	0	0	0	0	0	0	1414
7:15 AM	U	236	U	U	14	U	96	U	U	100	U	U	U	U	U	U	1488
7:30 AM	0	167	0	0	19	0	97	0	0	36	0	0	0	0	0	0	1226
7:45 AM	U	140	U	U	17	U	116	U	U	88	U	U	U	U	U	U	1022
8:00 AM	0	92	0	0	4	0	106	0	0	108	0	0	0	0	0	0	801
8:15 AM	U	77	U	U	1	U	81	U	U	17	U	U	U	U	U	U	491
8:30 AM	0	77	0	0	0	0	88	0	0	10	0	0	0	0	0	0	315
8:45 AM	U	54	U	U	5	U	73	U	U	8	U	U	U	U	U	U	140
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	265
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	481
3:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	700
4:00 PM	0	115	0	0	4	0	131	0	0	15	0	0	0	0	0	0	933
4:15 PM	U	92	U	U	3	U	104	U	U	17	U	U	U	U	U	U	980
4:30 PM	0	90	0	0	3	0	113	0	0	13	0	0	0	0	0	0	878
4:45 PM	U	101	U	U	2	U	116	U	U	14	U	U	U	U	U	U	869
5:00 PM	0	123	0	0	0	0	89	0	0	20	0	0	0	0	0	0	679
5:15 PM	U	102	U	U	0	U	72	U	U	24	U	U	U	U	U	U	647
5:30 PM	0	84	0	0	1	0	99	0	0	26	0	0	0	0	0	0	453
5:45 PM	U	115	U	U	3	U	93	U	U	32	U	U	U	U	U	U	243
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-001
Date : 8/19/2021

All Vehicles & Uturns

	Harkins Slough Rd Southbound					NB Hwy 1 Off Ramp Westbound					Harkins Slough Rd Northbound					NB Hwy 1 Off Ramp Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	122	0	0	122	15	0	64	0	79	0	35	0	0	35	0	0	0	0	0	236	0
7:15	0	238	0	0	238	14	0	86	0	100	0	100	0	0	100	0	0	0	0	0	438	0
7:30	0	167	0	0	167	19	0	97	0	116	0	96	0	0	96	0	0	0	0	0	379	0
7:45	0	140	0	0	140	17	0	116	0	133	0	88	0	0	88	0	0	0	0	0	361	0
Total	0	667	0	0	667	65	0	363	0	428	0	319	0	0	319	0	0	0	0	0	1414	0
8:00	0	92	0	0	92	4	0	106	0	110	0	108	0	0	108	0	0	0	0	0	310	0
8:15	0	77	0	0	77	1	0	81	0	82	0	17	0	0	17	0	0	0	0	0	176	0
8:30	0	77	0	0	77	0	0	88	0	88	0	10	0	0	10	0	0	0	0	0	175	0
8:45	0	54	0	0	54	5	0	73	0	78	0	8	0	0	8	0	0	0	0	0	140	0
Total	0	300	0	0	300	10	0	348	0	358	0	143	0	0	143	0	0	0	0	0	801	0
16:00	0	115	0	0	115	4	0	131	0	135	0	15	0	0	15	0	0	0	0	0	265	0
16:15	0	92	0	0	92	3	0	104	0	107	0	17	0	0	17	0	0	0	0	0	216	0
16:30	0	90	0	0	90	3	0	113	0	116	0	13	0	0	13	0	0	0	0	0	219	0
16:45	0	101	0	0	101	2	0	116	0	118	0	14	0	0	14	0	0	0	0	0	233	0
Total	0	398	0	0	398	12	0	464	0	476	0	59	0	0	59	0	0	0	0	0	933	0
17:00	0	123	0	0	123	0	0	89	0	89	0	20	0	0	20	0	0	0	0	0	232	0
17:15	0	102	0	0	102	0	0	72	0	72	0	20	0	0	20	0	0	0	0	0	194	0
17:30	0	84	0	0	84	1	0	99	0	100	0	26	0	0	26	0	0	0	0	0	210	0
17:45	0	115	0	0	115	3	0	93	0	96	0	32	0	0	32	0	0	0	0	0	243	0
Total	0	424	0	0	424	4	0	353	0	357	0	98	0	0	98	0	0	0	0	0	879	0
Grand Total	0	1789	0	0	1789	91	0	1528	0	1619	0	619	0	0	619	0	0	0	0	0	4027	0
Apprch %	0.0%	100.0%	0.0%	0.0%		5.6%	0.0%	94.4%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%			
Total %	0.0%	44.4%	0.0%	0.0%	44.4%	2.3%	0.0%	37.9%	0.0%	40.2%	0.0%	15.4%	0.0%	0.0%	15.4%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

AM PEAK HOUR	Harkins Slough Rd *Southbound*					NB Hwy 1 Off Ramp *Westbound*					Harkins Slough Rd Northbound					NB Hwy 1 Off Ramp Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	238	0	0	238	14	0	86	0	100	0	100	0	0	100	0	0	0	0	0	438
7:30	0	167	0	0	167	19	0	97	0	116	0	96	0	0	96	0	0	0	0	0	379
7:45	0	140	0	0	140	17	0	116	0	133	0	88	0	0	88	0	0	0	0	0	361
8:00	0	92	0	0	92	4	0	106	0	110	0	108	0	0	108	0	0	0	0	0	310
Total Volume	0	637	0	0	637	54	0	405	0	459	0	392	0	0	392	0	0	0	0	0	1488
% App Total	0.0%	100.0%	0.0%	0.0%		11.8%	0.0%	88.2%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.669	.000	.000	.669	.711	.000	.873	.000	.863	.000	.907	.000	.000	.907	.000	.000	.000	.000	.000	.849

PM PEAK HOUR	Harkins Slough Rd Southbound					NB Hwy 1 Off Ramp Westbound					Harkins Slough Rd Northbound					NB Hwy 1 Off Ramp Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	0	115	0	0	115	4	0	131	0	135	0	15	0	0	15	0	0	0	0	0	265
16:15	0	92	0	0	92	3	0	104	0	107	0	17	0	0	17	0	0	0	0	0	216
16:30	0	90	0	0	90	3	0	113	0	116	0	13	0	0	13	0	0	0	0	0	219
16:45	0	101	0	0	101	2	0	116	0	118	0	14	0	0	14	0	0	0	0	0	233
Total Volume	0	398	0	0	398	12	0	464	0	476	0	59	0	0	59	0	0	0	0	0	933
% App Total	0.0%	100.0%	0.0%	0.0%		2.5%	0.0%	97.5%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.865	.000	.000	.865	.750	.000	.885	.000	.881	.000	.868	.000	.000	.868	.000	.000	.000	.000	.000	.880

File Name: 21-090069-001
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	Harkins Slough Rd Southbound				NB Hwy 1 Off Ramp Westbound				Harkins Slough Rd Northbound				NB Hwy 1 Off Ramp Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-001
Date : 8/19/2021

All Bikes and Peds

	Harkins Slough Rd Southbound					NB Hwy 1 Off Ramp Westbound					Harkins Slough Rd Northbound					NB Hwy 1 Off Ramp Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	2	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	5	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1
Total	0	7	0	1	7	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	7	3
8:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	8
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	6	0	0	1	0	4	1	0	0	0	0	0	1	10
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0
Grand Total	0	8	0	1	8	0	0	0	7	0	0	3	0	5	3	0	0	0	0	0	11	13
Apprch %	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%				
Total %	0.0%	72.7%	0.0%		72.7%	0.0%	0.0%	0.0%		0.0%	0.0%	27.3%	0.0%		27.3%	0.0%	0.0%	0.0%		0.0%	100.0%	

AM PEAK HOUR	Harkins Slough Rd Southbound					NB Hwy 1 Off Ramp Westbound					Harkins Slough Rd Northbound					NB Hwy 1 Off Ramp Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	2	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	5	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	8	0	1	8	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	8
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.400	.000		.400	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.400

PM PEAK HOUR	Harkins Slough Rd Southbound					NB Hwy 1 Off Ramp Westbound					Harkins Slough Rd Northbound					NB Hwy 1 Off Ramp Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	6	0	0	1	0	4	1	0	0	0	0	0	1
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.250	.000		.250	.000	.000	.000		.000	.250

National Data & Surveying Services Intersection Turning Movement Count

Location: S Green Valley Rd & Main St
City: Watsonville
Control: Signalized

Project ID: 21-090069-002
Date: 8/19/2021

Data - Totals

NS/EW Streets:	S Green Valley Rd				S Green Valley Rd				Main St				Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	2.5	0	0	0.5	1.5	1	0	2	2	1	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	82	71	13	0	19	85	51	0	13	61	43	0	17	229	22	0	706
7:15 AM	66	98	38	0	31	152	49	0	39	112	55	1	53	203	29	0	926
7:30 AM	50	112	51	0	38	106	26	0	44	144	72	2	54	164	44	1	908
7:45 AM	49	126	55	0	62	86	23	0	56	178	44	5	24	132	66	1	907
8:00 AM	54	148	34	1	59	79	29	0	31	98	43	2	16	117	65	2	778
8:15 AM	35	79	16	1	67	92	24	0	49	126	38	2	20	111	43	1	704
8:30 AM	37	68	19	0	44	72	34	0	29	112	41	2	17	125	39	0	639
8:45 AM	30	54	14	0	43	58	32	0	41	146	30	2	18	110	44	0	622
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	403	756	240	2	363	730	268	0	302	977	366	16	219	1191	352	5	6190
APPROACH %'s :	28.77%	53.96%	17.13%	0.14%	26.67%	53.64%	19.69%	0.00%	18.18%	58.82%	22.03%	0.96%	12.39%	67.40%	19.92%	0.28%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	219	484	178	1	190	423	127	0	170	532	214	10	147	616	204	4	3519
PEAK HR FACTOR :	0.830	0.818	0.809	0.250	0.766	0.696	0.648	0.000	0.759	0.747	0.743	0.500	0.681	0.759	0.773	0.500	0.950
	0.930				0.797				0.818				0.852				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	2.5	0	0	0.5	1.5	1	0	2	2	1	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	51	137	21	2	59	109	35	0	59	210	56	3	38	139	53	1	973
4:15 PM	56	94	27	0	53	108	34	0	64	216	59	4	51	131	53	1	951
4:30 PM	61	117	38	1	51	70	22	0	88	217	70	4	39	156	52	0	986
4:45 PM	39	84	24	1	53	91	25	0	57	181	60	1	34	149	53	3	855
5:00 PM	47	106	26	0	60	97	29	0	90	209	81	1	40	150	62	2	1000
5:15 PM	41	80	24	1	62	84	32	0	73	178	58	5	46	170	77	5	936
5:30 PM	44	85	23	2	54	68	19	0	61	205	73	3	26	117	41	1	822
5:45 PM	39	89	28	1	51	105	11	0	74	193	59	2	41	154	56	5	908
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	378	792	211	8	443	732	207	0	566	1609	516	23	315	1166	447	18	7431
APPROACH %'s :	27.21%	57.02%	15.19%	0.58%	32.05%	52.97%	14.98%	0.00%	20.85%	59.29%	19.01%	0.85%	16.19%	59.92%	22.97%	0.92%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	203	401	115	2	217	366	110	0	299	823	270	10	164	586	220	6	3792
PEAK HR FACTOR :	0.832	0.857	0.757	0.500	0.904	0.847	0.809	0.000	0.831	0.948	0.833	0.625	0.804	0.939	0.887	0.500	0.948
	0.831				0.888				0.920				0.961				

National Data & Surveying Services Intersection Turning Movement Count

Location: S Green Valley Rd & Main St
City: Watsonville
Control: Signalized

Project ID: 21-090069-002
Date: 8/19/2021

Data - Bikes

NS/EW Streets:	S Green Valley Rd				S Green Valley Rd				Main St				Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	2.5	0	0	0.5	1.5	1	0	2	2	1	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	5
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	8	0	0	0	0	0	0	0	1	1	0	10
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%					0.00%	50.00%	50.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	8	0	0	0	0	0	0	0	1	0	0	9
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.450
					0.500								0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	2.5	0	0	0.5	1.5	1	0	2	2	1	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	3
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	1	0	2	1	1	0	0	1	0	0	0	0	1	0	10
APPROACH %'s :	0.00%	75.00%	25.00%	0.00%	50.00%	25.00%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.250				0.250				0.250							

National Data & Surveying Services Intersection Turning Movement Count

Location: S Green Valley Rd & Main St
City: Watsonville
Project ID: 21-090069-002
Date: 8/19/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Green Valley Rd		S Green Valley Rd		Main St		Main St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	2	0	0	0	1	0	9	12
7:15 AM	0	8	0	3	0	2	0	36	49
7:30 AM	0	9	1	1	1	5	4	39	60
7:45 AM	0	2	0	2	3	1	2	11	21
8:00 AM	0	0	0	0	0	0	0	2	2
8:15 AM	0	0	0	1	0	1	0	3	5
8:30 AM	0	1	0	0	0	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	22	1	7	4	10	6	101	151
APPROACH %'s :	0.00%	100.00%	12.50%	87.50%	28.57%	71.43%	5.61%	94.39%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	19	1	6	4	8	6	88	132
PEAK HR FACTOR :		0.528	0.250	0.500	0.333	0.400	0.375	0.564	0.550
	0.528		0.583		0.500		0.547		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	1	1	0	1	1	1	5
4:15 PM	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	1	2	4	2	0	9
4:45 PM	1	2	1	0	3	2	1	0	10
5:00 PM	0	0	4	0	0	1	1	0	6
5:15 PM	0	0	1	1	1	1	0	0	4
5:30 PM	0	0	0	0	0	0	1	0	1
5:45 PM	1	0	0	0	0	0	2	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	2	7	4	6	9	8	1	39
APPROACH %'s :	50.00%	50.00%	63.64%	36.36%	40.00%	60.00%	88.89%	11.11%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	1	2	5	2	5	7	4	0	26
PEAK HR FACTOR :	0.250	0.250	0.313	0.500	0.417	0.438	0.500		0.650
	0.250		0.438		0.500		0.500		

Prepared by National Data & Surveying Services

S Green Valley Rd & Main St

Peak Hour Turning Movement Count

ID: 21-090069-002
City: Watsonville

Day: Thursday
Date: 8/19/2021

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	3519	0	3792
PHF	0.95		0.95

S Green Valley Rd — SOUTHBOUND

AM	127	423	190	0	858	AM
NOON	0	0	0	0	0	NOON
PM	110	366	217	0	920	PM
	1	1.5	0.5	0		

Main St — WESTBOUND

AM	NOON	PM	
972	0	909	
10	0	10	0
170	0	299	2
532	0	823	2
214	0	270	1
AM	NOON	PM	

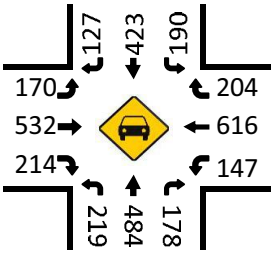
Main St — EASTBOUND

PM	NOON	AM	
220	0	204	1
586	0	616	2
164	0	147	2
6	0	4	0
1161	0	904	
PM	NOON	AM	

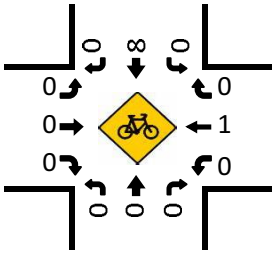
S Green Valley Rd — NORTHBOUND

	0	1.5	2.5	0		
PM	802	2	203	401	115	PM
NOON	0	0	0	0	0	NOON
AM	785	1	219	484	178	AM

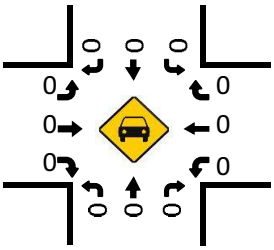
Totals (AM)



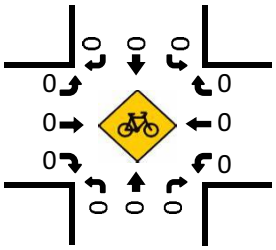
Total Bikes (AM)



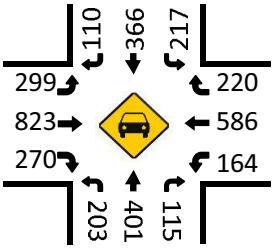
Totals (NOON)



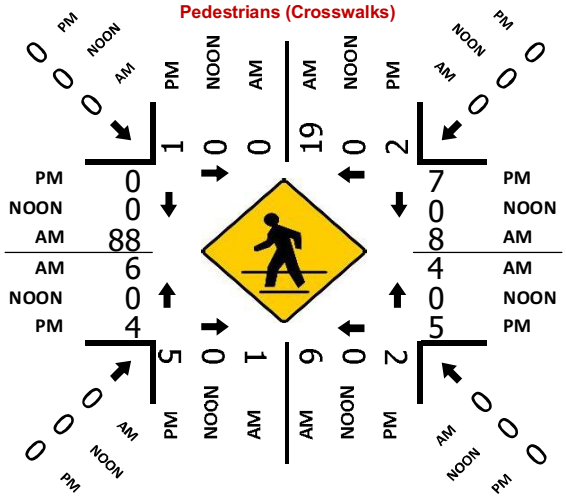
Total Bikes (NOON)



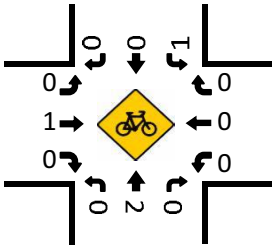
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



File Name: 21-090069-002
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	S Green Valley Rd Southbound				Main St Westbound				S Green Valley Rd Northbound				Main St Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	706
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1631
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2536
7:00 AM	19	85	51	0	17	229	22	0	82	71	13	0	13	61	43	0	3437
7:15 AM	31	152	49	0	53	265	29	0	66	98	38	0	39	112	55	1	3604
7:30 AM	38	106	26	0	54	164	44	1	50	112	51	0	44	144	72	2	3279
7:45 AM	62	86	23	0	24	132	66	1	49	126	56	0	56	178	44	5	3011
8:00 AM	59	79	29	0	16	117	65	2	54	148	34	1	31	98	43	2	2730
8:15 AM	67	92	24	0	20	111	43	1	35	79	16	1	49	126	38	2	1967
8:30 AM	44	72	34	0	17	125	39	0	37	68	19	0	29	112	41	2	1257
8:45 AM	43	58	32	0	18	110	44	0	30	54	14	0	41	146	30	2	620
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	467
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1913
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2894
4:00 PM	59	109	35	0	38	139	53	1	51	137	21	2	59	210	56	3	3744
4:15 PM	53	108	34	0	51	131	53	1	56	94	27	0	64	216	59	4	3774
4:30 PM	51	70	22	0	39	156	52	0	61	117	38	1	88	217	70	4	3753
4:45 PM	53	91	25	0	34	149	53	3	39	84	24	1	57	191	60	1	3588
5:00 PM	60	97	29	0	40	150	62	2	47	106	26	0	90	209	81	1	3638
5:15 PM	62	84	32	0	46	170	77	5	41	80	24	1	73	178	58	5	3541
5:30 PM	54	68	19	0	26	117	41	1	44	86	23	2	61	205	73	3	1716
5:45 PM	51	105	11	0	41	154	56	5	39	89	28	1	74	193	59	2	800
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-002
Date : 8/19/2021

All Vehicles & Uturns

	S Green Valley Rd Southbound					Main St Westbound					S Green Valley Rd Northbound					Main St Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	19	85	51	0	155	17	229	22	0	268	82	71	13	0	166	13	61	43	0	117	706	0
7:15	31	152	49	0	232	53	203	29	0	285	66	98	38	0	202	39	112	55	1	207	926	1
7:30	38	106	26	0	170	54	164	44	1	263	50	112	51	0	213	44	144	72	2	262	908	3
7:45	62	86	23	0	171	24	132	66	1	223	49	126	55	0	230	56	178	44	5	283	907	6
Total	150	429	149	0	728	148	728	161	2	1039	247	407	157	0	811	152	495	214	8	869	3447	10
8:00	59	79	29	0	167	16	117	65	2	200	54	148	34	1	237	31	98	43	2	174	778	5
8:15	67	92	24	0	183	20	111	43	1	175	35	79	16	1	131	49	126	38	2	215	704	4
8:30	44	72	34	0	150	17	125	39	0	181	37	68	19	0	124	29	112	41	2	184	639	2
8:45	43	58	32	0	133	18	110	44	0	172	30	54	14	0	98	41	146	30	2	219	622	2
Total	213	301	119	0	633	71	463	191	3	728	156	349	83	2	590	150	482	152	8	792	2743	13
16:00	59	109	35	0	203	38	139	53	1	231	51	137	21	2	211	59	210	56	3	328	973	6
16:15	53	108	34	0	195	51	131	53	1	236	56	94	27	0	177	64	216	59	4	343	951	5
16:30	51	70	22	0	143	39	156	52	0	247	61	117	38	1	217	88	217	70	4	379	986	5
16:45	53	91	25	0	169	34	149	53	3	239	39	84	24	1	148	57	181	60	1	299	855	5
Total	216	378	116	0	710	162	575	211	5	953	207	432	110	4	753	268	824	245	12	1349	3765	21
17:00	60	97	29	0	186	40	150	62	2	254	47	106	26	0	179	90	209	81	1	381	1000	3
17:15	62	84	32	0	178	46	170	77	5	298	41	80	24	1	146	73	178	58	5	314	936	11
17:30	54	68	19	0	141	26	117	41	1	185	44	85	23	2	154	61	205	73	3	342	822	6
17:45	51	105	11	0	167	41	154	56	5	256	39	89	28	1	157	74	193	59	2	328	908	8
Total	227	354	91	0	672	153	591	236	13	993	171	360	101	4	636	298	785	271	11	1365	3666	28
Grand Total	806	1462	475	0	2743	534	2357	799	23	3713	781	1548	451	10	2790	868	2586	882	39	4375	13621	72
Apprch %	29.4%	53.3%	17.3%	0.0%		14.4%	63.5%	21.5%	0.6%		28.0%	55.5%	16.2%	0.4%		19.8%	59.1%	20.2%	0.9%			
Total %	5.9%	10.7%	3.5%	0.0%	20.1%	3.9%	17.3%	5.9%	0.2%	27.3%	5.7%	11.4%	3.3%	0.1%	20.5%	6.4%	19.0%	6.5%	0.3%	32.1%	100.0%	

AM PEAK HOUR	S Green Valley Rd Southbound					Main St Westbound					S Green Valley Rd Northbound					Main St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	31	152	49	0	232	53	203	29	0	285	66	98	38	0	202	39	112	55	1	207	926
7:30	38	106	26	0	170	54	164	44	1	263	50	112	51	0	213	44	144	72	2	262	908
7:45	62	86	23	0	171	24	132	66	1	223	49	126	55	0	230	56	178	44	5	283	907
8:00	59	79	29	0	167	16	117	65	2	200	54	148	34	1	237	31	98	43	2	174	778
Total Volume	190	423	127	0	740	147	616	204	4	971	219	484	178	1	882	170	532	214	10	926	3519
% App Total	25.7%	57.2%	17.2%	0.0%		15.1%	63.4%	21.0%	0.4%		24.8%	54.9%	20.2%	0.1%		18.4%	57.5%	23.1%	1.1%		
PHF	.766	.696	.648	.000	.797	.681	.759	.773	.500	.852	.830	.818	.809	.250	.930	.759	.747	.743	.500	.818	.950

PM PEAK HOUR	S Green Valley Rd Southbound					Main St Westbound					S Green Valley Rd Northbound					Main St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	53	108	34	0	195	51	131	53	1	236	56	94	27	0	177	64	216	59	4	343	951
16:30	51	70	22	0	143	39	156	52	0	247	61	117	38	1	217	88	217	70	4	379	986
16:45	53	91	25	0	169	34	149	53	3	239	39	84	24	1	148	57	181	60	1	299	855
17:00	60	97	29	0	186	40	150	62	2	254	47	106	26	0	179	90	209	81	1	381	1000
Total Volume	217	366	110	0	693	164	586	220	6	976	203	401	115	2	721	299	823	270	10	1402	3792
% App Total	31.3%	52.8%	15.9%	0.0%		16.8%	60.0%	22.5%	0.6%		28.2%	55.6%	16.0%	0.3%		21.3%	58.7%	19.3%	0.7%		
PHF	.904	.847	.809	.000	.888	.804	.939	.887	.500	.961	.832	.857	.757	.500	.831	.831	.948	.833	.625	.920	.948

File Name: 21-090069-002
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	S Green Valley Rd Southbound				Main St Westbound				S Green Valley Rd Northbound				Main St Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	1
6:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	3
7:00 AM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	9	3
7:15 AM	U	1	U	6	U	U	U	2	U	U	U	3	U	U	U	36	4
7:30 AM	U	2	U	9	U	U	U	6	U	U	U	2	U	U	U	43	3
7:45 AM	U	4	U	2	U	1	U	4	U	U	U	2	U	U	U	13	7
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:15 AM	U	U	U	U	U	U	U	1	U	U	U	1	U	U	U	3	1
8:30 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
8:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	3
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	5
4:15 PM	1	U	U	U	U	U	U	U	U	U	U	1	U	U	U	U	4
4:30 PM	0	0	0	0	0	0	0	6	0	0	0	1	0	1	0	2	3
4:45 PM	U	U	U	3	U	U	U	5	U	2	U	1	U	U	U	1	5
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	1	5
5:15 PM	U	U	U	U	U	U	U	2	U	U	U	2	U	U	U	U	5
5:30 PM	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	5
5:45 PM	U	1	U	1	U	U	U	U	U	1	U	U	U	U	U	2	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-002
Date : 8/19/2021

All Bikes and Peds

	S Green Valley Rd Southbound					Main St Westbound					S Green Valley Rd Northbound					Main St Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	9	0	0	12
7:15	0	1	0	8	1	0	0	0	2	0	0	0	0	3	0	0	0	0	36	0	1	49
7:30	0	2	0	9	2	0	0	0	6	0	0	0	0	2	0	0	0	0	43	0	2	60
7:45	0	4	0	2	4	0	1	0	4	1	0	0	0	2	0	0	0	0	13	0	5	21
Total	0	7	0	21	7	0	1	0	13	1	0	0	0	7	0	0	0	0	101	0	8	142
8:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	2
8:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	0	0	5
8:30	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	2
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	1	1	1	0	0	0	1	0	0	0	0	6	0	2	9
16:00	0	0	0	0	0	0	0	0	1	0	0	0	1	2	1	0	0	0	2	0	1	5
16:15	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	0	1	0	2	1	1	9
16:45	0	0	0	3	0	0	0	0	5	0	0	2	0	1	2	0	0	0	1	0	2	10
Total	1	0	0	3	1	0	0	0	12	0	0	2	1	5	3	0	1	0	5	1	5	25
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	1	0	0	6
17:15	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
17:30	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	3	1
17:45	0	1	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	2	3
Total	1	1	1	1	3	0	0	1	3	1	0	1	0	6	1	0	0	0	4	0	5	14
Grand Total	2	9	1	26	12	0	1	2	29	3	0	3	1	19	4	0	1	0	116	1	20	190
Apprch %	16.7%	75.0%	8.3%			0.0%	33.3%	66.7%			0.0%	75.0%	25.0%			0.0%	100.0%	0.0%				
Total %	10.0%	45.0%	5.0%		60.0%	0.0%	5.0%	10.0%		15.0%	0.0%	15.0%	5.0%		20.0%	0.0%	5.0%	0.0%		5.0%	100.0%	

AM PEAK HOUR	S Green Valley Rd Southbound					Main St Westbound					S Green Valley Rd Northbound					Main St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	1	0	8	1	0	0	0	2	0	0	0	0	3	0	0	0	0	36	0	1
7:30	0	2	0	9	2	0	0	0	6	0	0	0	0	2	0	0	0	0	43	0	2
7:45	0	4	0	2	4	0	1	0	4	1	0	0	0	2	0	0	0	0	13	0	5
8:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1
Total Volume	0	8	0	19	8	0	1	0	12	1	0	0	0	7	0	0	0	0	94	0	9
% App Total	0.0%	100.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.500	.000		.500	.000	.250	.000		.250	.000	.000	.000		.000	.000	.000	.000		.000	.450

PM PEAK HOUR	S Green Valley Rd Southbound					Main St Westbound					S Green Valley Rd Northbound					Main St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	0	1	0	2	1	1
16:45	0	0	0	3	0	0	0	0	5	0	0	2	0	1	2	0	0	0	1	0	2
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	1	0	0
Total Volume	1	0	0	3	1	0	0	0	12	0	0	2	0	7	2	0	1	0	4	1	4
% App Total	100.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.250	.000	.000		.250	.000	.000	.000		.000	.000	.250	.000		.250	.000	.250	.000		.250	.500

National Data & Surveying Services Intersection Turning Movement Count

Location: Ohlone Pkwy & Main St
City: Watsonville
Control: Signalized

Project ID: 21-090069-003
Date: 8/19/2021

Data - Totals

NS/EW Streets:	Ohlone Pkwy				Ohlone Pkwy				Main St				Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	1	1	0	0.5	0.5	1	0	1	2	1	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	52	26	20	0	11	34	73	0	8	79	14	0	19	172	3	0	511
7:15 AM	60	50	22	0	3	68	61	0	24	112	27	1	18	169	8	0	623
7:30 AM	51	51	36	0	8	64	46	0	31	154	38	0	34	137	7	0	657
7:45 AM	71	69	31	0	17	51	22	0	48	174	54	0	31	144	8	2	722
8:00 AM	60	82	32	0	17	50	42	0	43	165	47	0	25	122	9	0	694
8:15 AM	57	68	13	0	18	48	34	0	15	125	34	0	20	112	8	0	552
8:30 AM	50	51	18	0	27	36	24	0	19	133	45	0	17	110	5	0	535
8:45 AM	49	34	16	0	17	23	34	0	17	148	34	0	22	110	10	1	515
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	450	431	188	0	118	374	336	0	205	1090	293	1	186	1076	58	3	4809
APPROACH %'s :	42.10%	40.32%	17.59%	0.00%	14.25%	45.17%	40.58%	0.00%	12.90%	68.60%	18.44%	0.06%	14.06%	81.33%	4.38%	0.23%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	242	252	121	0	45	233	171	0	146	605	166	1	108	572	32	2	2696
PEAK HR FACTOR :	0.852	0.768	0.840	0.000	0.662	0.857	0.701	0.000	0.760	0.869	0.769	0.250	0.794	0.846	0.889	0.250	0.934
	0.884				0.850				0.832				0.915				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	1	1	0	0.5	0.5	1	0	1	2	1	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	71	93	36	0	27	36	29	0	59	233	56	1	25	127	16	2	811
4:15 PM	58	81	37	0	24	51	33	0	52	229	62	0	26	129	11	1	794
4:30 PM	61	85	25	0	28	31	34	0	42	243	48	1	34	150	11	1	794
4:45 PM	82	80	31	0	25	50	27	0	50	198	47	0	28	137	7	0	762
5:00 PM	90	89	30	0	28	36	26	0	53	212	45	0	36	155	10	0	810
5:15 PM	62	64	26	0	31	41	27	0	45	224	58	0	26	168	13	0	785
5:30 PM	80	67	36	0	24	37	23	0	59	209	43	0	26	125	10	0	739
5:45 PM	72	64	26	0	22	51	28	0	49	198	47	0	29	148	9	0	743
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	576	623	247	0	209	333	227	0	409	1746	406	2	230	1139	87	4	6238
APPROACH %'s :	39.83%	43.08%	17.08%	0.00%	27.18%	43.30%	29.52%	0.00%	15.96%	68.12%	15.84%	0.08%	15.75%	78.01%	5.96%	0.27%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	272	339	129	0	104	168	123	0	203	903	213	2	113	543	45	4	3161
PEAK HR FACTOR :	0.829	0.911	0.872	0.000	0.929	0.824	0.904	0.000	0.860	0.929	0.859	0.500	0.831	0.905	0.703	0.500	0.974
	0.925				0.914				0.946				0.899				

National Data & Surveying Services Intersection Turning Movement Count

Location: Ohlone Pkwy & Main St
City: Watsonville
Control: Signalized

Project ID: 21-090069-003
Date: 8/19/2021

Data - Bikes

NS/EW Streets:	Ohlone Pkwy				Ohlone Pkwy				Main St				Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	1	1	0	0.5	0.5	1	0	1	2	1	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4
7:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	0	0	1	2	0	0	0	2	1	0	0	4	1	0	13
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	80.00%	20.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	2	0	0	0	1	1	0	0	0	1	1	0	0	3	1	0	10
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.375	0.250	0.000	0.625
	0.250				0.250				0.500				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	1	1	0	0.5	0.5	1	0	1	2	1	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
4:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	1	0	4
4:30 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	4
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	6	2	0	0	4	5	0	0	1	2	1	0	24
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	75.00%	25.00%	0.00%	0.00%	44.44%	55.56%	0.00%	0.00%	25.00%	50.00%	25.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	1	5	0	0	1	1	1	0	11
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.625	0.000	0.000	0.250	0.250	0.250	0.000	0.688
	0.250				0.250				0.500				0.375				

National Data & Surveying Services Intersection Turning Movement Count

Location: Ohlone Pkwy & Main St
City: Watsonville
Project ID: 21-090069-003
Date: 8/19/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Ohlone Pkwy		Ohlone Pkwy		Main St		Main St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	0	1	0	2	0	0	4
7:15 AM	1	3	0	3	2	5	0	0	14
7:30 AM	2	1	0	0	1	1	0	0	5
7:45 AM	2	0	0	1	1	3	0	0	7
8:00 AM	1	0	0	0	0	3	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	4	1	1	0	0	6
8:45 AM	2	0	0	0	1	1	0	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	8	5	0	9	6	16	0	0	44
APPROACH %'s :	61.54%	38.46%	0.00%	100.00%	27.27%	72.73%			
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	6	4	0	4	4	12	0	0	30
PEAK HR FACTOR :	0.750	0.333		0.333	0.500	0.600			0.536
	0.625		0.333		0.571				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	0	0	3	3	2	0	3	12
4:15 PM	4	5	0	0	2	7	0	0	18
4:30 PM	0	1	2	0	1	1	0	2	7
4:45 PM	2	0	0	5	1	1	0	0	9
5:00 PM	0	3	1	0	0	0	0	0	4
5:15 PM	0	0	2	0	0	2	0	0	4
5:30 PM	0	0	3	0	5	0	0	0	8
5:45 PM	0	1	0	0	0	5	0	0	6
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	7	10	8	8	12	18	0	5	68
APPROACH %'s :	41.18%	58.82%	50.00%	50.00%	40.00%	60.00%	0.00%	100.00%	
PEAK HR :	**04:00 PM - 05:00 PM**								TOTAL
PEAK HR VOL :	7	6	2	8	7	11	0	5	46
PEAK HR FACTOR :	0.438	0.300	0.250	0.400	0.583	0.393		0.417	0.639
	0.361		0.500		0.500		0.417		

Prepared by National Data & Surveying Services

Ohlone Pkwy & Main St

Peak Hour Turning Movement Count

ID: 21-090069-003
City: Watsonville

Day: Thursday
Date: 8/19/2021

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (Ohlone Pkwy)

AM	171	233	45	0	430	AM
NOON	0	0	0	0	0	NOON
PM	123	168	104	0	587	PM
	1	0.5	0.5	0		

Main St (Southbound approach)

AM	NOON	PM	
986	0	940	
1	0	2	0
146	0	203	1
605	0	903	2
166	0	213	1

Main St (Northbound approach)

PM	NOON	AM	
45	0	32	0
543	0	572	3
113	0	108	1
4	0	2	0
1140	0	773	

CONTROL: Signalized

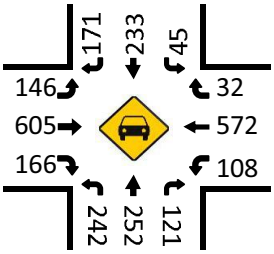
TEV	2696 AM	0 NOON	3161 PM
PHF	0.93		0.97

0	2	1	1	

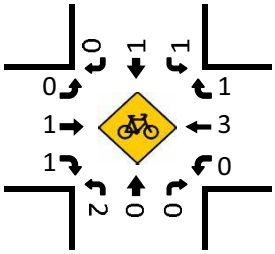
NORTHBOUND (Ohlone Pkwy)

PM	494	0	272	339	129	PM
NOON	0	0	0	0	0	NOON
AM	507	0	242	252	121	AM

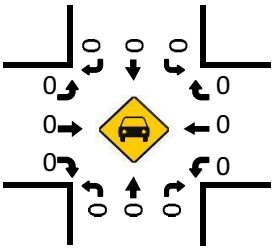
Totals (AM)



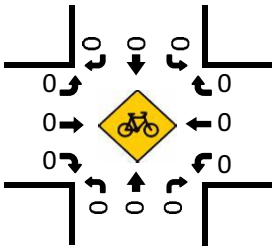
Total Bikes (AM)



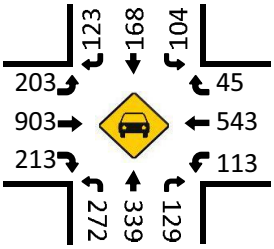
Totals (NOON)



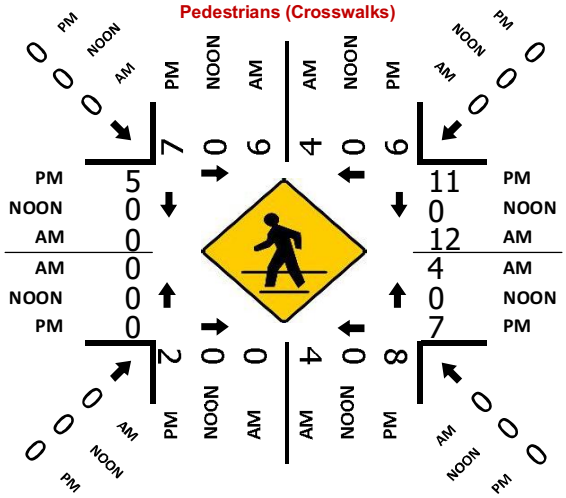
Total Bikes (NOON)



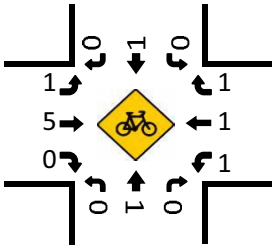
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



File Name: 21-090069-003
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	Ohlone Pkwy Southbound				Main St Westbound				Ohlone Pkwy Northbound				Main St Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	511
6:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	1133
6:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	1790
7:00 AM	11	34	73	0	19	172	3	0	52	26	20	0	8	79	14	0	2510
7:15 AM	3	68	61	U	18	169	8	U	60	50	22	U	24	112	27	1	2693
7:30 AM	8	64	46	0	34	137	7	0	51	51	36	0	31	154	38	0	2623
7:45 AM	17	51	22	U	31	144	8	2	71	69	31	U	48	174	54	U	2501
8:00 AM	17	50	42	0	25	122	9	0	60	82	32	0	43	165	47	0	2295
8:15 AM	18	48	34	U	20	112	8	U	57	68	13	U	15	125	34	U	1801
8:30 AM	27	36	24	0	17	110	5	0	50	51	18	0	19	133	45	0	1049
8:45 AM	17	23	34	U	22	110	10	1	49	34	16	U	17	148	34	U	514
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	908
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1601
3:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	2383
4:00 PM	27	36	29	0	25	127	16	2	71	93	36	0	59	233	56	1	3155
4:15 PM	24	51	33	U	26	129	11	1	58	81	37	U	52	229	62	U	3157
4:30 PM	28	31	34	0	34	150	11	1	61	85	25	0	42	243	48	1	3149
4:45 PM	25	50	27	U	28	137	7	U	62	80	31	U	50	198	47	U	3086
5:00 PM	28	36	26	0	36	155	10	0	90	89	30	0	53	212	45	0	3077
5:15 PM	31	41	27	U	26	168	13	U	62	64	26	U	45	224	58	U	2867
5:30 PM	24	37	23	0	26	125	10	0	80	67	36	0	59	209	43	0	1482
5:45 PM	22	51	28	U	29	148	9	U	72	64	26	U	49	198	47	U	743
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-003
Date : 8/19/2021

All Vehicles & Uturns

	Ohlone Pkwy Southbound					Main St Westbound					Ohlone Pkwy Northbound					Main St Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	11	34	73	0	118	19	172	3	0	194	52	26	20	0	98	8	79	14	0	101	511	0
7:15	3	68	61	0	132	18	169	8	0	195	60	50	22	0	132	24	112	27	1	164	623	1
7:30	8	64	46	0	118	34	137	7	0	178	51	51	36	0	138	31	154	38	0	223	657	0
7:45	17	51	22	0	90	31	144	8	2	185	71	69	31	0	171	48	174	54	0	276	722	2
Total	39	217	202	0	458	102	622	26	2	752	234	196	109	0	539	111	519	133	1	764	2513	3
8:00	17	50	42	0	109	25	122	9	0	156	60	82	32	0	174	43	165	47	0	255	694	0
8:15	18	48	34	0	100	20	112	8	0	140	57	68	13	0	138	15	125	34	0	174	552	0
8:30	27	36	24	0	87	17	110	5	0	132	50	51	18	0	119	19	133	45	0	197	535	0
8:45	17	23	34	0	74	22	110	10	1	143	49	34	16	0	99	17	148	34	0	199	515	1
Total	79	157	134	0	370	84	454	32	1	571	216	235	79	0	530	94	571	160	0	825	2296	1
16:00	27	36	29	0	92	25	127	16	2	170	71	93	36	0	200	59	233	56	1	349	811	3
16:15	24	51	33	0	108	26	129	11	1	167	58	81	37	0	176	52	229	62	0	343	794	1
16:30	28	31	34	0	93	34	150	11	1	196	61	85	25	0	171	42	243	48	1	334	794	2
16:45	25	50	27	0	102	28	137	7	0	172	82	80	31	0	193	50	198	47	0	295	762	0
Total	104	168	123	0	395	113	543	45	4	705	272	339	129	0	740	203	903	213	2	1321	3161	6
17:00	28	36	26	0	90	36	155	10	0	201	90	89	30	0	209	53	212	45	0	310	810	0
17:15	31	41	27	0	99	26	168	13	0	207	62	64	26	0	152	45	224	58	0	327	785	0
17:30	24	37	23	0	84	26	125	10	0	161	80	67	36	0	183	59	209	43	0	311	739	0
17:45	22	51	28	0	101	29	148	9	0	186	72	64	26	0	162	49	198	47	0	294	743	0
Total	105	165	104	0	374	117	596	42	0	755	304	284	118	0	706	206	843	193	0	1242	3077	0
Grand Total	327	707	563	0	1597	416	2215	145	7	2783	1026	1054	435	0	2515	614	2836	699	3	4152	11047	10
Apprch %	20.5%	44.3%	35.3%	0.0%		14.9%	79.6%	5.2%	0.3%		40.8%	41.9%	17.3%	0.0%		14.8%	68.3%	16.8%	0.1%			
Total %	3.0%	6.4%	5.1%	0.0%	14.5%	3.8%	20.1%	1.3%	0.1%	25.2%	9.3%	9.5%	3.9%	0.0%	22.8%	5.6%	25.7%	6.3%	0.0%	37.6%	100.0%	

AM PEAK HOUR	Ohlone Pkwy Southbound					Main St Westbound					Ohlone Pkwy Northbound					Main St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	3	68	61	0	132	18	169	8	0	195	60	50	22	0	132	24	112	27	1	164	623
7:30	8	64	46	0	118	34	137	7	0	178	51	51	36	0	138	31	154	38	0	223	657
7:45	17	51	22	0	90	31	144	8	2	185	71	69	31	0	171	48	174	54	0	276	722
8:00	17	50	42	0	109	25	122	9	0	156	60	82	32	0	174	43	165	47	0	255	694
Total Volume	45	233	171	0	449	108	572	32	2	714	242	252	121	0	615	146	605	166	1	918	2696
% App Total	10.0%	51.9%	38.1%	0.0%		15.1%	80.1%	4.5%	0.3%		39.3%	41.0%	19.7%	0.0%		15.9%	65.9%	18.1%	0.1%		
PHF	.662	.857	.701	.000	.850	.794	.846	.889	.250	.915	.852	.768	.840	.000	.884	.760	.869	.769	.250	.832	.934

PM PEAK HOUR	Ohlone Pkwy Southbound					Main St Westbound					Ohlone Pkwy Northbound					Main St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	27	36	29	0	92	25	127	16	2	170	71	93	36	0	200	59	233	56	1	349	811
16:15	24	51	33	0	108	26	129	11	1	167	58	81	37	0	176	52	229	62	0	343	794
16:30	28	31	34	0	93	34	150	11	1	196	61	85	25	0	171	42	243	48	1	334	794
16:45	25	50	27	0	102	28	137	7	0	172	82	80	31	0	193	50	198	47	0	295	762
Total Volume	104	168	123	0	395	113	543	45	4	705	272	339	129	0	740	203	903	213	2	1321	3161
% App Total	26.3%	42.5%	31.1%	0.0%		16.0%	77.0%	6.4%	0.6%		36.8%	45.8%	17.4%	0.0%		15.4%	68.4%	16.1%	0.2%		
PHF	.929	.824	.904	.000	.914	.831	.905	.703	.500	.899	.829	.911	.872	.000	.925	.860	.929	.859	.500	.946	.974

File Name: 21-090069-003
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	Ohlone Pkwy Southbound				Main St Westbound				Ohlone Pkwy Northbound				Main St Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	1
6:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	5
7:00 AM	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	3
7:15 AM	U	U	U	4	U	U	U	7	U	U	U	3	U	1	U	U	10
7:30 AM	0	0	0	3	0	2	0	2	2	0	0	0	0	0	0	0	10
7:45 AM	1	1	U	2	U	U	1	4	U	U	U	1	U	U	U	U	6
8:00 AM	0	0	0	1	0	1	0	3	0	0	0	0	0	0	1	0	5
8:15 AM	U	U	U	U	U	1	U	U	U	U	U	U	U	U	U	U	3
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	2
8:45 AM	U	1	U	2	U	U	U	2	U	U	U	U	U	1	U	U	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	4
4:00 PM	0	0	0	1	1	0	0	5	0	0	0	3	0	1	0	3	11
4:15 PM	U	U	U	9	U	1	1	9	U	1	U	U	U	1	U	U	11
4:30 PM	0	0	0	1	0	0	0	2	0	0	0	2	1	2	0	2	12
4:45 PM	U	1	U	2	U	U	U	2	U	U	U	5	U	1	U	U	13
5:00 PM	0	0	0	3	0	0	0	0	0	0	0	1	2	0	0	0	13
5:15 PM	5	U	U	U	U	U	U	2	U	U	U	2	U	U	U	U	11
5:30 PM	1	0	0	0	0	1	0	5	0	1	0	3	1	0	0	0	6
5:45 PM	U	1	U	1	U	U	U	5	U	1	U	U	U	U	U	U	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-003
Date : 8/19/2021

All Bikes and Peds

	Ohlone Pkwy Southbound					Main St Westbound					Ohlone Pkwy Northbound					Main St Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	1	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	4
7:15	0	0	0	4	0	0	0	0	7	0	0	0	0	3	0	0	1	0	0	1	1	14
7:30	0	0	0	3	0	0	2	0	2	2	2	0	0	0	2	0	0	0	0	0	4	5
7:45	1	1	0	2	2	0	0	1	4	1	0	0	0	1	0	0	0	0	0	0	3	7
Total	1	1	0	10	2	0	2	1	15	3	2	0	0	5	2	0	1	0	0	1	8	30
8:00	0	0	0	1	0	0	1	0	3	1	0	0	0	0	0	0	0	1	0	1	2	4
8:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
8:30	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	0	0	0	0	6
8:45	0	1	0	2	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1	2	4
Total	0	1	0	3	1	0	2	0	7	2	0	0	0	4	0	0	1	1	0	2	5	14
16:00	0	0	0	1	0	1	0	0	5	1	0	0	0	3	0	0	1	0	3	1	2	12
16:15	0	0	0	9	0	0	1	1	9	2	0	1	0	0	1	0	1	0	0	1	4	18
16:30	0	0	0	1	0	0	0	0	2	0	0	0	0	2	0	1	2	0	2	3	3	7
16:45	0	1	0	2	1	0	0	0	2	0	0	0	0	5	0	0	1	0	0	1	2	9
Total	0	1	0	13	1	1	1	1	18	3	0	1	0	10	1	1	5	0	5	6	11	46
17:00	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	2	2	4
17:15	5	0	0	0	5	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	5	4
17:30	1	0	0	0	1	0	1	0	5	1	0	1	0	3	1	1	0	0	0	1	4	8
17:45	0	1	0	1	1	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	2	6
Total	6	1	0	4	7	0	1	0	12	1	0	2	0	6	2	3	0	0	0	3	13	22
Grand Total	7	4	0	30	11	1	6	2	52	9	2	3	0	25	5	4	7	1	5	12	37	112
Apprch %	63.6%	36.4%	0.0%			11.1%	66.7%	22.2%			40.0%	60.0%	0.0%			33.3%	58.3%	8.3%				
Total %	18.9%	10.8%	0.0%		29.7%	2.7%	16.2%	5.4%		24.3%	5.4%	8.1%	0.0%		13.5%	10.8%	18.9%	2.7%		32.4%	100.0%	

AM PEAK HOUR	Ohlone Pkwy Southbound					Main St Westbound					Ohlone Pkwy Northbound					Main St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	0	0	4	0	0	0	0	7	0	0	0	0	3	0	0	1	0	0	1	1
7:30	0	0	0	3	0	0	2	0	2	2	2	0	0	0	2	0	0	0	0	0	4
7:45	1	1	0	2	2	0	0	1	4	1	0	0	0	1	0	0	0	0	0	0	3
8:00	0	0	0	1	0	0	1	0	3	1	0	0	0	0	0	0	0	1	0	1	2
Total Volume	1	1	0	10	2	0	3	1	16	4	2	0	0	4	2	0	1	1	0	2	10
% App Total	50.0%	50.0%	0.0%			0.0%	75.0%	25.0%			100.0%	0.0%	0.0%			0.0%	50.0%	50.0%			
PHF	.250	.250	.000		.250	.000	.375	.250		.500	.250	.000	.000		.250	.000	.250	.250		.500	.625

PM PEAK HOUR	Ohlone Pkwy Southbound					Main St Westbound					Ohlone Pkwy Northbound					Main St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	0	0	0	1	0	1	0	0	5	1	0	0	0	3	0	0	1	0	3	1	2
16:15	0	0	0	9	0	0	1	1	9	2	0	1	0	0	1	0	1	0	0	1	4
16:30	0	0	0	1	0	0	0	0	2	0	0	0	0	2	0	1	2	0	2	3	3
16:45	0	1	0	2	1	0	0	0	2	0	0	0	0	5	0	0	1	0	0	1	2
Total Volume	0	1	0	13	1	1	1	1	18	3	0	1	0	10	1	1	5	0	5	6	11
% App Total	0.0%	100.0%	0.0%			33.3%	33.3%	33.3%			0.0%	100.0%	0.0%			16.7%	83.3%	0.0%			
PHF	.000	.250	.000		.250	.250	.250	.250		.375	.000	.250	.000		.250	.250	.625	.000		.500	.688

National Data & Surveying Services Intersection Turning Movement Count

Location: Main St & E Riverside Dr
City: Watsonville
Control: Signalized

Project ID: 21-090069-004
Date: 8/19/2021

Data - Totals

NS/EW Streets:	Main St				Main St				E Riverside Dr				E Riverside Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1.5	0.5	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	108	143	38	0	6	68	6	0	7	45	42	0	48	156	9	0	676
7:15 AM	100	153	82	0	14	65	9	0	12	88	58	1	54	122	6	0	764
7:30 AM	110	219	100	0	9	76	8	0	15	92	72	0	70	100	9	0	880
7:45 AM	85	204	76	0	10	91	11	0	17	103	69	0	76	116	18	0	876
8:00 AM	82	177	59	0	9	96	17	0	14	83	77	3	65	123	19	0	824
8:15 AM	96	105	49	0	6	75	7	0	19	84	70	0	53	112	18	0	694
8:30 AM	71	145	50	0	17	86	11	0	15	75	66	0	45	96	16	0	693
8:45 AM	97	114	40	0	9	74	7	0	14	69	64	1	44	65	12	0	610
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	749	1260	494	0	80	631	76	0	113	639	518	5	455	890	107	0	6017
APPROACH %'s :	29.92%	50.34%	19.74%	0.00%	10.17%	80.18%	9.66%	0.00%	8.86%	50.12%	40.63%	0.39%	31.34%	61.29%	7.37%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	377	753	317	0	42	328	45	0	58	366	276	4	265	461	52	0	3344
PEAK HR FACTOR :	0.857	0.860	0.793	0.000	0.750	0.854	0.662	0.000	0.853	0.888	0.896	0.333	0.872	0.937	0.684	0.000	0.950
	0.843				0.850				0.931				0.926				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1.5	0.5	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	73	171	74	0	23	165	5	0	14	131	149	0	106	78	14	1	1004
4:15 PM	83	203	77	0	23	182	7	0	22	93	133	0	81	94	16	0	1014
4:30 PM	67	188	61	0	18	181	9	0	14	81	130	2	75	81	8	0	915
4:45 PM	91	209	91	0	19	192	4	0	6	111	161	0	68	87	8	0	1047
5:00 PM	73	145	75	0	24	173	4	0	14	131	161	0	86	64	5	0	955
5:15 PM	91	152	91	0	14	200	2	0	2	114	162	1	75	65	7	0	976
5:30 PM	67	120	70	0	16	180	3	0	13	127	175	0	80	82	7	0	940
5:45 PM	87	146	56	0	17	179	7	0	8	105	113	0	74	53	6	0	851
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	632	1334	595	0	154	1452	41	0	93	893	1184	3	645	604	71	1	7702
APPROACH %'s :	24.68%	52.09%	23.23%	0.00%	9.35%	88.16%	2.49%	0.00%	4.28%	41.10%	54.49%	0.14%	48.83%	45.72%	5.37%	0.08%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	314	771	303	0	83	720	25	0	56	416	573	2	330	340	46	1	3980
PEAK HR FACTOR :	0.863	0.922	0.832	0.000	0.902	0.938	0.694	0.000	0.636	0.794	0.890	0.250	0.778	0.904	0.719	0.250	0.950
	0.887				0.963				0.890				0.901				

National Data & Surveying Services Intersection Turning Movement Count

Location: Main St & E Riverside Dr
City: Watsonville
Control: Signalized

Project ID: 21-090069-004
Date: 8/19/2021

Data - Bikes

NS/EW Streets:	Main St				Main St				E Riverside Dr				E Riverside Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1.5	0.5	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4
8:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	4	1	0	0	1	0	0	1	0	2	0	1	1	0	0	14
APPROACH %'s :	37.50%	50.00%	12.50%	0.00%	0.00%	100.00%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	2	4	0	0	0	1	0	0	0	0	2	0	0	1	0	0	10
PEAK HR FACTOR :	0.250	0.333	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.625
	0.500				0.250				0.500				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1.5	0.5	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	4
4:15 PM	0	2	0	0	0	1	2	0	0	1	0	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	3	0	0	0	1	0	0	0	1	0	0	5
5:15 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	4	1	0	1	9	2	0	0	3	0	0	0	2	0	0	24
APPROACH %'s :	28.57%	57.14%	14.29%	0.00%	8.33%	75.00%	16.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	2	2	1	0	0	4	2	0	0	2	0	0	0	0	0	0	13
PEAK HR FACTOR :	0.500	0.250	0.250	0.000	0.000	0.500	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.542
	0.625				0.500				0.500								

National Data & Surveying Services Intersection Turning Movement Count

Location: Main St & E Riverside Dr
City: Watsonville
Project ID: 21-090069-004
Date: 8/19/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Main St		Main St		E Riverside Dr		E Riverside Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	2	0	1	0	3
7:15 AM	0	0	0	0	1	2	0	1	4
7:30 AM	3	2	5	1	4	0	3	0	18
7:45 AM	0	3	1	1	2	0	0	0	7
8:00 AM	1	3	1	0	3	0	1	1	10
8:15 AM	0	0	0	0	1	0	0	0	1
8:30 AM	1	0	0	0	0	0	0	0	1
8:45 AM	0	2	0	0	2	0	1	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	10	7	2	15	2	6	2	49
APPROACH %'s :	33.33%	66.67%	77.78%	22.22%	88.24%	11.76%	75.00%	25.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	4	8	7	2	10	2	4	2	39
PEAK HR FACTOR :	0.333	0.667	0.350	0.500	0.625	0.250	0.333	0.500	0.542
	0.600		0.375		0.750		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	4	0	0	1	1	6	0	1	13
4:15 PM	0	0	1	1	1	2	1	1	7
4:30 PM	0	2	3	0	2	0	0	3	10
4:45 PM	3	2	0	0	1	2	2	0	10
5:00 PM	1	3	1	0	1	2	0	1	9
5:15 PM	0	0	1	3	1	1	0	0	6
5:30 PM	0	0	0	0	0	1	1	0	2
5:45 PM	0	0	0	2	2	2	2	3	11
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	8	7	6	7	9	16	6	9	68
APPROACH %'s :	53.33%	46.67%	46.15%	53.85%	36.00%	64.00%	40.00%	60.00%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	7	4	4	2	5	10	3	5	40
PEAK HR FACTOR :	0.438	0.500	0.333	0.500	0.625	0.417	0.375	0.417	0.769
	0.550		0.500		0.536		0.667		

Prepared by National Data & Surveying Services

Main St & E Riverside Dr

Peak Hour Turning Movement Count

ID: 21-090069-004
City: Watsonville

Day: Thursday
Date: 8/19/2021

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	3344	0	3980
PHF	0.95		0.95

Main St — SOUTHBOUND

	Left	Thru	Right	U-Turn	
AM	45	328	42	0	863 AM
NOON	0	0	0	0	0 NOON
PM	25	720	83	0	873 PM

E Riverside Dr — EASTBOUND

	Left	Thru	Right	
AM	887	0	681	
NOON	0	0	0	
PM	0	2	1	0

E Riverside Dr — WESTBOUND

	Left	Thru	Right	
PM	46	0	52	0
NOON	340	0	461	2
AM	330	0	265	2
	1	0	0	0
	803	0	725	

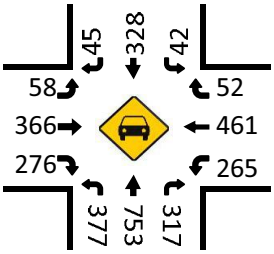
E Riverside Dr — EASTBOUND

	Left	Thru	Right	
AM	4	0	2	0
NOON	58	0	56	1
PM	366	0	416	1.5
	276	0	573	0.5

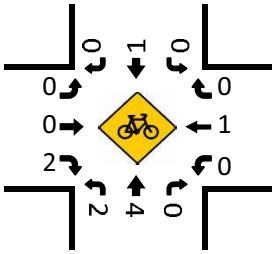
Main St — NORTHBOUND

	Left	Thru	Thru	Right	
PM	1623	0	314	771	303 PM
NOON	0	0	0	0	0 NOON
AM	869	0	377	753	317 AM
	0	1	2	1	

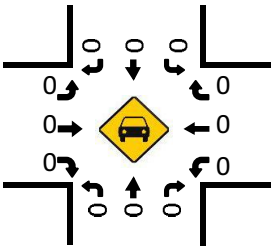
Totals (AM)



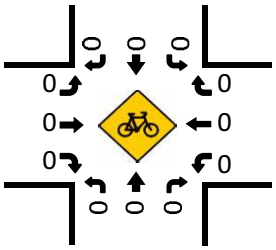
Total Bikes (AM)



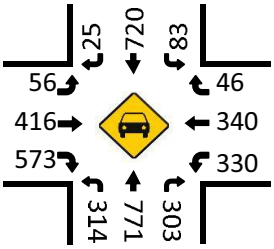
Totals (NOON)



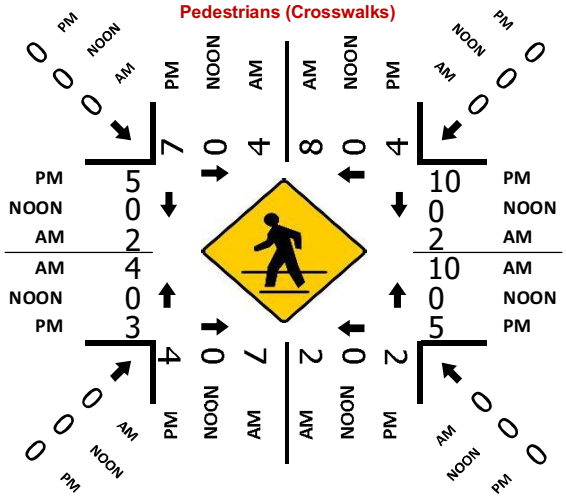
Total Bikes (NOON)



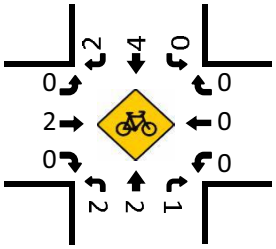
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



File Name: 21-090069-004
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	Main St Southbound				E Riverside Dr Westbound				Main St Northbound				E Riverside Dr Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	6	68	6	0	48	156	9	0	108	143	38	0	7	45	42	0	3195
7:15 AM	14	65	9	0	54	122	6	0	100	153	82	0	12	88	58	1	3540
7:30 AM	9	76	8	0	70	100	9	0	110	219	100	0	15	92	72	0	3271
7:45 AM	10	91	11	0	75	116	18	0	85	204	76	0	17	103	69	0	3084
8:00 AM	9	96	17	0	65	123	19	0	82	177	59	0	14	83	77	3	2817
8:15 AM	6	75	7	0	53	112	18	0	96	105	49	0	19	84	70	0	1996
8:30 AM	17	86	11	0	45	96	16	0	71	145	50	0	15	75	66	0	1302
8:45 AM	9	74	7	0	44	66	12	0	59	114	40	0	14	69	64	1	1089
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1003
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2017
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2583
4:00 PM	23	165	5	0	106	78	14	1	73	171	74	0	14	131	149	0	3977
4:15 PM	23	182	7	0	81	94	16	0	83	203	77	0	22	93	133	0	3629
4:30 PM	18	181	9	0	75	81	8	0	67	188	61	0	14	81	130	2	3890
4:45 PM	19	192	4	0	88	87	8	0	91	209	91	0	6	111	161	0	3917
5:00 PM	24	173	4	0	86	64	5	0	73	145	75	0	14	131	161	0	3721
5:15 PM	14	200	2	0	75	66	7	0	91	162	91	0	2	114	162	1	2786
5:30 PM	16	180	3	0	80	82	7	0	67	120	70	0	13	127	175	0	1791
5:45 PM	17	179	7	0	74	53	6	0	87	146	56	0	8	105	113	0	351
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-004
Date : 8/19/2021

All Vehicles & Uturns

	Main St Southbound					E Riverside Dr Westbound					Main St Northbound					E Riverside Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	6	68	6	0	80	48	156	9	0	213	108	143	38	0	289	7	45	42	0	94	676	0
7:15	14	65	9	0	88	54	122	6	0	182	100	153	82	0	335	12	88	58	1	159	764	1
7:30	9	76	8	0	93	70	100	9	0	179	110	219	100	0	429	15	92	72	0	179	880	0
7:45	10	91	11	0	112	76	116	18	0	210	85	204	76	0	365	17	103	69	0	189	876	0
Total	39	300	34	0	373	248	494	42	0	784	403	719	296	0	1418	51	328	241	1	621	3196	1
8:00	9	96	17	0	122	65	123	19	0	207	82	177	59	0	318	14	83	77	3	177	824	3
8:15	6	75	7	0	88	53	112	18	0	183	96	105	49	0	250	19	84	70	0	173	694	0
8:30	17	86	11	0	114	45	96	16	0	157	71	145	50	0	266	15	75	66	0	156	693	0
8:45	9	74	7	0	90	44	65	12	0	121	97	114	40	0	251	14	69	64	1	148	610	1
Total	41	331	42	0	414	207	396	65	0	668	346	541	198	0	1085	62	311	277	4	654	2821	4
16:00	23	165	5	0	193	106	78	14	1	199	73	171	74	0	318	14	131	149	0	294	1004	1
16:15	23	182	7	0	212	81	94	16	0	191	83	203	77	0	363	22	93	133	0	248	1014	0
16:30	18	181	9	0	208	75	81	8	0	164	67	188	61	0	316	14	81	130	2	227	915	2
16:45	19	192	4	0	215	68	87	8	0	163	91	209	91	0	391	6	111	161	0	278	1047	0
Total	83	720	25	0	828	330	340	46	1	717	314	771	303	0	1388	56	416	573	2	1047	3980	3
17:00	24	173	4	0	201	86	64	5	0	155	73	145	75	0	293	14	131	161	0	306	955	0
17:15	14	200	2	0	216	75	65	7	0	147	91	152	91	0	334	2	114	162	1	279	976	1
17:30	16	180	3	0	199	80	82	7	0	169	67	120	70	0	257	13	127	175	0	315	940	0
17:45	17	179	7	0	203	74	53	6	0	133	87	146	56	0	289	8	105	113	0	226	851	0
Total	71	732	16	0	819	315	264	25	0	604	318	563	292	0	1173	37	477	611	1	1126	3722	1
Grand Total	234	2083	117	0	2434	1100	1494	178	1	2773	1381	2594	1089	0	5064	206	1532	1702	8	3448	13719	9
Apprch %	9.6%	85.6%	4.8%	0.0%		39.7%	53.9%	6.4%	0.0%		27.3%	51.2%	21.5%	0.0%		6.0%	44.4%	49.4%	0.2%			
Total %	1.7%	15.2%	0.9%	0.0%	17.7%	8.0%	10.9%	1.3%	0.0%	20.2%	10.1%	18.9%	7.9%	0.0%	36.9%	1.5%	11.2%	12.4%	0.1%	25.1%	100.0%	

AM PEAK HOUR	Main St Southbound					E Riverside Dr Westbound					Main St Northbound					E Riverside Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	14	65	9	0	88	54	122	6	0	182	100	153	82	0	335	12	88	58	1	159	764
7:30	9	76	8	0	93	70	100	9	0	179	110	219	100	0	429	15	92	72	0	179	880
7:45	10	91	11	0	112	76	116	18	0	210	85	204	76	0	365	17	103	69	0	189	876
8:00	9	96	17	0	122	65	123	19	0	207	82	177	59	0	318	14	83	77	3	177	824
Total Volume	42	328	45	0	415	265	461	52	0	778	377	753	317	0	1447	58	366	276	4	704	3344
% App Total	10.1%	79.0%	10.8%	0.0%		34.1%	59.3%	6.7%	0.0%		26.1%	52.0%	21.9%	0.0%		8.2%	52.0%	39.2%	0.6%		
PHF	.750	.854	.662	.000	.850	.872	.937	.684	.000	.926	.857	.860	.793	.000	.843	.853	.888	.896	.333	.931	.950

PM PEAK HOUR	Main St Southbound					E Riverside Dr Westbound					Main St Northbound					E Riverside Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	23	165	5	0	193	106	78	14	1	199	73	171	74	0	318	14	131	149	0	294	1004
16:15	23	182	7	0	212	81	94	16	0	191	83	203	77	0	363	22	93	133	0	248	1014
16:30	18	181	9	0	208	75	81	8	0	164	67	188	61	0	316	14	81	130	2	227	915
16:45	19	192	4	0	215	68	87	8	0	163	91	209	91	0	391	6	111	161	0	278	1047
Total Volume	83	720	25	0	828	330	340	46	1	717	314	771	303	0	1388	56	416	573	2	1047	3980
% App Total	10.0%	87.0%	3.0%	0.0%		46.0%	47.4%	6.4%	0.1%		22.6%	55.5%	21.8%	0.0%		5.3%	39.7%	54.7%	0.2%		
PHF	.902	.938	.694	.000	.963	.778	.904	.719	.250	.901	.863	.922	.832	.000	.887	.636	.794	.890	.250	.890	.950

File Name: 21-090069-004
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	Main St Southbound				E Riverside Dr Westbound				Main St Northbound				E Riverside Dr Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 AM	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0	1	10
7:15 AM	U	U	U	U	U	U	U	3	U	1	U	U	U	U	1	1	10
7:30 AM	0	1	0	5	0	0	0	4	0	0	0	6	0	0	1	3	8
7:45 AM	U	U	U	3	U	1	U	2	U	3	U	2	U	U	U	U	8
8:00 AM	0	0	0	4	0	0	0	3	2	0	0	1	0	0	0	2	4
8:15 AM	U	U	U	U	U	U	U	1	U	U	U	U	U	U	U	U	2
8:30 AM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	2
8:45 AM	U	U	U	2	U	U	U	2	U	U	U	U	U	U	U	1	U
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
3:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	10
4:00 PM	0	1	0	4	0	0	0	7	1	0	1	1	0	1	0	1	13
4:15 PM	U	1	2	U	U	U	U	3	U	2	U	2	U	1	U	2	14
4:30 PM	0	0	0	2	0	0	0	2	0	0	0	3	0	0	0	3	12
4:45 PM	U	2	U	5	U	U	U	3	1	U	U	U	U	U	U	2	12
5:00 PM	0	3	0	4	0	1	0	3	0	0	0	1	0	1	0	1	11
5:15 PM	1	1	U	U	U	1	U	2	U	1	U	4	U	U	U	U	6
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
5:45 PM	U	1	U	U	U	U	U	4	U	1	U	2	U	U	U	5	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-004
Date : 8/19/2021

All Bikes and Peds

	Main St Southbound					E Riverside Dr Westbound					Main St Northbound					E Riverside Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	2	0	1	0	0	0	1	1	0	0	1	1	2	3
7:15	0	0	0	0	0	0	0	0	3	0	0	1	0	0	1	0	0	1	1	1	2	4
7:30	0	1	0	5	1	0	0	0	4	0	0	0	0	6	0	0	0	1	3	1	2	18
7:45	0	0	0	3	0	0	1	0	2	1	0	3	0	2	3	0	0	0	0	0	4	7
Total	0	1	0	8	1	0	1	0	11	1	1	4	0	8	5	1	0	2	5	3	10	32
8:00	0	0	0	4	0	0	0	0	3	0	2	0	0	1	2	0	0	0	2	0	2	10
8:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30	0	0	0	1	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2	1
8:45	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	5
Total	0	0	0	7	0	1	0	0	6	1	2	0	1	1	3	0	0	0	3	0	4	17
16:00	0	1	0	4	1	0	0	0	7	0	1	0	1	1	2	0	1	0	1	1	4	13
16:15	0	1	2	0	3	0	0	0	3	0	0	2	0	2	2	0	1	0	2	1	6	7
16:30	0	0	0	2	0	0	0	0	2	0	0	0	0	3	0	0	0	0	3	0	0	10
16:45	0	2	0	5	2	0	0	0	3	0	1	0	0	0	1	0	0	0	2	0	3	10
Total	0	4	2	11	6	0	0	0	15	0	2	2	1	6	5	0	2	0	8	2	13	40
17:00	0	3	0	4	3	0	1	0	3	1	0	0	0	1	0	0	1	0	1	1	5	9
17:15	1	1	0	0	2	0	1	0	2	1	0	1	0	4	1	0	0	0	0	0	4	6
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
17:45	0	1	0	0	1	0	0	0	4	0	0	1	0	2	1	0	0	0	5	0	2	11
Total	1	5	0	4	6	0	2	0	10	2	0	2	0	7	2	0	1	0	7	1	11	28
Grand Total	1	10	2	30	13	1	3	0	42	4	5	8	2	22	15	1	3	2	23	6	38	117
Apprch %	7.7%	76.9%	15.4%			25.0%	75.0%	0.0%			33.3%	53.3%	13.3%			16.7%	50.0%	33.3%				
Total %	2.6%	26.3%	5.3%		34.2%	2.6%	7.9%	0.0%		10.5%	13.2%	21.1%	5.3%		39.5%	2.6%	7.9%	5.3%		15.8%	100.0%	

AM PEAK HOUR	Main St Southbound					E Riverside Dr Westbound					Main St Northbound					E Riverside Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	0	0	0	0	0	0	0	3	0	0	1	0	0	1	0	0	1	1	1	2
7:30	0	1	0	5	1	0	0	0	4	0	0	0	0	6	0	0	0	1	3	1	2
7:45	0	0	0	3	0	0	1	0	2	1	0	3	0	2	3	0	0	0	0	0	4
8:00	0	0	0	4	0	0	0	0	3	0	2	0	0	1	2	0	0	0	2	0	2
Total Volume	0	1	0	12	1	0	1	0	12	1	2	4	0	9	6	0	0	2	6	2	10
% App Total	0.0%	100.0%	0.0%			0.0%	100.0%	0.0%			33.3%	66.7%	0.0%			0.0%	0.0%	100.0%			
PHF	.000	.250	.000		.250	.000	.250	.000		.250	.250	.333	.000		.500	.000	.000	.500		.500	.625

PM PEAK HOUR	Main St Southbound					E Riverside Dr Westbound					Main St Northbound					E Riverside Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	0	1	0	4	1	0	0	0	7	0	1	0	1	1	2	0	1	0	1	1	4
16:15	0	1	2	0	3	0	0	0	3	0	0	2	0	2	2	0	1	0	2	1	6
16:30	0	0	0	2	0	0	0	0	2	0	0	0	0	3	0	0	0	0	3	0	0
16:45	0	2	0	5	2	0	0	0	3	0	1	0	0	0	1	0	0	0	2	0	3
Total Volume	0	4	2	11	6	0	0	0	15	0	2	2	1	6	5	0	2	0	8	2	13
% App Total	0.0%	66.7%	33.3%			0.0%	0.0%	0.0%			40.0%	40.0%	20.0%			0.0%	100.0%	0.0%			
PHF	.000	.500	.250		.500	.000	.000	.000		.000	.500	.250	.250		.625	.000	.500	.000		.500	.542

National Data & Surveying Services Intersection Turning Movement Count

Location: Ohlone Pkwy & Loma Vista
City: Watsonville
Control: 2-Way Stop(EB/WB)

Project ID: 21-090069-005
Date: 8/19/2021

Data - Totals

NS/EW Streets:	Ohlone Pkwy				Ohlone Pkwy				Loma Vista				Loma Vista				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0.5	0.5	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	52	0	0	1	26	4	0	21	0	5	0	0	0	9	0	118
7:15 AM	3	69	1	0	3	46	3	0	20	1	1	0	1	0	7	0	155
7:30 AM	0	81	1	0	1	76	10	0	29	0	2	0	1	0	9	0	210
7:45 AM	3	60	1	1	8	68	17	0	22	0	2	0	2	0	4	0	188
8:00 AM	0	60	0	0	1	58	16	0	18	0	4	0	1	0	4	0	162
8:15 AM	0	44	0	0	3	70	12	0	11	0	6	0	2	0	6	0	154
8:30 AM	0	41	1	0	1	55	7	0	10	0	2	0	1	1	4	0	123
8:45 AM	0	37	1	0	4	41	7	0	8	1	2	0	1	0	0	0	102
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	444	5	1	22	440	76	0	139	2	24	0	9	1	43	0	1212
APPROACH %'s :	1.32%	97.37%	1.10%	0.22%	4.09%	81.78%	14.13%	0.00%	84.24%	1.21%	14.55%	0.00%	16.98%	1.89%	81.13%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	6	270	3	1	13	248	46	0	89	1	9	0	5	0	24	0	715
PEAK HR FACTOR :	0.500	0.833	0.750	0.250	0.406	0.816	0.676	0.000	0.767	0.250	0.563	0.000	0.625	0.000	0.667	0.000	0.851
	0.854				0.825				0.798				0.725				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0.5	0.5	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	80	3	0	7	63	20	0	12	0	3	0	3	0	1	0	194
4:15 PM	2	49	3	0	9	51	12	0	8	0	1	0	2	0	6	0	143
4:30 PM	3	60	4	0	5	59	18	0	18	0	1	0	2	0	5	0	175
4:45 PM	3	62	2	0	4	56	23	0	5	0	2	0	1	1	4	0	163
5:00 PM	3	75	9	0	11	60	20	0	7	0	3	0	1	0	2	0	191
5:15 PM	4	50	0	1	3	65	18	0	4	1	4	0	1	1	7	0	159
5:30 PM	2	48	3	0	6	52	24	0	16	0	2	0	3	0	5	0	161
5:45 PM	1	51	2	0	13	42	14	0	16	0	2	0	1	1	6	0	149
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	20	475	26	1	58	448	149	0	86	1	18	0	14	3	36	0	1335
APPROACH %'s :	3.83%	91.00%	4.98%	0.19%	8.85%	68.40%	22.75%	0.00%	81.90%	0.95%	17.14%	0.00%	26.42%	5.66%	67.92%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	13	247	15	1	23	240	79	0	34	1	10	0	5	2	18	0	688
PEAK HR FACTOR :	0.813	0.823	0.417	0.250	0.523	0.923	0.859	0.000	0.472	0.250	0.625	0.000	0.625	0.500	0.643	0.000	0.901
	0.793				0.940				0.592				0.694				

National Data & Surveying Services Intersection Turning Movement Count

Location: Ohlone Pkwy & Loma Vista
City: Watsonville
Control: 2-Way Stop(EB/WB)

Project ID: 21-090069-005
Date: 8/19/2021

Data - Bikes

NS/EW Streets:	Ohlone Pkwy				Ohlone Pkwy				Loma Vista				Loma Vista				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0.5	0.5	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	2	0	0	4	0	0	0	0	1	0	0	8
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	3	0	0	0	0	1	0	0	5
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.313
	0.250				0.000				0.250				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0.5	0.5	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	1	1	0	1	0	1	0	0	0	0	0	5
5:30 PM	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
5:45 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	5	0	0	0	6	1	0	5	0	1	0	0	0	0	0	19
APPROACH %'s :	16.67%	83.33%	0.00%	0.00%	0.00%	85.71%	14.29%	0.00%	83.33%	0.00%	16.67%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	3	1	0	2	0	1	0	0	0	0	0	10
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.000	0.750	0.250	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
	0.750				0.500				0.375								

National Data & Surveying Services Intersection Turning Movement Count

Location: Ohlone Pkwy & Loma Vista
City: Watsonville
Project ID: 21-090069-005
Date: 8/19/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Ohlone Pkwy		Ohlone Pkwy		Loma Vista		Loma Vista		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	5	3	0	1	0	0	15	1	25
7:15 AM	0	1	0	1	1	0	2	2	7
7:30 AM	5	2	0	0	6	0	2	0	15
7:45 AM	2	4	0	0	2	3	0	1	12
8:00 AM	1	0	0	0	2	1	2	1	7
8:15 AM	2	1	0	0	1	1	2	1	8
8:30 AM	1	0	0	0	0	1	1	0	3
8:45 AM	0	0	0	0	0	2	2	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	16	11	0	2	12	8	26	6	81
APPROACH %'s :	59.26%	40.74%	0.00%	100.00%	60.00%	40.00%	81.25%	18.75%	
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	8	7	0	1	11	4	6	4	41
PEAK HR FACTOR :	0.400	0.438		0.250	0.458	0.333	0.750	0.500	0.683
	0.536		0.250		0.625		0.625		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	0	0	0	0	1	2	2	6
4:15 PM	0	0	0	0	1	0	1	0	2
4:30 PM	0	0	0	0	0	0	1	1	2
4:45 PM	1	0	0	0	1	1	0	0	3
5:00 PM	0	0	1	0	2	1	0	0	4
5:15 PM	4	0	0	0	1	3	2	0	10
5:30 PM	3	2	0	0	2	1	1	2	11
5:45 PM	3	0	1	0	2	4	2	2	14
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	12	2	2	0	9	11	9	7	52
APPROACH %'s :	85.71%	14.29%	100.00%	0.00%	45.00%	55.00%	56.25%	43.75%	
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	5	0	1	0	4	5	3	1	19
PEAK HR FACTOR :	0.313		0.250		0.500	0.417	0.375	0.250	0.475
	0.313		0.250		0.563		0.500		

Prepared by National Data & Surveying Services

Ohlone Pkwy & Loma Vista

Peak Hour Turning Movement Count

ID: 21-090069-005
City: Watsonville

Day: Thursday
Date: 8/19/2021

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Ohlone Pkwy)

AM	46	248	13	0	383	AM
NOON	0	0	0	0	0	NOON
PM	79	240	23	0	299	PM

NORTHBOUND (Ohlone Pkwy)

PM	256	1	13	247	15	PM
NOON	0	0	0	0	0	NOON
AM	263	1	6	270	3	AM

WESTBOUND (Loma Vista)

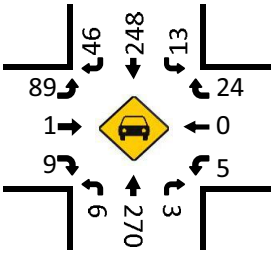
AM	NOON	PM	
0	0	0	0
89	0	34	0.5
1	0	1	0.5
9	0	10	1
52	0	94	

EASTBOUND (Loma Vista)

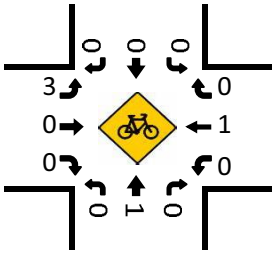
PM	NOON	AM	
0	0	0	0
2	0	0	1
5	0	5	0
0	0	0	0
39	0	17	

CONTROL			
2-Way Stop(EB/WB)			
TEV	715 AM	0 NOON	688 PM
PHF	0.85		0.90

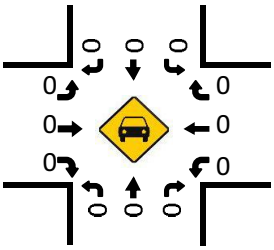
Totals (AM)



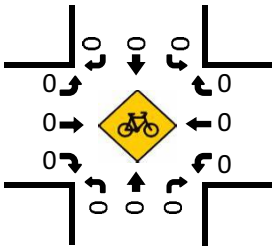
Total Bikes (AM)



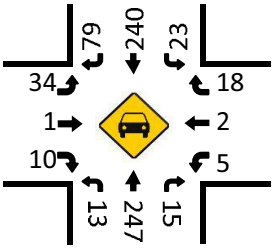
Totals (NOON)



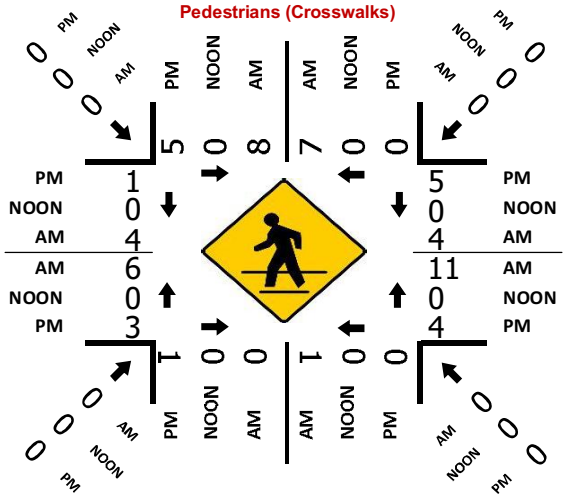
Total Bikes (NOON)



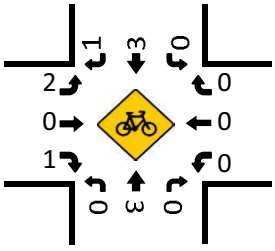
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



File Name: 21-090069-005
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	Ohlone Pkwy Southbound				Loma Vista Westbound				Ohlone Pkwy Northbound				Loma Vista Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	1	26	4	0	0	0	9	0	0	52	0	0	21	0	5	0	670
7:15 AM	3	46	3	0	1	0	7	0	3	89	1	0	40	1	1	0	714
7:30 AM	1	76	10	0	1	0	9	0	0	31	1	0	29	0	2	0	713
7:45 AM	8	88	17	0	2	0	4	0	3	80	1	1	22	0	2	0	626
8:00 AM	1	58	16	0	1	0	4	0	0	60	0	0	18	0	4	0	541
8:15 AM	3	70	12	0	2	0	6	0	0	44	0	0	11	0	6	0	379
8:30 AM	1	55	7	0	1	1	4	0	0	41	1	0	10	0	2	0	225
8:45 AM	4	41	7	0	1	0	0	0	0	37	1	0	8	1	2	0	102
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	337
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	512
4:00 PM	7	63	20	0	3	0	1	0	2	80	3	0	12	0	3	0	675
4:15 PM	9	51	12	0	2	0	6	0	2	49	3	0	8	0	1	0	672
4:30 PM	5	59	18	0	2	0	5	0	3	60	4	0	18	0	1	0	687
4:45 PM	4	56	23	0	1	1	4	0	3	62	2	0	5	0	2	0	673
5:00 PM	11	60	20	0	1	0	2	0	3	75	9	0	7	0	3	0	659
5:15 PM	3	65	18	0	1	1	7	0	4	50	0	1	4	1	4	0	488
5:30 PM	6	52	24	0	3	0	5	0	2	48	3	0	16	0	2	0	310
5:45 PM	13	42	14	0	1	1	6	0	1	51	2	0	16	0	2	0	149
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-005
Date : 8/19/2021

All Vehicles & Uturns

	Ohlone Pkwy Southbound					Loma Vista Westbound					Ohlone Pkwy Northbound					Loma Vista Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	1	26	4	0	31	0	0	9	0	9	0	52	0	0	52	21	0	5	0	26	118	0
7:15	3	46	3	0	52	1	0	7	0	8	3	69	1	0	73	20	1	1	0	22	155	0
7:30	1	76	10	0	87	1	0	9	0	10	0	81	1	0	82	29	0	2	0	31	210	0
7:45	8	68	17	0	93	2	0	4	0	6	3	60	1	1	65	22	0	2	0	24	188	1
Total	13	216	34	0	263	4	0	29	0	33	6	262	3	1	272	92	1	10	0	103	671	1
8:00	1	58	16	0	75	1	0	4	0	5	0	60	0	0	60	18	0	4	0	22	162	0
8:15	3	70	12	0	85	2	0	6	0	8	0	44	0	0	44	11	0	6	0	17	154	0
8:30	1	55	7	0	63	1	1	4	0	6	0	41	1	0	42	10	0	2	0	12	123	0
8:45	4	41	7	0	52	1	0	0	0	1	0	37	1	0	38	8	1	2	0	11	102	0
Total	9	224	42	0	275	5	1	14	0	20	0	182	2	0	184	47	1	14	0	62	541	0
16:00	7	63	20	0	90	3	0	1	0	4	2	80	3	0	85	12	0	3	0	15	194	0
16:15	9	51	12	0	72	2	0	6	0	8	2	49	3	0	54	8	0	1	0	9	143	0
16:30	5	59	18	0	82	2	0	5	0	7	3	60	4	0	67	18	0	1	0	19	175	0
16:45	4	56	23	0	83	1	1	4	0	6	3	62	2	0	67	5	0	2	0	7	163	0
Total	25	229	73	0	327	8	1	16	0	25	10	251	12	0	273	43	0	7	0	50	675	0
17:00	11	60	20	0	91	1	0	2	0	3	3	75	9	0	87	7	0	3	0	10	191	0
17:15	3	65	18	0	86	1	1	7	0	9	4	50	0	1	55	4	1	4	0	9	159	1
17:30	6	52	24	0	82	3	0	5	0	8	2	48	3	0	53	16	0	2	0	18	161	0
17:45	13	42	14	0	69	1	1	6	0	8	1	51	2	0	54	16	0	2	0	18	149	0
Total	33	219	76	0	328	6	2	20	0	28	10	224	14	1	249	43	1	11	0	55	660	1
Grand Total	80	888	225	0	1193	23	4	79	0	106	26	919	31	2	978	225	3	42	0	270	2547	2
Apprch %	6.7%	74.4%	18.9%	0.0%		21.7%	3.8%	74.5%	0.0%		2.7%	94.0%	3.2%	0.2%		83.3%	1.1%	15.6%	0.0%			
Total %	3.1%	34.9%	8.8%	0.0%	46.8%	0.9%	0.2%	3.1%	0.0%	4.2%	1.0%	36.1%	1.2%	0.1%	38.4%	8.8%	0.1%	1.6%	0.0%	10.6%	100.0%	

AM PEAK HOUR	Ohlone Pkwy Southbound					Loma Vista Westbound					Ohlone Pkwy Northbound					Loma Vista Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	3	46	3	0	52	1	0	7	0	8	3	69	1	0	73	20	1	1	0	22	155
7:30	1	76	10	0	87	1	0	9	0	10	0	81	1	0	82	29	0	2	0	31	210
7:45	8	68	17	0	93	2	0	4	0	6	3	60	1	1	65	22	0	2	0	24	188
8:00	1	58	16	0	75	1	0	4	0	5	0	60	0	0	60	18	0	4	0	22	162
Total Volume	13	248	46	0	307	5	0	24	0	29	6	270	3	1	280	89	1	9	0	99	715
% App Total	4.2%	80.8%	15.0%	0.0%		17.2%	0.0%	82.8%	0.0%		2.1%	96.4%	1.1%	0.4%		89.9%	1.0%	9.1%	0.0%		
PHF	.406	.816	.676	.000	.825	.625	.000	.667	.000	.725	.500	.833	.750	.250	.854	.767	.250	.563	.000	.798	.851

PM PEAK HOUR	Ohlone Pkwy Southbound					Loma Vista Westbound					Ohlone Pkwy Northbound					Loma Vista Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	5	59	18	0	82	2	0	5	0	7	3	60	4	0	67	18	0	1	0	19	175
16:45	4	56	23	0	83	1	1	4	0	6	3	62	2	0	67	5	0	2	0	7	163
17:00	11	60	20	0	91	1	0	2	0	3	3	75	9	0	87	7	0	3	0	10	191
17:15	3	65	18	0	86	1	1	7	0	9	4	50	0	1	55	4	1	4	0	9	159
Total Volume	23	240	79	0	342	5	2	18	0	25	13	247	15	1	276	34	1	10	0	45	688
% App Total	6.7%	70.2%	23.1%	0.0%		20.0%	8.0%	72.0%	0.0%		4.7%	89.5%	5.4%	0.4%		75.6%	2.2%	22.2%	0.0%		
PHF	.523	.923	.859	.000	.940	.625	.500	.643	.000	.694	.813	.823	.417	.250	.793	.472	.250	.625	.000	.592	.901

File Name: 21-090069-005
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	Ohlone Pkwy Southbound				Loma Vista Westbound				Ohlone Pkwy Northbound				Loma Vista Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	1
6:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	5
6:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	5
7:00 AM	0	0	8	0	0	0	0	0	0	0	0	1	1	0	0	16	6
7:15 AM	U	U	U	1	U	1	U	1	U	U	U	1	3	U	U	4	5
7:30 AM	0	0	7	0	0	0	6	0	0	0	0	0	0	0	0	2	1
7:45 AM	U	U	6	U	U	U	5	U	1	U	U	U	U	U	U	1	1
8:00 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	3	2
8:15 AM	U	U	3	U	U	U	2	U	U	U	U	U	U	U	U	3	2
8:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	2
8:45 AM	U	2	U	U	U	U	2	U	U	U	U	U	U	U	U	2	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	4
4:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	4	7
4:15 PM	U	2	U	U	U	U	U	1	U	U	U	U	U	U	U	1	7
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
4:45 PM	U	1	U	1	U	U	U	2	U	1	U	U	1	U	U	U	12
5:00 PM	0	0	0	0	0	0	0	3	0	1	0	1	0	0	0	0	12
5:15 PM	U	1	1	4	U	U	U	4	U	1	U	U	1	U	1	2	11
5:30 PM	0	1	0	5	0	0	0	3	1	0	0	0	1	0	0	3	6
5:45 PM	U	U	U	3	U	U	U	6	U	2	U	1	1	U	U	4	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-005
Date : 8/19/2021

All Bikes and Peds

	Ohlone Pkwy Southbound					Loma Vista Westbound					Ohlone Pkwy Northbound					Loma Vista Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	8	0	0	0	0	0	0	0	0	0	1	0	1	0	0	16	1	1	25
7:15	0	0	0	1	0	0	1	0	1	1	0	0	0	1	0	3	0	0	4	3	4	7
7:30	0	0	0	7	0	0	0	0	6	0	0	0	0	0	0	0	0	0	2	0	0	15
7:45	0	0	0	6	0	0	0	0	5	0	0	1	0	0	1	0	0	0	1	0	1	12
Total	0	0	0	22	0	0	1	0	12	1	0	1	0	2	1	4	0	0	23	4	6	59
8:00	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	7
8:15	0	0	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	8
8:30	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3
8:45	0	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
Total	0	2	0	5	2	0	0	0	8	0	0	0	0	0	0	0	0	0	9	0	2	22
16:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	4	1	1	6
16:15	0	2	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	2
16:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	2
16:45	0	1	0	1	1	0	0	0	2	0	0	1	0	0	1	1	0	0	0	1	3	3
Total	0	4	0	2	4	0	0	0	4	0	0	1	0	0	1	2	0	0	7	2	7	13
17:00	0	0	0	0	0	0	0	0	3	0	0	1	0	1	1	0	0	0	0	0	1	4
17:15	0	1	1	4	2	0	0	0	4	0	0	1	0	0	1	1	0	1	2	2	5	10
17:30	0	1	0	5	1	0	0	0	3	0	1	0	0	0	1	1	0	0	3	1	3	11
17:45	0	0	0	3	0	0	0	0	6	0	0	2	0	1	2	1	0	0	4	1	3	14
Total	0	2	1	12	3	0	0	0	16	0	1	4	0	2	5	3	0	1	9	4	12	39
Grand Total	0	8	1	41	9	0	1	0	40	1	1	6	0	4	7	9	0	1	48	10	27	133
Apprch %	0.0%	88.9%	11.1%			0.0%	100.0%	0.0%			14.3%	85.7%	0.0%			90.0%	0.0%	10.0%				
Total %	0.0%	29.6%	3.7%		33.3%	0.0%	3.7%	0.0%		3.7%	3.7%	22.2%	0.0%		25.9%	33.3%	0.0%	3.7%		37.0%	100.0%	

AM PEAK HOUR	Ohlone Pkwy Southbound					Loma Vista Westbound					Ohlone Pkwy Northbound					Loma Vista Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	0	0	1	0	0	1	0	1	1	0	0	0	1	0	3	0	0	4	3	4
7:30	0	0	0	7	0	0	0	0	6	0	0	0	0	0	0	0	0	0	2	0	0
7:45	0	0	0	6	0	0	0	0	5	0	0	1	0	0	1	0	0	0	1	0	1
8:00	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0
Total Volume	0	0	0	15	0	0	1	0	15	1	0	1	0	1	1	3	0	0	10	3	5
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	100.0%	0.0%			100.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.000		.250	.000	.250	.000		.250	.250	.000	.000		.250	.313

PM PEAK HOUR	Ohlone Pkwy Southbound					Loma Vista Westbound					Ohlone Pkwy Northbound					Loma Vista Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1
16:45	0	1	0	1	1	0	0	0	2	0	0	1	0	0	1	1	0	0	0	1	3
17:00	0	0	0	0	0	0	0	0	3	0	0	1	0	1	1	0	0	0	0	0	1
17:15	0	1	1	4	2	0	0	0	4	0	0	1	0	0	1	1	0	1	2	2	5
Total Volume	0	3	1	5	4	0	0	0	9	0	0	3	0	1	3	2	0	1	4	3	10
% App Total	0.0%	75.0%	25.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			66.7%	0.0%	33.3%			
PHF	.000	.750	.250		.500	.000	.000	.000		.000	.000	.750	.000		.750	.500	.000	.250		.375	.500

National Data & Surveying Services Intersection Turning Movement Count

Location: Ohlone Pkwy & Lighthouse Dr
City: Watsonville
Control: 2-Way Stop(EB/WB)

Project ID: 21-090069-006
Date: 8/19/2021

Data - Totals

NS/EW Streets:	Ohlone Pkwy				Ohlone Pkwy				Lighthouse Dr				Lighthouse Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	0.5	0.5	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	23	0	0	2	25	3	0	23	0	13	0	1	0	9	0	105
7:15 AM	2	45	1	1	3	41	6	0	26	0	13	0	0	0	5	0	143
7:30 AM	7	42	2	1	7	64	7	0	30	0	17	0	5	0	8	0	190
7:45 AM	4	41	1	1	5	59	7	1	17	0	15	0	2	1	10	0	164
8:00 AM	5	35	3	0	1	48	14	0	20	0	8	0	1	0	4	0	139
8:15 AM	8	33	0	0	4	62	10	1	5	0	4	0	3	0	5	0	135
8:30 AM	5	21	0	0	3	50	8	0	13	0	6	0	0	0	7	0	113
8:45 AM	9	22	0	0	2	32	9	0	15	0	7	0	2	1	3	0	102
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	46	262	7	3	27	381	64	2	149	0	83	0	14	2	51	0	1091
APPROACH %'s :	14.47%	82.39%	2.20%	0.94%	5.70%	80.38%	13.50%	0.42%	64.22%	0.00%	35.78%	0.00%	20.90%	2.99%	76.12%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	18	163	7	3	16	212	34	1	93	0	53	0	8	1	27	0	636
PEAK HR FACTOR :	0.643	0.906	0.583	0.750	0.571	0.828	0.607	0.250	0.775	0.000	0.779	0.000	0.400	0.250	0.675	0.000	0.837
	0.918				0.843				0.777				0.692				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	0.5	0.5	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	18	66	3	2	3	48	15	1	9	0	6	0	1	0	5	0	177
4:15 PM	10	41	2	2	3	35	18	0	11	0	3	0	1	0	2	0	128
4:30 PM	15	49	2	4	7	38	16	1	13	0	9	0	0	0	5	0	159
4:45 PM	20	46	0	1	8	36	17	0	10	0	8	0	3	0	5	0	154
5:00 PM	15	65	4	2	9	41	17	0	18	0	5	0	0	0	4	0	180
5:15 PM	14	41	0	3	9	45	17	0	13	1	9	0	1	0	5	0	158
5:30 PM	14	40	1	0	8	31	16	0	4	0	5	0	2	0	3	0	124
5:45 PM	9	38	6	0	9	28	9	0	10	0	7	0	1	1	5	0	123
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	115	386	18	14	56	302	125	2	88	1	52	0	9	1	34	0	1203
APPROACH %'s :	21.58%	72.42%	3.38%	2.63%	11.55%	62.27%	25.77%	0.41%	62.41%	0.71%	36.88%	0.00%	20.45%	2.27%	77.27%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	64	201	6	10	33	160	67	1	54	1	31	0	4	0	19	0	651
PEAK HR FACTOR :	0.800	0.773	0.375	0.625	0.917	0.889	0.985	0.250	0.750	0.250	0.861	0.000	0.333	0.000	0.950	0.000	0.904
	0.817				0.919				0.935				0.719				

National Data & Surveying Services Intersection Turning Movement Count

Location: Ohlone Pkwy & Lighthouse Dr
City: Watsonville
Control: 2-Way Stop(EB/WB)

Project ID: 21-090069-006
Date: 8/19/2021

Data - Bikes

NS/EW Streets:	Ohlone Pkwy				Ohlone Pkwy				Lighthouse Dr				Lighthouse Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	0.5	0.5	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	0	5
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
			0.000		0.500				0.250						0.000		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	0.5	0.5	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	6
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	0	0	4	4	0	0	0	0	0	0	1	0	5	0	18
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%					16.67%	0.00%	83.33%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	3	0	0	3	2	0	0	0	0	0	0	0	0	1	0	9
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.563
		0.375			0.417								0.250				

National Data & Surveying Services Intersection Turning Movement Count

Location: Ohlone Pkwy & Lighthouse Dr
City: Watsonville
Project ID: 21-090069-006
Date: 8/19/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Ohlone Pkwy		Ohlone Pkwy		Lighthouse Dr		Lighthouse Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	1	0	0	0	6	0	8
7:15 AM	0	0	0	0	2	0	1	2	5
7:30 AM	0	0	2	0	2	1	1	0	6
7:45 AM	0	0	0	0	0	4	0	1	5
8:00 AM	0	0	0	2	1	1	1	2	7
8:15 AM	0	0	0	0	0	0	2	1	3
8:30 AM	0	0	1	1	0	0	2	0	4
8:45 AM	0	0	1	1	0	4	1	0	7
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	5	4	5	10	14	6	45
APPROACH %'s :	0.00%	100.00%	55.56%	44.44%	33.33%	66.67%	70.00%	30.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	2	2	5	6	3	5	23
PEAK HR FACTOR :			0.250	0.250	0.625	0.375	0.750	0.625	0.821
			0.500		0.688		0.667		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	1	1	0	1	0	0	2	5
4:15 PM	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	5	0	0	0	0	1	6
4:45 PM	0	0	1	2	2	1	0	0	6
5:00 PM	0	0	3	4	1	0	0	0	8
5:15 PM	0	0	1	0	1	0	2	1	5
5:30 PM	0	0	1	2	2	3	0	0	8
5:45 PM	0	0	0	2	0	1	3	2	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	12	10	8	5	5	6	47
APPROACH %'s :	0.00%	100.00%	54.55%	45.45%	61.54%	38.46%	45.45%	54.55%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	10	6	4	1	2	2	25
PEAK HR FACTOR :			0.500	0.375	0.500	0.250	0.250	0.500	0.781
			0.571		0.417		0.333		

Prepared by National Data & Surveying Services

Ohlone Pkwy & Lighthouse Dr

Peak Hour Turning Movement Count

ID: 21-090069-006
City: Watsonville

Day: Thursday
Date: 8/19/2021

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Ohlone Pkwy)

	Left	Thru	Right	U-Turn	
AM	34	212	16	1	284 AM
NOON	0	0	0	0	0 NOON
PM	67	160	33	1	275 PM

WESTBOUND (Lighthouse Dr)

	Left	Thru	Right	U-Turn
AM	53	0	131	
NOON	0	0	0	0
PM	93	0	54	1
	0	0	1	0.5
	53	0	31	0.5

EASTBOUND (Lighthouse Dr)

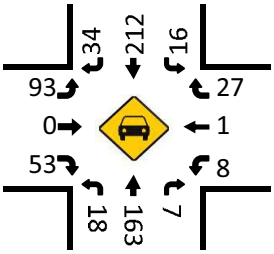
	Left	Thru	Right	U-Turn
PM	19	0	27	0
NOON	0	0	1	1
AM	4	0	8	0
	0	0	0	0
	40	0	23	

NORTHBOUND (Ohlone Pkwy)

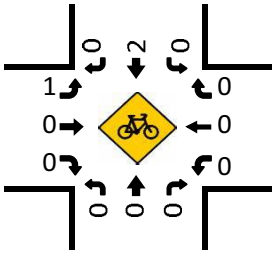
	Left	Thru	Right	U-Turn	
PM	205	10	64	201	6 PM
NOON	0	0	0	0	0 NOON
AM	276	3	18	163	7 AM

CONTROL			
2-Way Stop(EB/WB)			
TEV	636 AM	0 NOON	651 PM
PHF	0.84		0.90

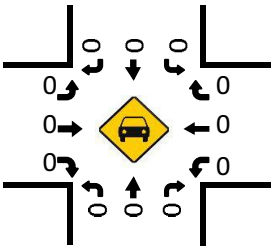
Totals (AM)



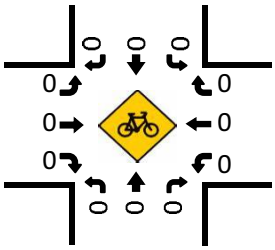
Total Bikes (AM)



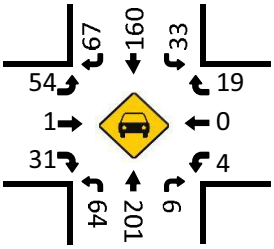
Totals (NOON)



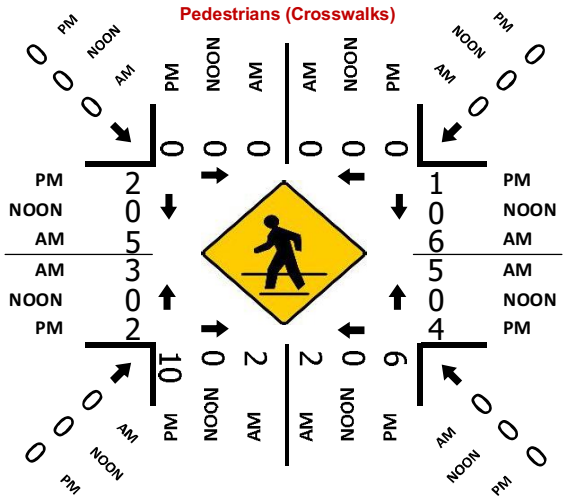
Total Bikes (NOON)



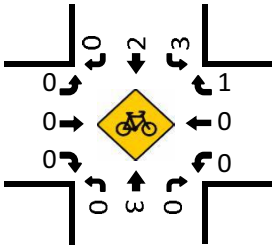
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



File Name: 21-090069-006
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	Ohlone Pkwy Southbound				Lighthouse Dr Westbound				Ohlone Pkwy Northbound				Lighthouse Dr Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	105
6:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	247
6:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	436
7:00 AM	2	25	3	0	1	0	9	0	6	23	0	0	23	0	13	0	598
7:15 AM	3	41	6	U	U	U	5	U	2	45	1	1	46	U	13	U	652
7:30 AM	7	64	7	0	5	0	8	0	7	42	2	1	30	0	17	0	624
7:45 AM	5	59	7	1	2	1	10	U	4	41	1	1	17	U	15	U	548
8:00 AM	1	48	14	0	1	0	4	0	5	35	3	0	20	0	8	0	488
8:15 AM	4	62	10	1	3	U	5	U	8	33	U	U	5	U	4	U	349
8:30 AM	3	50	8	0	0	0	7	0	5	21	0	0	13	0	6	0	215
8:45 AM	2	32	9	U	2	1	3	U	9	22	U	U	15	U	7	U	102
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	174
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300
3:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	464
4:00 PM	3	48	15	1	1	0	5	0	18	66	3	2	9	0	6	0	607
4:15 PM	3	35	18	U	1	U	2	U	10	41	2	2	11	U	3	U	611
4:30 PM	7	38	16	1	0	0	5	0	15	49	2	4	13	0	9	0	640
4:45 PM	8	36	17	U	3	U	5	U	20	46	U	1	10	U	8	U	610
5:00 PM	9	41	17	0	0	0	4	0	15	66	4	2	18	0	5	0	580
5:15 PM	1	45	17	U	1	U	5	U	14	41	U	3	13	1	9	U	402
5:30 PM	8	31	16	0	2	0	3	0	14	40	1	0	4	0	5	0	247
5:45 PM	9	28	9	U	1	1	5	U	9	38	6	U	10	U	7	U	123
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-006
Date : 8/19/2021

All Vehicles & Uturns

	Ohlone Pkwy Southbound					Lighthouse Dr Westbound					Ohlone Pkwy Northbound					Lighthouse Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	2	25	3	0	30	1	0	9	0	10	6	23	0	0	29	23	0	13	0	36	105	0
7:15	3	41	6	0	50	0	0	5	0	5	2	45	1	1	49	26	0	13	0	39	143	1
7:30	7	64	7	0	78	5	0	8	0	13	7	42	2	1	52	30	0	17	0	47	190	1
7:45	5	59	7	1	72	2	1	10	0	13	4	41	1	1	47	17	0	15	0	32	164	2
Total	17	189	23	1	230	8	1	32	0	41	19	151	4	3	177	96	0	58	0	154	602	4
8:00	1	48	14	0	63	1	0	4	0	5	5	35	3	0	43	20	0	8	0	28	139	0
8:15	4	62	10	1	77	3	0	5	0	8	8	33	0	0	41	5	0	4	0	9	135	1
8:30	3	50	8	0	61	0	0	7	0	7	5	21	0	0	26	13	0	6	0	19	113	0
8:45	2	32	9	0	43	2	1	3	0	6	9	22	0	0	31	15	0	7	0	22	102	0
Total	10	192	41	1	244	6	1	19	0	26	27	111	3	0	141	53	0	25	0	78	489	1
16:00	3	48	15	1	67	1	0	5	0	6	18	66	3	2	89	9	0	6	0	15	177	3
16:15	3	35	18	0	56	1	0	2	0	3	10	41	2	2	55	11	0	3	0	14	128	2
16:30	7	38	16	1	62	0	0	5	0	5	15	49	2	4	70	13	0	9	0	22	159	5
16:45	8	36	17	0	61	3	0	5	0	8	20	46	0	1	67	10	0	8	0	18	154	1
Total	21	157	66	2	246	5	0	17	0	22	63	202	7	9	281	43	0	26	0	69	618	11
17:00	9	41	17	0	67	0	0	4	0	4	15	65	4	2	86	18	0	5	0	23	180	2
17:15	9	45	17	0	71	1	0	5	0	6	14	41	0	3	58	13	1	9	0	23	158	3
17:30	8	31	16	0	55	2	0	3	0	5	14	40	1	0	55	4	0	5	0	9	124	0
17:45	9	28	9	0	46	1	1	5	0	7	9	38	6	0	53	10	0	7	0	17	123	0
Total	35	145	59	0	239	4	1	17	0	22	52	184	11	5	252	45	1	26	0	72	585	5
Grand Total	83	683	189	4	959	23	3	85	0	111	161	648	25	17	851	237	1	135	0	373	2294	21
Apprch %	8.7%	71.2%	19.7%	0.4%		20.7%	2.7%	76.6%	0.0%		18.9%	76.1%	2.9%	2.0%		63.5%	0.3%	36.2%	0.0%			
Total %	3.6%	29.8%	8.2%	0.2%	41.8%	1.0%	0.1%	3.7%	0.0%	4.8%	7.0%	28.2%	1.1%	0.7%	37.1%	10.3%	0.0%	5.9%	0.0%	16.3%	100.0%	

AM PEAK HOUR	Ohlone Pkwy Southbound					Lighthouse Dr Westbound					Ohlone Pkwy Northbound					Lighthouse Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	3	41	6	0	50	0	0	5	0	5	2	45	1	1	49	26	0	13	0	39	143
7:30	7	64	7	0	78	5	0	8	0	13	7	42	2	1	52	30	0	17	0	47	190
7:45	5	59	7	1	72	2	1	10	0	13	4	41	1	1	47	17	0	15	0	32	164
8:00	1	48	14	0	63	1	0	4	0	5	5	35	3	0	43	20	0	8	0	28	139
Total Volume	16	212	34	1	263	8	1	27	0	36	18	163	7	3	191	93	0	53	0	146	636
% App Total	6.1%	80.6%	12.9%	0.4%		22.2%	2.8%	75.0%	0.0%		9.4%	85.3%	3.7%	1.6%		63.7%	0.0%	36.3%	0.0%		
PHF	.571	.828	.607	.250	.843	.400	.250	.675	.000	.692	.643	.906	.583	.750	.918	.775	.000	.779	.000	.777	.837

PM PEAK HOUR	Ohlone Pkwy Southbound					Lighthouse Dr Westbound					Ohlone Pkwy Northbound					Lighthouse Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	7	38	16	1	62	0	0	5	0	5	15	49	2	4	70	13	0	9	0	22	159
16:45	8	36	17	0	61	3	0	5	0	8	20	46	0	1	67	10	0	8	0	18	154
17:00	9	41	17	0	67	0	0	4	0	4	15	65	4	2	86	18	0	5	0	23	180
17:15	9	45	17	0	71	1	0	5	0	6	14	41	0	3	58	13	1	9	0	23	158
Total Volume	33	160	67	1	261	4	0	19	0	23	64	201	6	10	281	54	1	31	0	86	651
% App Total	12.6%	61.3%	25.7%	0.4%		17.4%	0.0%	82.6%	0.0%		22.8%	71.5%	2.1%	3.6%		62.8%	1.2%	36.0%	0.0%		
PHF	.917	.889	.985	.250	.919	.333	.000	.950	.000	.719	.800	.773	.375	.625	.817	.750	.250	.861	.000	.935	.904

File Name: 21-090069-006
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	Ohlone Pkwy Southbound				Lighthouse Dr Westbound				Ohlone Pkwy Northbound				Lighthouse Dr Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	1
6:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	1
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	6	2
7:15 AM	U	1	U	U	U	U	U	2	U	U	U	U	U	U	U	3	3
7:30 AM	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	1	2
7:45 AM	U	U	U	U	U	U	U	4	U	U	U	U	1	U	U	1	2
8:00 AM	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	3	3
8:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	3	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
8:45 AM	U	2	U	U	U	U	U	4	U	U	U	2	U	U	U	1	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	2
4:00 PM	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2	5
4:15 PM	1	U	U	U	U	U	U	1	U	U	U	U	U	U	U	U	9
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	1	9
4:45 PM	U	1	U	U	U	U	U	3	U	2	U	3	U	U	U	U	14
5:00 PM	3	0	0	0	0	0	0	1	0	1	0	7	0	0	0	0	13
5:15 PM	U	U	U	U	U	1	1	1	U	U	U	1	U	U	U	3	9
5:30 PM	0	2	0	0	0	0	4	5	0	0	0	3	0	0	0	0	8
5:45 PM	U	U	U	U	1	U	U	1	U	1	U	2	U	U	U	5	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-006
Date : 8/19/2021

All Bikes and Peds

	Ohlone Pkwy Southbound					Lighthouse Dr Westbound					Ohlone Pkwy Northbound					Lighthouse Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	6	0	0	8
7:15	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	1	5
7:30	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	1	0	0	6
7:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	1	1	1	5
Total	0	1	0	1	1	0	0	0	9	0	0	0	0	3	0	1	0	0	11	1	2	24
8:00	0	1	0	0	1	0	0	0	2	0	0	0	0	2	0	0	0	0	3	0	1	7
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	4
8:45	0	2	0	0	2	0	0	0	4	0	0	0	0	2	0	0	0	0	1	0	2	7
Total	0	3	0	0	3	0	0	0	6	0	0	0	0	6	0	0	0	0	9	0	3	21
16:00	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	5
16:15	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
16:30	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	1	6
16:45	0	1	0	0	1	0	0	0	3	0	0	2	0	3	2	0	0	0	0	0	3	6
Total	1	2	0	1	3	0	0	0	5	0	0	2	0	9	2	0	0	0	3	0	5	18
17:00	3	0	0	0	3	0	0	0	1	0	0	1	0	7	1	0	0	0	0	0	4	8
17:15	0	0	0	0	0	0	0	1	1	1	0	0	0	1	0	0	0	0	3	0	1	5
17:30	0	2	0	0	2	0	0	4	5	4	0	0	0	3	0	0	0	0	0	0	6	8
17:45	0	0	0	0	0	1	0	0	1	1	0	1	0	2	1	0	0	0	5	0	2	8
Total	3	2	0	0	5	1	0	5	8	6	0	2	0	13	2	0	0	0	8	0	13	29
Grand Total	4	8	0	2	12	1	0	5	28	6	0	4	0	31	4	1	0	0	31	1	23	92
Apprch %	33.3%	66.7%	0.0%			16.7%	0.0%	83.3%			0.0%	100.0%	0.0%			100.0%	0.0%	0.0%				
Total %	17.4%	34.8%	0.0%		52.2%	4.3%	0.0%	21.7%		26.1%	0.0%	17.4%	0.0%		17.4%	4.3%	0.0%	0.0%		4.3%	100.0%	

AM PEAK HOUR	Ohlone Pkwy Southbound					Lighthouse Dr Westbound					Ohlone Pkwy Northbound					Lighthouse Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	1
7:30	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	1	0	0
7:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	1	1	1
8:00	0	1	0	0	1	0	0	0	2	0	0	0	0	2	0	0	0	0	3	0	1
Total Volume	0	2	0	0	2	0	0	0	11	0	0	0	0	4	0	1	0	0	8	1	3
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			100.0%	0.0%	0.0%			
PHF	.000	.500	.000		.500	.000	.000	.000		.000	.000	.000	.000		.000	.250	.000	.000		.250	.750

PM PEAK HOUR	Ohlone Pkwy Southbound					Lighthouse Dr Westbound					Ohlone Pkwy Northbound					Lighthouse Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	1
16:45	0	1	0	0	1	0	0	0	3	0	0	2	0	3	2	0	0	0	0	0	3
17:00	3	0	0	0	3	0	0	0	1	0	0	1	0	7	1	0	0	0	0	0	4
17:15	0	0	0	0	0	0	0	1	1	1	0	0	0	1	0	0	0	0	3	0	1
Total Volume	3	2	0	0	5	0	0	1	5	1	0	3	0	16	3	0	0	0	4	0	9
% App Total	60.0%	40.0%	0.0%			0.0%	0.0%	100.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.250	.500	.000		.417	.000	.000	.250		.250	.000	.375	.000		.375	.000	.000	.000		.000	.563

National Data & Surveying Services Intersection Turning Movement Count

Location: Ohlone Pkwy & W Beach St
City: Watsonville
Control: 1-Way Stop(SB)

Project ID: 21-090069-007
Date: 8/19/2021

Data - Totals

NS/EW Streets:	Ohlone Pkwy				Ohlone Pkwy				W Beach St				W Beach St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	2	0	0	1	2	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	16	0	27	0	7	22	0	0	0	39	21	0	132
7:15 AM	0	0	0	0	25	0	35	0	12	30	0	0	0	39	38	0	179
7:30 AM	0	0	0	0	44	0	39	0	11	35	0	0	0	43	39	0	211
7:45 AM	0	0	1	0	47	0	33	0	25	42	0	0	0	46	33	0	227
8:00 AM	0	0	0	0	35	0	20	0	14	34	0	0	0	58	37	0	198
8:15 AM	0	0	0	0	37	0	26	0	23	42	0	0	0	42	52	0	222
8:30 AM	0	1	0	0	20	0	29	0	20	45	0	0	0	53	42	0	210
8:45 AM	0	0	1	0	17	0	24	0	20	55	0	0	0	47	29	0	193
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	2	0	241	0	233	0	132	305	0	0	0	367	291	0	1572
APPROACH %'s :	0.00%	33.33%	66.67%	0.00%	50.84%	0.00%	49.16%	0.00%	30.21%	69.79%	0.00%	0.00%	0.00%	55.78%	44.22%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	1	0	163	0	118	0	73	153	0	0	0	189	161	0	858
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.867	0.000	0.756	0.000	0.730	0.911	0.000	0.000	0.000	0.815	0.774	0.000	0.945
	0.250				0.846				0.843				0.921				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	2	0	0	1	2	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	23	0	17	0	34	84	0	0	0	31	48	0	238
4:15 PM	0	0	0	0	32	0	18	0	29	88	0	0	0	18	33	0	218
4:30 PM	0	0	0	0	30	0	26	0	39	79	0	0	0	33	50	0	257
4:45 PM	0	0	0	0	35	0	17	0	20	69	0	0	0	36	58	0	235
5:00 PM	0	0	0	0	33	0	24	0	42	75	0	0	1	29	51	0	255
5:15 PM	0	0	1	0	20	0	25	0	18	61	0	0	0	32	55	0	212
5:30 PM	0	0	0	0	21	0	18	0	24	59	0	0	0	31	31	0	184
5:45 PM	0	0	0	0	26	0	14	0	25	43	0	0	0	31	31	0	170
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	220	0	159	0	231	558	0	0	1	241	357	0	1769
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	58.05%	0.00%	41.95%	0.00%	29.28%	70.72%	0.00%	0.00%	0.17%	40.23%	59.60%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	130	0	85	0	130	311	0	0	1	116	192	0	965
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.929	0.000	0.817	0.000	0.774	0.884	0.000	0.000	0.250	0.806	0.828	0.000	0.939
					0.943				0.934				0.822				

National Data & Surveying Services Intersection Turning Movement Count

Location: Ohlone Pkwy & W Beach St
City: Watsonville
Control: 1-Way Stop(SB)

Project ID: 21-090069-007
Date: 8/19/2021

Data - Bikes

NS/EW Streets:	Ohlone Pkwy				Ohlone Pkwy				W Beach St				W Beach St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	2	0	0	1	2	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	0	2	0	0	0	6	0	0	9
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.375
					0.250				0.250				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	2	0	0	1	2	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3
4:30 PM	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	0	0	0	2	0	0	2	2	7	0	16
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	18.18%	18.18%	63.64%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	0	0	0	2	0	0	2	0	4	0	11
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.500	0.000	0.688
					0.250				0.500				0.500				

National Data & Surveying Services Intersection Turning Movement Count

Location: Ohlone Pkwy & W Beach St
City: Watsonville
Project ID: 21-090069-007
Date: 8/19/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Ohlone Pkwy		Ohlone Pkwy		W Beach St		W Beach St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	1
APPROACH %'s :	100.00%	0.00%							
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250								
	0.250								0.250

Prepared by National Data & Surveying Services

Ohlone Pkwy & W Beach St

Peak Hour Turning Movement Count

ID: 21-090069-007
City: Watsonville

Day: Thursday
Date: 8/19/2021

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Ohlone Pkwy)

AM	118	0	163	0	234	AM
NOON	0	0	0	0	0	NOON
PM	85	0	130	0	322	PM

0 2 0 0

W Beach St (WESTBOUND)

AM	NOON	PM	
307	0	201	
0	0	0	0
73	0	130	1
153	0	311	2
0	0	0	0

EASTBOUND (W Beach St)

PM	NOON	AM	
192	0	161	1
116	0	189	1
1	0	0	0
0	0	0	0
441	0	317	

CONTROL

1-Way Stop(SB)

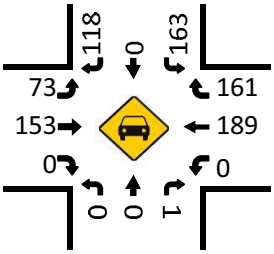
	AM	NOON	PM
TEV	858	0	965
PHF	0.94		0.94

0 0 0 0

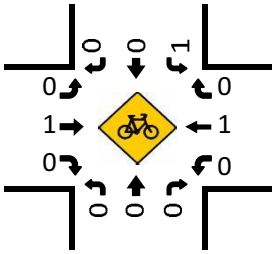
NORTHBOUND (Ohlone Pkwy)

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

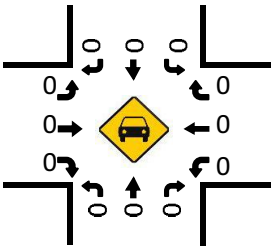
Totals (AM)



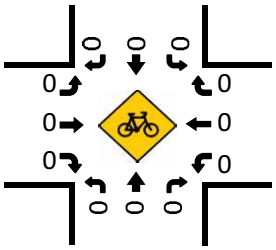
Total Bikes (AM)



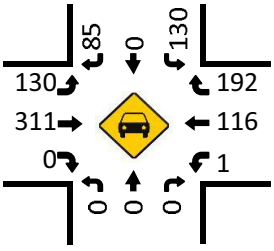
Totals (NOON)



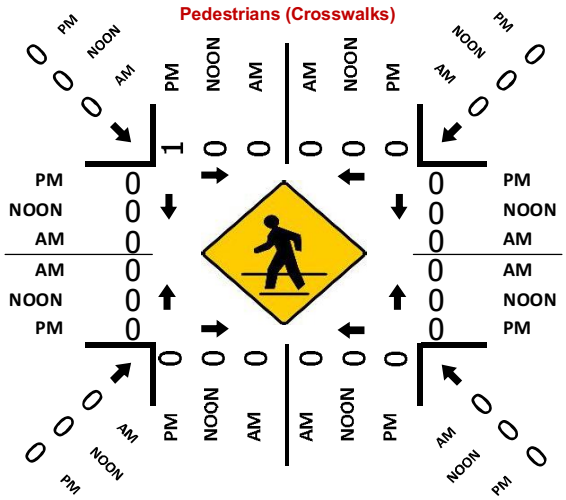
Total Bikes (NOON)



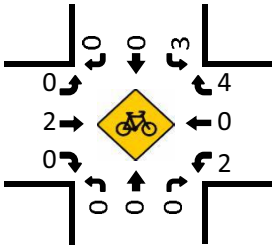
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



File Name: 21-090069-007
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	Ohlone Pkwy Southbound				W Beach St Westbound				Ohlone Pkwy Northbound				W Beach St Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	16	0	27	0	0	39	21	0	0	0	0	0	7	22	0	0	749
7:15 AM	25	0	35	0	0	39	38	0	0	0	0	0	12	30	0	0	915
7:30 AM	44	0	39	0	0	43	39	0	0	0	0	0	11	35	0	0	958
7:45 AM	47	0	33	0	0	46	33	0	0	0	1	0	25	42	0	0	967
8:00 AM	35	0	20	0	0	58	37	0	0	0	0	0	14	34	0	0	923
8:15 AM	31	0	26	0	0	42	32	0	0	0	0	0	23	42	0	0	825
8:30 AM	20	0	29	0	0	53	42	0	0	1	0	0	20	45	0	0	803
8:45 AM	17	0	24	0	0	47	29	0	0	0	1	0	40	56	0	0	793
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	23	0	17	0	0	31	48	0	0	0	1	0	34	84	0	0	948
4:15 PM	32	0	18	0	0	18	33	0	0	0	0	0	29	88	0	0	965
4:30 PM	30	0	26	0	0	33	50	0	0	0	0	0	39	79	0	0	959
4:45 PM	35	0	17	0	0	36	58	0	0	0	0	0	20	69	0	0	886
5:00 PM	33	0	24	0	1	29	51	0	0	0	0	0	42	75	0	0	821
5:15 PM	24	0	25	0	0	32	55	0	0	0	1	0	18	61	0	0	686
5:30 PM	21	0	18	0	0	31	31	0	0	0	0	0	24	59	0	0	564
5:45 PM	26	0	14	0	0	31	31	0	0	0	0	0	25	43	0	0	470
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-007
Date : 8/19/2021

All Vehicles & Uturns

	Ohlone Pkwy Southbound					W Beach St Westbound					Ohlone Pkwy Northbound					W Beach St Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	16	0	27	0	43	0	39	21	0	60	0	0	0	0	0	7	22	0	0	29	132	0
7:15	25	0	35	0	60	0	39	38	0	77	0	0	0	0	0	12	30	0	0	42	179	0
7:30	44	0	39	0	83	0	43	39	0	82	0	0	0	0	0	11	35	0	0	46	211	0
7:45	47	0	33	0	80	0	46	33	0	79	0	0	1	0	1	25	42	0	0	67	227	0
Total	132	0	134	0	266	0	167	131	0	298	0	0	1	0	1	55	129	0	0	184	749	0
8:00	35	0	20	0	55	0	58	37	0	95	0	0	0	0	0	14	34	0	0	48	198	0
8:15	37	0	26	0	63	0	42	52	0	94	0	0	0	0	0	23	42	0	0	65	222	0
8:30	20	0	29	0	49	0	53	42	0	95	0	1	0	0	1	20	45	0	0	65	210	0
8:45	17	0	24	0	41	0	47	29	0	76	0	0	1	0	1	20	55	0	0	75	193	0
Total	109	0	99	0	208	0	200	160	0	360	0	1	1	0	2	77	176	0	0	253	823	0
16:00	23	0	17	0	40	0	31	48	0	79	0	0	1	0	1	34	84	0	0	118	238	0
16:15	32	0	18	0	50	0	18	33	0	51	0	0	0	0	0	29	88	0	0	117	218	0
16:30	30	0	26	0	56	0	33	50	0	83	0	0	0	0	0	39	79	0	0	118	257	0
16:45	35	0	17	0	52	0	36	58	0	94	0	0	0	0	0	20	69	0	0	89	235	0
Total	120	0	78	0	198	0	118	189	0	307	0	0	1	0	1	122	320	0	0	442	948	0
17:00	33	0	24	0	57	1	29	51	0	81	0	0	0	0	0	42	75	0	0	117	255	0
17:15	20	0	25	0	45	0	32	55	0	87	0	0	1	0	1	18	61	0	0	79	212	0
17:30	21	0	18	0	39	0	31	31	0	62	0	0	0	0	0	24	59	0	0	83	184	0
17:45	26	0	14	0	40	0	31	31	0	62	0	0	0	0	0	25	43	0	0	68	170	0
Total	100	0	81	0	181	1	123	168	0	292	0	0	1	0	1	109	238	0	0	347	821	0
Grand Total	461	0	392	0	853	1	608	648	0	1257	0	1	4	0	5	363	863	0	0	1226	3341	0
Apprch %	54.0%	0.0%	46.0%	0.0%		0.1%	48.4%	51.6%	0.0%		0.0%	20.0%	80.0%	0.0%		29.6%	70.4%	0.0%	0.0%			
Total %	13.8%	0.0%	11.7%	0.0%	25.5%	0.0%	18.2%	19.4%	0.0%	37.6%	0.0%	0.0%	0.1%	0.0%	0.1%	10.9%	25.8%	0.0%	0.0%	36.7%	100.0%	

AM PEAK HOUR	Ohlone Pkwy *Southbound*					W Beach St *Westbound*					Ohlone Pkwy *Northbound*					W Beach St *Eastbound*					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	44	0	39	0	83	0	43	39	0	82	0	0	0	0	0	11	35	0	0	46	211
7:45	47	0	33	0	80	0	46	33	0	79	0	0	1	0	1	25	42	0	0	67	227
8:00	35	0	20	0	55	0	58	37	0	95	0	0	0	0	0	14	34	0	0	48	198
8:15	37	0	26	0	63	0	42	52	0	94	0	0	0	0	0	23	42	0	0	65	222
Total Volume	163	0	118	0	281	0	189	161	0	350	0	0	1	0	1	73	153	0	0	226	858
% App Total	58.0%	0.0%	42.0%	0.0%		0.0%	54.0%	46.0%	0.0%		0.0%	0.0%	100.0%	0.0%		32.3%	67.7%	0.0%	0.0%		
PHF	.867	.000	.756	.000	.846	.000	.815	.774	.000	.921	.000	.000	.250	.000	.250	.730	.911	.000	.000	.843	.945

PM PEAK HOUR	Ohlone Pkwy Southbound					W Beach St Westbound					Ohlone Pkwy Northbound					W Beach St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	32	0	18	0	50	0	18	33	0	51	0	0	0	0	0	29	88	0	0	117	218
16:30	30	0	26	0	56	0	33	50	0	83	0	0	0	0	0	39	79	0	0	118	257
16:45	35	0	17	0	52	0	36	58	0	94	0	0	0	0	0	20	69	0	0	89	235
17:00	33	0	24	0	57	1	29	51	0	81	0	0	0	0	0	42	75	0	0	117	255
Total Volume	130	0	85	0	215	1	116	192	0	309	0	0	0	0	0	130	311	0	0	441	965
% App Total	60.5%	0.0%	39.5%	0.0%		0.3%	37.5%	62.1%	0.0%		0.0%	0.0%	0.0%	0.0%		29.5%	70.5%	0.0%	0.0%		
PHF	.929	.000	.817	.000	.943	.250	.806	.828	.000	.822	.000	.000	.000	.000	.000	.774	.884	.000	.000	.934	.939

File Name: 21-090069-007
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	Ohlone Pkwy Southbound				W Beach St Westbound				Ohlone Pkwy Northbound				W Beach St Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
7:15 AM	U	U	U	U	U	1	U	U	U	U	U	U	U	1	U	U	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	1	U	U	3
8:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	U	U	U	U	U	1	U	U	U	U	U	U	U	U	U	U	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	10
4:00 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	12
4:15 PM	U	U	U	1	2	U	1	U	U	U	U	U	U	U	U	U	11
4:30 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	8
4:45 PM	U	U	U	U	U	U	2	U	U	U	U	U	U	U	U	U	5
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	4
5:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	2
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
5:45 PM	U	U	U	U	U	1	U	U	U	U	U	U	U	U	U	U	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-007
Date : 8/19/2021

All Bikes and Peds

	Ohlone Pkwy Southbound					W Beach St Westbound					Ohlone Pkwy Northbound					W Beach St Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
7:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	0
8:00	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Total	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0
16:00	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3	0
16:15	0	0	0	1	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3	1
16:30	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	0
16:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0
Total	3	0	0	1	3	2	1	5	0	8	0	0	0	0	0	0	1	0	0	1	12	1
17:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4	0
Grand Total	4	0	0	1	4	2	8	7	0	17	0	0	0	0	0	0	4	0	0	4	25	1
Apprch %	100.0%	0.0%	0.0%			11.8%	47.1%	41.2%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	16.0%	0.0%	0.0%		16.0%	8.0%	32.0%	28.0%		68.0%	0.0%	0.0%	0.0%		0.0%	0.0%	16.0%	0.0%		16.0%	100.0%	

AM PEAK HOUR	Ohlone Pkwy Southbound					W Beach St Westbound					Ohlone Pkwy Northbound					W Beach St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:00	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
% App Total	100.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.250	.000	.000		.250	.000	.250	.000		.250	.000	.000	.000		.000	.000	.250	.000		.250	.375

PM PEAK HOUR	Ohlone Pkwy Southbound					W Beach St Westbound					Ohlone Pkwy Northbound					W Beach St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	0	0	0	1	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3
16:30	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
16:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	3	0	0	1	3	2	0	4	0	6	0	0	0	0	0	0	2	0	0	2	11
% App Total	100.0%	0.0%	0.0%			33.3%	0.0%	66.7%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.250	.000	.000		.250	.250	.000	.500		.500	.000	.000	.000		.000	.000	.500	.000		.500	.688

National Data & Surveying Services Intersection Turning Movement Count

Location: Walker St & W Beach St
City: Watsonville
Control: 4-Way Stop

Project ID: 21-090069-008
Date: 8/19/2021

Data - Totals

NS/EW Streets:	Walker St				Walker St				W Beach St				W Beach St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	1	0	0	1	0.5	0.5	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	13	27	5	0	9	23	36	0	8	7	8	0	3	24	6	0	169
7:15 AM	12	41	2	0	12	40	30	0	30	39	7	0	2	25	7	0	247
7:30 AM	18	45	7	0	22	41	38	0	16	41	13	0	3	31	10	0	285
7:45 AM	5	67	5	0	14	62	56	0	39	33	9	0	8	41	12	0	351
8:00 AM	13	42	4	0	13	57	51	0	34	40	21	0	14	48	7	0	344
8:15 AM	12	43	4	0	13	54	58	0	37	43	5	0	12	25	3	0	309
8:30 AM	22	34	4	0	9	37	55	0	33	42	10	0	3	23	6	0	278
8:45 AM	5	47	3	0	12	30	40	0	20	34	11	0	2	23	9	0	236
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	100	346	34	0	104	344	364	0	217	279	84	0	47	240	60	0	2219
APPROACH %'s :	20.83%	72.08%	7.08%	0.00%	12.81%	42.36%	44.83%	0.00%	37.41%	48.10%	14.48%	0.00%	13.54%	69.16%	17.29%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	48	197	20	0	62	214	203	0	126	157	48	0	37	145	32	0	1289
PEAK HR FACTOR :	0.667	0.735	0.714	0.000	0.705	0.863	0.875	0.000	0.808	0.913	0.571	0.000	0.661	0.755	0.667	0.000	0.918
	0.860				0.907				0.871				0.775				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	1	0	0	1	0.5	0.5	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	13	55	15	0	18	51	30	0	67	67	12	0	17	27	15	0	387
4:15 PM	9	47	10	0	12	67	31	0	57	56	29	0	13	20	20	0	371
4:30 PM	17	61	3	0	13	63	28	0	40	53	30	0	9	27	11	0	355
4:45 PM	12	62	12	0	15	52	39	0	53	66	31	0	4	30	9	0	385
5:00 PM	13	46	3	0	15	62	34	0	42	58	28	0	11	32	15	0	359
5:15 PM	12	51	9	0	15	65	35	0	37	48	27	0	10	31	2	0	342
5:30 PM	7	57	14	0	26	60	29	0	25	49	15	0	5	21	7	0	315
5:45 PM	7	52	5	0	16	46	31	0	18	41	6	0	4	24	10	0	260
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	90	431	71	0	130	466	257	0	339	438	178	0	73	212	89	0	2774
APPROACH %'s :	15.20%	72.80%	11.99%	0.00%	15.24%	54.63%	30.13%	0.00%	35.50%	45.86%	18.64%	0.00%	19.52%	56.68%	23.80%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	51	225	40	0	58	233	128	0	217	242	102	0	43	104	55	0	1498
PEAK HR FACTOR :	0.750	0.907	0.667	0.000	0.806	0.869	0.821	0.000	0.810	0.903	0.823	0.000	0.632	0.867	0.688	0.000	0.968
	0.919				0.952				0.935				0.856				

National Data & Surveying Services Intersection Turning Movement Count

Location: Walker St & W Beach St
City: Watsonville
Control: 4-Way Stop

Project ID: 21-090069-008
Date: 8/19/2021

Data - Bikes

NS/EW Streets:	Walker St				Walker St				W Beach St				W Beach St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	1	0	0	1	0.5	0.5	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
8:00 AM	1	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	6
8:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	4
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	0	0	0	3	8	0	4	2	1	0	0	1	0	0	21
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	27.27%	72.73%	0.00%	57.14%	28.57%	14.29%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	2	7	0	3	1	0	0	0	1	0	0	15
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.500	0.438	0.000	0.375	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.625
	0.250				0.450				0.333				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	1	0	0	1	0.5	0.5	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:45 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	3	0	0	0	3	0	1	1	4	0	0	0	3	1	0	17
APPROACH %'s :	25.00%	75.00%	0.00%	0.00%	0.00%	75.00%	0.00%	25.00%	20.00%	80.00%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	1	2	0	0	0	1	0	1	1	4	0	0	0	2	0	0	12
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.750
	0.375				0.500				0.625				0.500				

National Data & Surveying Services Intersection Turning Movement Count

Location: Walker St & W Beach St
City: Watsonville
Project ID: 21-090069-008
Date: 8/19/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Walker St		Walker St		W Beach St		W Beach St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	2	0	0	0	2	2	6
7:30 AM	0	0	1	0	0	0	1	2	4
7:45 AM	0	0	0	0	0	0	2	1	3
8:00 AM	0	0	0	1	0	1	14	7	23
8:15 AM	0	0	1	2	0	0	8	8	19
8:30 AM	0	3	0	1	0	0	0	1	5
8:45 AM	0	0	0	0	1	0	0	3	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	3	4	4	1	1	27	25	65
APPROACH %'s :	0.00%	100.00%	50.00%	50.00%	50.00%	50.00%	51.92%	48.08%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	2	3	0	1	25	18	49
PEAK HR FACTOR :			0.500	0.375		0.250	0.446	0.563	0.533
			0.417		0.250		0.512		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	1	0	1	0	0	2	0	6
4:15 PM	0	0	2	0	0	0	3	0	5
4:30 PM	0	0	1	0	0	0	2	0	3
4:45 PM	1	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	2	0	0	0	1	3
5:15 PM	1	1	0	0	0	0	1	2	5
5:30 PM	0	0	1	0	1	0	1	0	3
5:45 PM	0	0	0	0	0	0	1	2	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	2	4	3	1	0	11	5	30
APPROACH %'s :	66.67%	33.33%	57.14%	42.86%	100.00%	0.00%	68.75%	31.25%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	3	1	3	1	0	0	8	0	16
PEAK HR FACTOR :	0.375	0.250	0.375	0.250			0.667		0.667
	0.333		0.500				0.667		

Prepared by National Data & Surveying Services

Walker St & W Beach St

Peak Hour Turning Movement Count

ID: 21-090069-008
City: Watsonville

Day: Thursday
Date: 8/19/2021

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

CONTROL: 4-Way Stop

	AM	NOON	PM
TEV	1289	0	1498
PHF	0.92		0.97

Walker St — SOUTHBOUND

	Left	Thru	Right	U-Turn	Total
AM	203	214	62	0	355
NOON	0	0	0	0	0
PM	128	233	58	0	497

W Beach St — EASTBOUND

	Left	Thru	Right	U-Turn
AM	396	0	283	0
NOON	0	0	0	0
PM	126	0	217	1
	157	0	242	0.5
	48	0	102	0.5

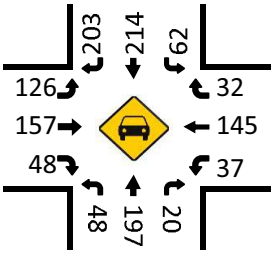
W Beach St — WESTBOUND

	Left	Thru	Right	U-Turn
PM	55	0	32	0
NOON	104	0	145	1
AM	43	0	37	0
	0	0	0	0
	340	0	239	

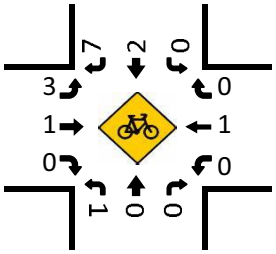
Walker St — NORTHBOUND

	Left	Thru	Right	U-Turn	Total
PM	378	0	51	225	40
NOON	0	0	0	0	0
AM	299	0	48	197	20

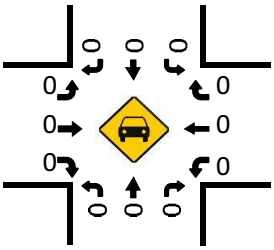
Totals (AM)



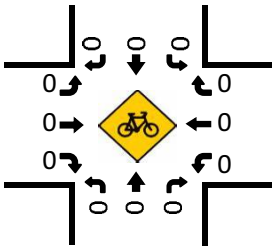
Total Bikes (AM)



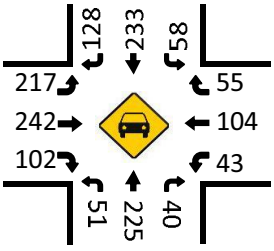
Totals (NOON)



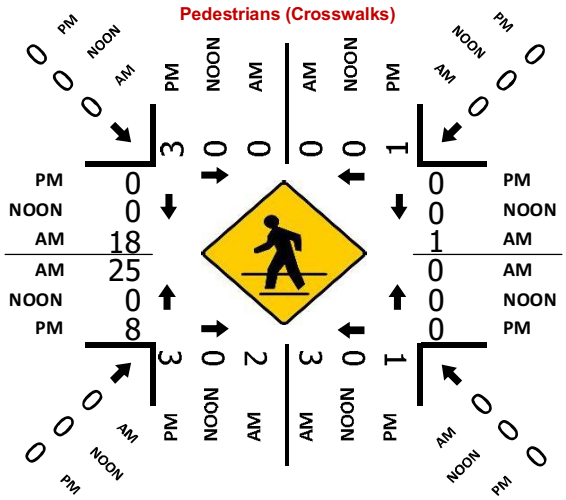
Total Bikes (NOON)



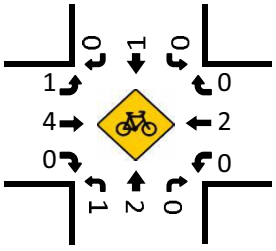
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



File Name: 21-090069-008
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	Walker St Southbound				W Beach St Westbound				Walker St Northbound				W Beach St Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	416
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	701
7:00 AM	9	23	36	0	3	24	6	0	13	27	5	0	8	7	8	0	1052
7:15 AM	12	49	30	0	2	25	7	0	12	41	2	0	30	39	7	0	1227
7:30 AM	22	41	38	0	3	31	10	0	18	46	7	0	16	41	13	0	1289
7:45 AM	14	62	56	0	8	41	12	0	5	67	5	0	39	33	9	0	1282
8:00 AM	13	57	51	0	14	48	7	0	13	42	4	0	34	40	21	0	1167
8:15 AM	13	54	58	0	12	25	3	0	12	43	4	0	37	43	5	0	1023
8:30 AM	9	37	55	0	3	23	6	0	22	34	4	0	33	42	10	0	514
8:45 AM	12	30	40	0	2	23	9	0	5	47	3	0	40	34	11	0	286
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	367
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	758
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1113
4:00 PM	18	51	30	0	17	27	15	0	13	55	15	0	67	67	12	0	1498
4:15 PM	12	67	31	0	13	20	20	0	9	47	10	0	57	56	29	0	1470
4:30 PM	13	63	28	0	9	27	11	0	17	61	3	0	40	53	30	0	1441
4:45 PM	15	52	39	0	4	30	9	0	12	62	12	0	53	66	31	0	1401
5:00 PM	15	62	34	0	11	32	15	0	13	46	3	0	42	58	28	0	1276
5:15 PM	15	66	25	0	10	31	2	0	12	51	9	0	37	48	27	0	917
5:30 PM	26	60	29	0	5	21	7	0	7	57	14	0	25	49	15	0	575
5:45 PM	16	46	31	0	4	24	10	0	7	52	5	0	18	41	6	0	380
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-008
Date : 8/19/2021

All Vehicles & Uturns

	Walker St Southbound					W Beach St Westbound					Walker St Northbound					W Beach St Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	9	23	36	0	68	3	24	6	0	33	13	27	5	0	45	8	7	8	0	23	169	0
7:15	12	40	30	0	82	2	25	7	0	34	12	41	2	0	55	30	39	7	0	76	247	0
7:30	22	41	38	0	101	3	31	10	0	44	18	45	7	0	70	16	41	13	0	70	285	0
7:45	14	62	56	0	132	8	41	12	0	61	5	67	5	0	77	39	33	9	0	81	351	0
Total	57	166	160	0	383	16	121	35	0	172	48	180	19	0	247	93	120	37	0	250	1052	0
8:00	13	57	51	0	121	14	48	7	0	69	13	42	4	0	59	34	40	21	0	95	344	0
8:15	13	54	58	0	125	12	25	3	0	40	12	43	4	0	59	37	43	5	0	85	309	0
8:30	9	37	55	0	101	3	23	6	0	32	22	34	4	0	60	33	42	10	0	85	278	0
8:45	12	30	40	0	82	2	23	9	0	34	5	47	3	0	55	20	34	11	0	65	236	0
Total	47	178	204	0	429	31	119	25	0	175	52	166	15	0	233	124	159	47	0	330	1167	0
16:00	18	51	30	0	99	17	27	15	0	59	13	55	15	0	83	67	67	12	0	146	387	0
16:15	12	67	31	0	110	13	20	20	0	53	9	47	10	0	66	57	56	29	0	142	371	0
16:30	13	63	28	0	104	9	27	11	0	47	17	61	3	0	81	40	53	30	0	123	355	0
16:45	15	52	39	0	106	4	30	9	0	43	12	62	12	0	86	53	66	31	0	150	385	0
Total	58	233	128	0	419	43	104	55	0	202	51	225	40	0	316	217	242	102	0	561	1498	0
17:00	15	62	34	0	111	11	32	15	0	58	13	46	3	0	62	42	58	28	0	128	359	0
17:15	15	65	35	0	115	10	31	2	0	43	12	51	9	0	72	37	48	27	0	112	342	0
17:30	26	60	29	0	115	5	21	7	0	33	7	57	14	0	78	25	49	15	0	89	315	0
17:45	16	46	31	0	93	4	24	10	0	38	7	52	5	0	64	18	41	6	0	65	260	0
Total	72	233	129	0	434	30	108	34	0	172	39	206	31	0	276	122	196	76	0	394	1276	0
Grand Total	234	810	621	0	1665	120	452	149	0	721	190	777	105	0	1072	556	717	262	0	1535	4993	0
Apprch %	14.1%	48.6%	37.3%	0.0%		16.6%	62.7%	20.7%	0.0%		17.7%	72.5%	9.8%	0.0%		36.2%	46.7%	17.1%	0.0%			
Total %	4.7%	16.2%	12.4%	0.0%	33.3%	2.4%	9.1%	3.0%	0.0%	14.4%	3.8%	15.6%	2.1%	0.0%	21.5%	11.1%	14.4%	5.2%	0.0%	30.7%	100.0%	

AM PEAK HOUR	Walker St Southbound					W Beach St Westbound					Walker St Northbound					W Beach St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	22	41	38	0	101	3	31	10	0	44	18	45	7	0	70	16	41	13	0	70	285
7:45	14	62	56	0	132	8	41	12	0	61	5	67	5	0	77	39	33	9	0	81	351
8:00	13	57	51	0	121	14	48	7	0	69	13	42	4	0	59	34	40	21	0	95	344
8:15	13	54	58	0	125	12	25	3	0	40	12	43	4	0	59	37	43	5	0	85	309
Total Volume	62	214	203	0	479	37	145	32	0	214	48	197	20	0	265	126	157	48	0	331	1289
% App Total	12.9%	44.7%	42.4%	0.0%		17.3%	67.8%	15.0%	0.0%		18.1%	74.3%	7.5%	0.0%		38.1%	47.4%	14.5%	0.0%		
PHF	.705	.863	.875	.000	.907	.661	.755	.667	.000	.775	.667	.735	.714	.000	.860	.808	.913	.571	.000	.871	.918

PM PEAK HOUR	Walker St Southbound					W Beach St Westbound					Walker St Northbound					W Beach St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	18	51	30	0	99	17	27	15	0	59	13	55	15	0	83	67	67	12	0	146	387
16:15	12	67	31	0	110	13	20	20	0	53	9	47	10	0	66	57	56	29	0	142	371
16:30	13	63	28	0	104	9	27	11	0	47	17	61	3	0	81	40	53	30	0	123	355
16:45	15	52	39	0	106	4	30	9	0	43	12	62	12	0	86	53	66	31	0	150	385
Total Volume	58	233	128	0	419	43	104	55	0	202	51	225	40	0	316	217	242	102	0	561	1498
% App Total	13.8%	55.6%	30.5%	0.0%		21.3%	51.5%	27.2%	0.0%		16.1%	71.2%	12.7%	0.0%		38.7%	43.1%	18.2%	0.0%		
PHF	.806	.869	.821	.000	.952	.632	.867	.688	.000	.856	.750	.907	.667	.000	.919	.810	.903	.823	.000	.935	.968

File Name: 21-090069-008
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	Walker St Southbound				W Beach St Westbound				Walker St Northbound				W Beach St Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	10
7:15 AM	U	U	1	U	U	U	U	U	U	U	U	2	U	1	1	4	14
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	3	15
7:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	2	1	U	3	14
8:00 AM	0	1	4	0	0	0	0	1	1	0	0	1	0	0	0	21	11
8:15 AM	U	U	3	U	U	1	U	U	U	U	U	3	U	U	U	16	5
8:30 AM	0	0	0	3	0	0	0	0	1	0	0	1	0	0	0	1	1
8:45 AM	U	U	U	U	U	U	U	1	U	U	U	U	U	U	U	3	U
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	3
4:00 PM	0	0	0	3	0	0	0	0	1	1	0	1	0	1	0	2	11
4:15 PM	U	U	U	U	U	1	U	U	U	U	U	2	U	2	U	3	9
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	2	6
4:45 PM	U	1	U	1	U	U	U	U	U	1	U	U	1	U	U	1	6
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	1	5
5:15 PM	U	U	U	2	U	U	U	U	U	U	U	U	U	U	U	3	4
5:30 PM	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	4
5:45 PM	U	U	U	U	U	1	U	U	U	1	U	U	U	U	U	3	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-008
Date : 8/19/2021

All Bikes and Peds

	Walker St Southbound					W Beach St Westbound					Walker St Northbound					W Beach St Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	1
7:15	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	1	1	4	2	3	6
7:30	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	3	1	2	4
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3	3	3
Total	0	2	1	0	3	0	0	0	0	0	0	0	0	3	0	4	2	1	11	7	10	14
8:00	0	1	4	0	5	0	0	0	1	0	1	0	0	1	1	0	0	0	21	0	6	23
8:15	0	0	3	0	3	0	1	0	0	1	0	0	0	3	0	0	0	0	16	0	4	19
8:30	0	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	5
8:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	4
Total	0	1	7	3	8	0	1	0	2	1	2	0	0	5	2	0	0	0	41	0	11	51
16:00	0	0	0	3	0	0	0	0	0	0	1	1	0	1	2	0	1	0	2	1	3	6
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	2	0	3	2	3	5
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	2	1	2	3
16:45	0	1	0	1	1	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	3	2
Total	0	1	0	4	1	0	2	0	0	2	1	2	0	4	3	1	4	0	8	5	11	16
17:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	1	3
17:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	5
17:30	0	1	0	0	1	0	0	1	1	1	0	0	0	1	0	0	0	0	1	0	2	3
17:45	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	3	0	2	3
Total	0	2	0	2	2	0	1	1	1	2	0	1	0	3	1	0	0	0	8	0	5	14
Grand Total	0	6	8	9	14	0	4	1	3	5	3	3	0	15	6	5	6	1	68	12	37	95
Apprch %	0.0%	42.9%	57.1%			0.0%	80.0%	20.0%			50.0%	50.0%	0.0%			41.7%	50.0%	8.3%				
Total %	0.0%	16.2%	21.6%		37.8%	0.0%	10.8%	2.7%		13.5%	8.1%	8.1%	0.0%		16.2%	13.5%	16.2%	2.7%		32.4%	100.0%	

AM PEAK HOUR	Walker St Southbound					W Beach St Westbound					Walker St Northbound					W Beach St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	3	1	2
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3	3
8:00	0	1	4	0	5	0	0	0	1	0	1	0	0	1	1	0	0	0	21	0	6
8:15	0	0	3	0	3	0	1	0	0	1	0	0	0	3	0	0	0	0	16	0	4
Total Volume	0	2	7	0	9	0	1	0	1	1	1	0	0	5	1	3	1	0	43	4	15
% App Total	0.0%	22.2%	77.8%			0.0%	100.0%	0.0%			100.0%	0.0%	0.0%			75.0%	25.0%	0.0%			
PHF	.000	.500	.438		.450	.000	.250	.000		.250	.250	.000	.000		.250	.375	.250	.000		.333	.625

PM PEAK HOUR	Walker St Southbound					W Beach St Westbound					Walker St Northbound					W Beach St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	0	0	0	3	0	0	0	0	0	0	1	1	0	1	2	0	1	0	2	1	3
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	2	0	3	2	3
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	2	1	2
16:45	0	1	0	1	1	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	3
Total Volume	0	1	0	4	1	0	2	0	0	2	1	2	0	4	3	1	4	0	8	5	11
% App Total	0.0%	100.0%	0.0%			0.0%	100.0%	0.0%			33.3%	66.7%	0.0%			20.0%	80.0%	0.0%			
PHF	.000	.250	.000		.250	.000	.500	.000		.500	.250	.500	.000		.375	.250	.500	.000		.625	.917

National Data & Surveying Services Intersection Turning Movement Count

Location: SB Hwy 1 Ramps & W Riverside Dr
City: Watsonville
Control: 1-Way Stop(SB)

Project ID: 21-090069-009
Date: 8/19/2021

Data - Totals

NS/EW Streets:	SB Hwy 1 Ramps				SB Hwy 1 Ramps				W Riverside Dr				W Riverside Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	0	0.5	0.5	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	58	0	24	0	0	48	31	0	0	66	0	0	227
7:15 AM	0	0	0	0	90	0	42	0	0	44	29	0	1	76	0	0	282
7:30 AM	0	0	0	0	107	1	42	0	0	39	39	0	0	72	0	0	300
7:45 AM	0	0	0	0	105	0	62	0	0	43	39	0	1	63	0	0	313
8:00 AM	0	0	0	0	94	0	67	0	0	38	33	0	0	63	0	0	295
8:15 AM	0	0	0	0	77	1	44	0	0	45	44	0	0	67	0	0	278
8:30 AM	0	0	0	0	69	0	57	0	0	38	51	0	0	52	0	0	267
8:45 AM	0	0	0	0	74	1	46	0	0	47	39	0	0	59	0	0	266
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	674	3	384	0	0	342	305	0	2	518	0	0	2228
APPROACH %'s :					63.52%	0.28%	36.19%	0.00%	0.00%	52.86%	47.14%	0.00%	0.38%	99.62%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	396	1	213	0	0	164	140	0	2	274	0	0	1190
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.925	0.250	0.795	0.000	0.000	0.932	0.897	0.000	0.500	0.901	0.000	0.000	0.950
							0.913				0.927				0.896		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	0	0.5	0.5	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	85	0	50	0	0	89	53	0	0	39	0	0	316
4:15 PM	0	0	0	0	87	1	60	0	0	79	40	0	0	52	0	0	319
4:30 PM	0	0	0	0	93	0	46	0	0	77	47	0	1	44	0	0	308
4:45 PM	0	0	0	0	99	1	56	0	0	69	50	0	0	40	0	0	315
5:00 PM	0	0	0	0	106	0	45	0	0	62	55	0	0	37	0	0	305
5:15 PM	0	0	0	0	113	1	56	0	0	47	25	0	0	36	0	0	278
5:30 PM	0	0	0	0	116	0	50	0	0	44	52	0	0	42	0	0	304
5:45 PM	0	0	0	0	95	0	49	0	0	45	39	0	0	36	0	0	264
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	794	3	412	0	0	512	361	0	1	326	0	0	2409
APPROACH %'s :					65.67%	0.25%	34.08%	0.00%	0.00%	58.65%	41.35%	0.00%	0.31%	99.69%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	364	2	212	0	0	314	190	0	1	175	0	0	1258
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.919	0.500	0.883	0.000	0.000	0.882	0.896	0.000	0.250	0.841	0.000	0.000	0.986
							0.926				0.887				0.846		

National Data & Surveying Services Intersection Turning Movement Count

Location: SB Hwy 1 Ramps & W Riverside Dr
City: Watsonville
Control: 1-Way Stop(SB)

Project ID: 21-090069-009
Date: 8/19/2021

Data - Bikes

NS/EW Streets:	SB Hwy 1 Ramps				SB Hwy 1 Ramps				W Riverside Dr				W Riverside Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	0	0.5	0.5	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	0	0.5	0.5	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
										0.250							

National Data & Surveying Services Intersection Turning Movement Count

Location: SB Hwy 1 Ramps & W Riverside Dr
City: Watsonville
Project ID: 21-090069-009
Date: 8/19/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SB Hwy 1 Ramps		SB Hwy 1 Ramps		W Riverside Dr		W Riverside Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	1
APPROACH %'s :	0.00%	100.00%							
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :		0.250							0.250
	0.250								

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

SB Hwy 1 Ramps & W Riverside Dr

Peak Hour Turning Movement Count

ID: 21-090069-009
City: Watsonville

Day: Thursday
Date: 8/19/2021

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SB Hwy 1 Ramps — SOUTHBOUND

AM	213	1	396	0	0	AM
NOON	0	0	0	0	0	NOON
PM	212	2	364	0	0	PM

W Riverside Dr

AM	NOON	PM		PM	NOON	AM
487	0	387	⇦	678	0	560
0	0	0	0	0	0	0
0	0	0	0	175	0	274
164	0	314	0.5	1	0	2
140	0	190	0.5	0	0	0
AM	NOON	PM		PM	NOON	AM

	1	0	1	0
	0	0	0	0

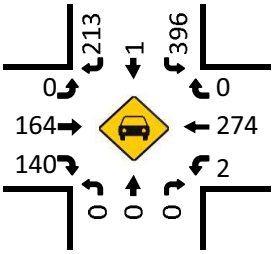
CONTROL
1-Way Stop(SB)

TEV	1190 AM	0 NOON	1258 PM
PHF	0.95		0.99

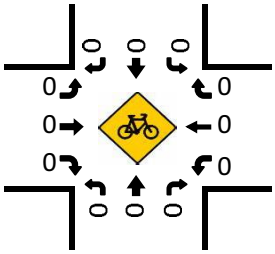
SB Hwy 1 Ramps — NORTHBOUND

PM	193	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	143	0	0	0	0	AM

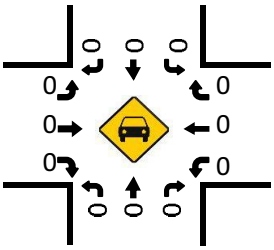
Totals (AM)



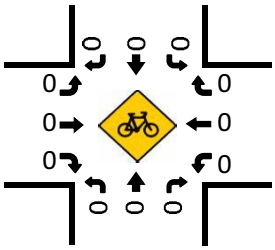
Total Bikes (AM)



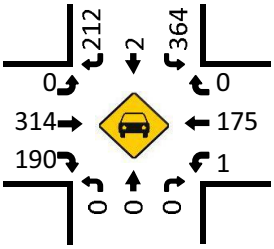
Totals (NOON)



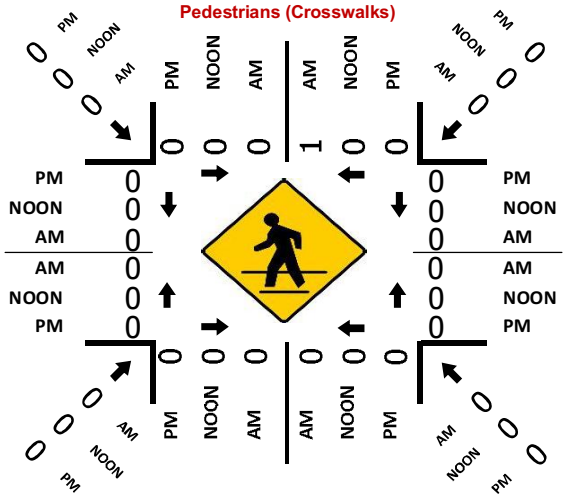
Total Bikes (NOON)



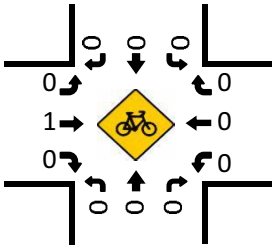
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



File Name: 21-090069-009
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	SB Hwy 1 Ramps Southbound				W Riverside Dr Westbound				SB Hwy 1 Ramps Northbound				W Riverside Dr Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	227
6:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	508
6:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	808
7:00 AM	58	0	24	0	0	66	0	0	0	0	0	0	0	48	31	0	1122
7:15 AM	90	U	42	U	1	76	U	U	U	U	U	U	U	44	29	U	1190
7:30 AM	107	1	42	0	0	72	0	0	0	0	0	0	0	39	39	0	1186
7:45 AM	105	U	62	U	1	63	U	U	U	U	U	U	U	43	39	U	1153
8:00 AM	94	0	67	0	0	63	0	0	0	0	0	0	0	38	33	0	1106
8:15 AM	77	1	44	U	U	67	U	U	U	U	U	U	U	45	44	U	811
8:30 AM	69	0	57	0	0	52	0	0	0	0	0	0	0	38	51	0	533
8:45 AM	74	1	46	U	U	59	U	U	U	U	U	U	U	47	39	U	266
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	316
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	635
3:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	943
4:00 PM	35	0	50	0	0	39	0	0	0	0	0	0	0	89	53	0	1258
4:15 PM	87	1	60	U	U	52	U	U	U	U	U	U	U	79	40	U	1247
4:30 PM	93	0	46	0	1	44	0	0	0	0	0	0	0	77	47	0	1206
4:45 PM	99	1	56	U	U	40	U	U	U	U	U	U	U	69	50	U	1202
5:00 PM	106	0	45	0	0	37	0	0	0	0	0	0	0	62	55	0	1151
5:15 PM	113	1	56	U	U	36	U	U	U	U	U	U	U	47	25	U	946
5:30 PM	116	0	50	0	0	42	0	0	0	0	0	0	0	44	52	0	668
5:45 PM	95	U	49	U	U	36	U	U	U	U	U	U	U	45	39	U	264
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-009
Date : 8/19/2021

All Vehicles & Uturns

	SB Hwy 1 Ramps Southbound					W Riverside Dr Westbound					SB Hwy 1 Ramps Northbound					W Riverside Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	58	0	24	0	82	0	66	0	0	66	0	0	0	0	0	0	48	31	0	79	227	0
7:15	90	0	42	0	132	1	76	0	0	77	0	0	0	0	0	0	44	29	0	73	282	0
7:30	107	1	42	0	150	0	72	0	0	72	0	0	0	0	0	0	39	39	0	78	300	0
7:45	105	0	62	0	167	1	63	0	0	64	0	0	0	0	0	0	43	39	0	82	313	0
Total	360	1	170	0	531	2	277	0	0	279	0	0	0	0	0	0	174	138	0	312	1122	0
8:00	94	0	67	0	161	0	63	0	0	63	0	0	0	0	0	0	38	33	0	71	295	0
8:15	77	1	44	0	122	0	67	0	0	67	0	0	0	0	0	0	45	44	0	89	278	0
8:30	69	0	57	0	126	0	52	0	0	52	0	0	0	0	0	0	38	51	0	89	267	0
8:45	74	1	46	0	121	0	59	0	0	59	0	0	0	0	0	0	47	39	0	86	266	0
Total	314	2	214	0	530	0	241	0	0	241	0	0	0	0	0	0	168	167	0	335	1106	0
16:00	85	0	50	0	135	0	39	0	0	39	0	0	0	0	0	0	89	53	0	142	316	0
16:15	87	1	60	0	148	0	52	0	0	52	0	0	0	0	0	0	79	40	0	119	319	0
16:30	93	0	46	0	139	1	44	0	0	45	0	0	0	0	0	0	77	47	0	124	308	0
16:45	99	1	56	0	156	0	40	0	0	40	0	0	0	0	0	0	69	50	0	119	315	0
Total	364	2	212	0	578	1	175	0	0	176	0	0	0	0	0	0	314	190	0	504	1258	0
17:00	106	0	45	0	151	0	37	0	0	37	0	0	0	0	0	0	62	55	0	117	305	0
17:15	113	1	56	0	170	0	36	0	0	36	0	0	0	0	0	0	47	25	0	72	278	0
17:30	116	0	50	0	166	0	42	0	0	42	0	0	0	0	0	0	44	52	0	96	304	0
17:45	95	0	49	0	144	0	36	0	0	36	0	0	0	0	0	0	45	39	0	84	264	0
Total	430	1	200	0	631	0	151	0	0	151	0	0	0	0	0	0	198	171	0	369	1151	0
Grand Total	1468	6	796	0	2270	3	844	0	0	847	0	0	0	0	0	0	854	666	0	1520	4637	0
Apprch %	64.7%	0.3%	35.1%	0.0%		0.4%	99.6%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	56.2%	43.8%	0.0%			
Total %	31.7%	0.1%	17.2%	0.0%	49.0%	0.1%	18.2%	0.0%	0.0%	18.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.4%	14.4%	0.0%	32.8%	100.0%	

AM PEAK HOUR	SB Hwy 1 Ramps Southbound					W Riverside Dr Westbound					SB Hwy 1 Ramps Northbound					W Riverside Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	90	0	42	0	132	1	76	0	0	77	0	0	0	0	0	0	44	29	0	73	282
7:30	107	1	42	0	150	0	72	0	0	72	0	0	0	0	0	0	39	39	0	78	300
7:45	105	0	62	0	167	1	63	0	0	64	0	0	0	0	0	0	43	39	0	82	313
8:00	94	0	67	0	161	0	63	0	0	63	0	0	0	0	0	0	38	33	0	71	295
Total Volume	396	1	213	0	610	2	274	0	0	276	0	0	0	0	0	0	164	140	0	304	1190
% App Total	64.9%	0.2%	34.9%	0.0%		0.7%	99.3%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	53.9%	46.1%	0.0%		
PHF	.925	.250	.795	.000	.913	.500	.901	.000	.000	.896	.000	.000	.000	.000	.000	.000	.932	.897	.000	.927	.950

PM PEAK HOUR	SB Hwy 1 Ramps Southbound					W Riverside Dr Westbound					SB Hwy 1 Ramps Northbound					W Riverside Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	85	0	50	0	135	0	39	0	0	39	0	0	0	0	0	0	89	53	0	142	316
16:15	87	1	60	0	148	0	52	0	0	52	0	0	0	0	0	0	79	40	0	119	319
16:30	93	0	46	0	139	1	44	0	0	45	0	0	0	0	0	0	77	47	0	124	308
16:45	99	1	56	0	156	0	40	0	0	40	0	0	0	0	0	0	69	50	0	119	315
Total Volume	364	2	212	0	578	1	175	0	0	176	0	0	0	0	0	0	314	190	0	504	1258
% App Total	63.0%	0.3%	36.7%	0.0%		0.6%	99.4%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	62.3%	37.7%	0.0%		
PHF	.919	.500	.883	.000	.926	.250	.841	.000	.000	.846	.000	.000	.000	.000	.000	.000	.882	.896	.000	.887	.986

File Name: 21-090069-009
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	SB Hwy 1 Ramps Southbound				W Riverside Dr Westbound				SB Hwy 1 Ramps Northbound				W Riverside Dr Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	1	U	U	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-009
Date : 8/19/2021

All Bikes and Peds

	SB Hwy 1 Ramps Southbound					W Riverside Dr Westbound					SB Hwy 1 Ramps Northbound					W Riverside Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	100.0%	0.0%		100.0%	100.0%	

AM PEAK HOUR	SB Hwy 1 Ramps Southbound					W Riverside Dr Westbound					SB Hwy 1 Ramps Northbound					W Riverside Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

PM PEAK HOUR	SB Hwy 1 Ramps Southbound					W Riverside Dr Westbound					SB Hwy 1 Ramps Northbound					W Riverside Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.250	.000		.250	.250

National Data & Surveying Services Intersection Turning Movement Count

Location: NB Hwy 1 Ramps & W Riverside Dr
City: Watsonville
Control: 1-Way Stop(NB)

Project ID: 21-090069-010
Date: 8/19/2021

Data - Totals

NS/EW Streets:	NB Hwy 1 Ramps				NB Hwy 1 Ramps				W Riverside Dr				W Riverside Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	0	0	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	35	1	52	0	0	0	0	0	33	70	0	0	0	80	235	0	506
7:15 AM	43	0	88	0	0	0	0	0	26	111	0	0	0	77	144	0	489
7:30 AM	35	0	101	0	0	0	0	0	26	119	0	0	0	77	126	0	484
7:45 AM	37	1	93	0	0	0	0	0	19	130	0	0	0	75	111	0	466
8:00 AM	33	0	65	0	0	0	0	0	19	113	0	0	0	80	110	0	420
8:15 AM	29	0	77	0	0	0	0	0	17	99	0	0	0	83	121	0	426
8:30 AM	30	0	76	0	0	0	0	0	21	92	0	0	0	57	110	0	386
8:45 AM	24	0	53	0	0	0	0	0	18	98	0	0	0	60	95	0	348
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	266	2	605	0	0	0	0	0	179	832	0	0	0	589	1052	0	3525
APPROACH %'s :	30.47%	0.23%	69.30%	0.00%					17.71%	82.29%	0.00%	0.00%	0.00%	35.89%	64.11%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	150	2	334	0	0	0	0	0	104	430	0	0	0	309	616	0	1945
PEAK HR FACTOR :	0.872	0.500	0.827	0.000	0.000	0.000	0.000	0.000	0.788	0.827	0.000	0.000	0.000	0.966	0.655	0.000	0.961
	0.893								0.896				0.734				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	0	0	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	15	0	94	0	0	0	0	0	39	142	0	1	0	66	107	0	464
4:15 PM	23	2	93	0	0	0	0	0	30	136	0	0	0	78	119	0	481
4:30 PM	12	0	67	0	0	0	0	0	22	143	0	0	0	89	104	0	437
4:45 PM	14	1	89	0	0	0	0	0	38	138	0	0	0	78	110	0	468
5:00 PM	19	0	56	0	0	0	0	0	24	136	0	0	0	64	135	0	434
5:15 PM	19	0	77	0	0	0	0	0	19	144	0	0	0	52	84	0	395
5:30 PM	18	1	67	0	0	0	0	0	29	131	0	1	0	64	111	0	422
5:45 PM	14	1	65	0	0	0	0	0	19	122	0	0	0	58	95	0	374
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	134	5	608	0	0	0	0	0	220	1092	0	2	0	549	865	0	3475
APPROACH %'s :	17.94%	0.67%	81.39%	0.00%					16.74%	83.11%	0.00%	0.15%	0.00%	38.83%	61.17%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	64	3	343	0	0	0	0	0	129	559	0	1	0	311	440	0	1850
PEAK HR FACTOR :	0.696	0.375	0.912	0.000	0.000	0.000	0.000	0.000	0.827	0.977	0.000	0.250	0.000	0.874	0.924	0.000	0.962
	0.869								0.946				0.953				

National Data & Surveying Services Intersection Turning Movement Count

Location: NB Hwy 1 Ramps & W Riverside Dr
City: Watsonville
Control: 1-Way Stop(NB)

Project ID: 21-090069-010
Date: 8/19/2021

Data - Bikes

NS/EW Streets:	NB Hwy 1 Ramps				NB Hwy 1 Ramps				W Riverside Dr				W Riverside Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	0	0	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	0	0	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
										0.250							

National Data & Surveying Services Intersection Turning Movement Count

Location: NB Hwy 1 Ramps & W Riverside Dr
City: Watsonville
Project ID: 21-090069-010
Date: 8/19/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	NB Hwy 1 Ramps		NB Hwy 1 Ramps		W Riverside Dr		W Riverside Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	1
APPROACH %'s :	0.00%	100.00%							
PEAK HR :	07:00 AM - 08:00 AM								TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :		0.250							0.250
	0.250								

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

NB Hwy 1 Ramps & W Riverside Dr

Peak Hour Turning Movement Count

ID: 21-090069-010
City: Watsonville

Day: Thursday
Date: 8/19/2021

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

NB Hwy 1 Ramps

SOUTHBOUND

AM	0	0	0	0	722	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	572	PM

W Riverside Dr (AM / NOON / PM)				
	459	0	376	
0	0	0	1	0
1	104	0	129	1
1	430	0	559	1
0	0	0	0	0

W Riverside Dr (PM / NOON / AM)			
1	440	0	616
1	311	0	309
0	0	0	0
0	0	0	0
	902	0	764

CONTROL

1-Way Stop(NB)

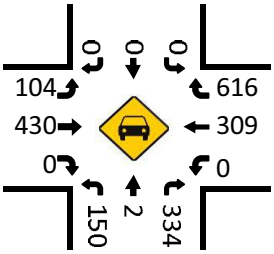
TEV	1945 AM	0 NOON	1850 PM
PHF	0.96		0.96

PM	0	0	64	3	343	PM
NOON	0	0	0	0	0	NOON
AM	0	0	150	2	334	AM

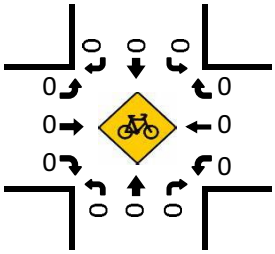
NORTHBOUND

NB Hwy 1 Ramps

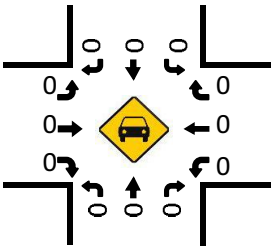
Totals (AM)



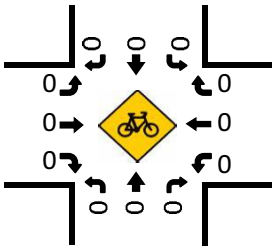
Total Bikes (AM)



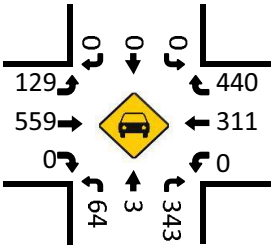
Totals (NOON)



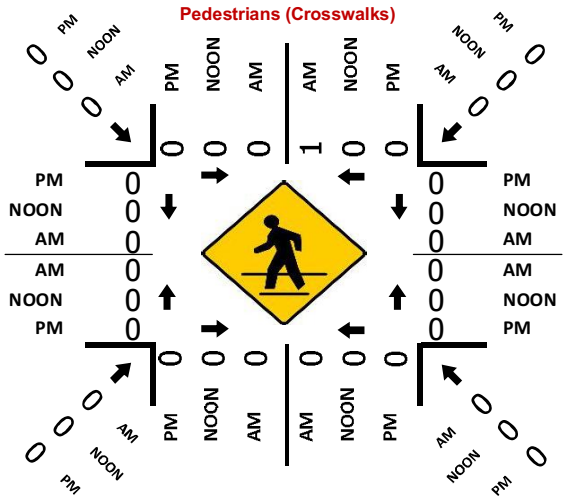
Total Bikes (NOON)



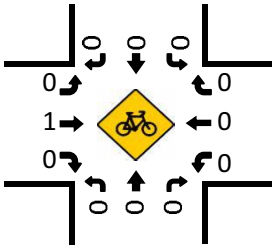
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



File Name: 21-090069-010
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	NB Hwy 1 Ramps Southbound				W Riverside Dr Westbound				NB Hwy 1 Ramps Northbound				W Riverside Dr Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
4:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
5:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:00 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	506
6:30 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	595
6:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	1479
7:00 AM	0	0	0	0	0	80	235	0	35	1	52	0	33	70	0	0	1945
7:15 AM	U	U	U	U	U	77	144	U	43	U	88	U	26	111	U	U	1659
7:30 AM	U	U	U	U	U	77	126	U	35	0	101	U	26	119	0	0	1796
7:45 AM	U	U	U	U	U	75	111	U	37	1	93	U	19	130	U	U	1688
8:00 AM	0	0	0	0	0	80	110	0	33	0	65	0	19	113	0	0	1580
8:15 AM	U	U	U	U	U	83	121	U	29	U	77	U	17	99	U	U	1160
8:30 AM	0	0	0	0	0	57	110	0	30	0	76	0	21	92	0	0	734
8:45 AM	U	U	U	U	U	60	95	U	24	U	53	U	18	98	U	U	548
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	463
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	344
3:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	1381
4:00 PM	0	0	0	0	0	66	107	0	15	0	94	0	39	142	0	1	1849
4:15 PM	U	U	U	U	U	78	119	U	23	2	93	U	30	136	U	U	1820
4:30 PM	0	0	0	0	0	89	104	0	12	0	67	0	22	143	0	0	1734
4:45 PM	U	U	U	U	U	78	110	U	14	1	89	U	38	138	U	U	1718
5:00 PM	0	0	0	0	0	64	135	0	19	0	56	0	24	136	0	0	1624
5:15 PM	U	U	U	U	U	52	94	U	19	U	77	U	19	144	U	U	1140
5:30 PM	0	0	0	0	0	64	111	0	18	1	67	0	29	131	0	1	795
5:45 PM	U	U	U	U	U	58	95	U	14	1	65	U	19	122	U	U	374
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-010
Date : 8/19/2021

All Vehicles & Uturns

	NB Hwy 1 Ramps Southbound					W Riverside Dr Westbound					NB Hwy 1 Ramps Northbound					W Riverside Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	0	0	0	0	0	80	235	0	315	35	1	52	0	88	33	70	0	0	103	506	0
7:15	0	0	0	0	0	0	77	144	0	221	43	0	88	0	131	26	111	0	0	137	489	0
7:30	0	0	0	0	0	0	77	126	0	203	35	0	101	0	136	26	119	0	0	145	484	0
7:45	0	0	0	0	0	0	75	111	0	186	37	1	93	0	131	19	130	0	0	149	466	0
Total	0	0	0	0	0	0	309	616	0	925	150	2	334	0	486	104	430	0	0	534	1945	0
8:00	0	0	0	0	0	0	80	110	0	190	33	0	65	0	98	19	113	0	0	132	420	0
8:15	0	0	0	0	0	0	83	121	0	204	29	0	77	0	106	17	99	0	0	116	426	0
8:30	0	0	0	0	0	0	57	110	0	167	30	0	76	0	106	21	92	0	0	113	386	0
8:45	0	0	0	0	0	0	60	95	0	155	24	0	53	0	77	18	98	0	0	116	348	0
Total	0	0	0	0	0	0	280	436	0	716	116	0	271	0	387	75	402	0	0	477	1580	0
16:00	0	0	0	0	0	0	66	107	0	173	15	0	94	0	109	39	142	0	1	182	464	1
16:15	0	0	0	0	0	0	78	119	0	197	23	2	93	0	118	30	136	0	0	166	481	0
16:30	0	0	0	0	0	0	89	104	0	193	12	0	67	0	79	22	143	0	0	165	437	0
16:45	0	0	0	0	0	0	78	110	0	188	14	1	89	0	104	38	138	0	0	176	468	0
Total	0	0	0	0	0	0	311	440	0	751	64	3	343	0	410	129	559	0	1	689	1850	1
17:00	0	0	0	0	0	0	64	135	0	199	19	0	56	0	75	24	136	0	0	160	434	0
17:15	0	0	0	0	0	0	52	84	0	136	19	0	77	0	96	19	144	0	0	163	395	0
17:30	0	0	0	0	0	0	64	111	0	175	18	1	67	0	86	29	131	0	1	161	422	1
17:45	0	0	0	0	0	0	58	95	0	153	14	1	65	0	80	19	122	0	0	141	374	0
Total	0	0	0	0	0	0	238	425	0	663	70	2	265	0	337	91	533	0	1	625	1625	1
Grand Total	0	0	0	0	0	0	1138	1917	0	3055	400	7	1213	0	1620	399	1924	0	2	2325	7000	2
Apprch %	0.0%	0.0%	0.0%	0.0%		0.0%	37.3%	62.7%	0.0%		24.7%	0.4%	74.9%	0.0%		17.2%	82.8%	0.0%	0.1%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.3%	27.4%	0.0%	43.6%	5.7%	0.1%	17.3%	0.0%	23.1%	5.7%	27.5%	0.0%	0.0%	33.2%	100.0%	

AM PEAK HOUR	NB Hwy 1 Ramps *Southbound*					W Riverside Dr *Westbound*					NB Hwy 1 Ramps Northbound					W Riverside Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:00 to 08:00																					
Peak Hour For Entire Intersection Begins at 07:00																					
7:00	0	0	0	0	0	0	80	235	0	315	35	1	52	0	88	33	70	0	0	103	506
7:15	0	0	0	0	0	0	77	144	0	221	43	0	88	0	131	26	111	0	0	137	489
7:30	0	0	0	0	0	0	77	126	0	203	35	0	101	0	136	26	119	0	0	145	484
7:45	0	0	0	0	0	0	75	111	0	186	37	1	93	0	131	19	130	0	0	149	466
Total Volume	0	0	0	0	0	0	309	616	0	925	150	2	334	0	486	104	430	0	0	534	1945
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	33.4%	66.6%	0.0%		30.9%	0.4%	68.7%	0.0%		19.5%	80.5%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.966	.655	.000	.734	.872	.500	.827	.000	.893	.788	.827	.000	.000	.896	.961

PM PEAK HOUR	NB Hwy 1 Ramps Southbound					W Riverside Dr Westbound					NB Hwy 1 Ramps Northbound					W Riverside Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	66	107	0	173	15	0	94	0	109	39	142	0	1	182	464
16:15	0	0	0	0	0	0	78	119	0	197	23	2	93	0	118	30	136	0	0	166	481
16:30	0	0	0	0	0	0	89	104	0	193	12	0	67	0	79	22	143	0	0	165	437
16:45	0	0	0	0	0	0	78	110	0	188	14	1	89	0	104	38	138	0	0	176	468
Total Volume	0	0	0	0	0	0	311	440	0	751	64	3	343	0	410	129	559	0	1	689	1850
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	41.4%	58.6%	0.0%		15.6%	0.7%	83.7%	0.0%		18.7%	81.1%	0.0%	0.1%		
PHF	.000	.000	.000	.000	.000	.000	.874	.924	.000	.953	.696	.375	.912	.000	.869	.827	.977	.000	.250	.946	.962

File Name: 21-090069-010
Start Date: 8/19/2021
Start Time: 7:00 AM
Site Code:
Comment 1: City of Watsonville
Comment 2:
Comment 3:
Comment 4:

	NB Hwy 1 Ramps Southbound				W Riverside Dr Westbound				NB Hwy 1 Ramps Northbound				W Riverside Dr Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Watsonville

(916) 771-8700

File Name : 21-090069-010
Date : 8/19/2021

All Bikes and Peds

	NB Hwy 1 Ramps Southbound					W Riverside Dr Westbound					NB Hwy 1 Ramps Northbound					W Riverside Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	100.0%	0.0%		100.0%	100.0%	

AM PEAK HOUR	NB Hwy 1 Ramps Southbound					W Riverside Dr Westbound					NB Hwy 1 Ramps Northbound					W Riverside Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:00 to 08:00																					
Peak Hour For Entire Intersection Begins at 07:00																					
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

PM PEAK HOUR	NB Hwy 1 Ramps Southbound					W Riverside Dr Westbound					NB Hwy 1 Ramps Northbound					W Riverside Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.250	.000		.250	.250

B - Level of Service and Vehicle Queuing Calculation Sheets



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	196	580	295	137	584	235	221	514	161	680	139
v/c Ratio	0.64	0.60	0.47	0.22	0.46	0.34	0.85	0.93	0.41	0.89	0.33
Control Delay	62.4	42.3	7.0	43.3	32.1	5.4	76.5	75.0	9.5	60.2	5.8
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	62.4	42.3	7.0	43.3	32.1	5.4	76.5	75.0	9.5	60.2	5.8
Queue Length 50th (ft)	77	213	0	47	185	0	183	216	0	265	0
Queue Length 95th (ft)	114	284	73	77	260	59	#324	#317	56	328	37
Internal Link Dist (ft)		510			875			2117		223	
Turn Bay Length (ft)	225		180	250			260		260		105
Base Capacity (vph)	497	962	628	612	1274	691	273	575	399	890	469
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	0.39	0.60	0.47	0.22	0.46	0.34	0.81	0.89	0.40	0.76	0.30

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)	186	551	280	130	555	223	234	465	153	220	426	132
Future Volume (veh/h)	186	551	280	130	555	223	234	465	153	220	426	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.83	1.00		0.86
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	196	580	295	137	584	235	245	490	161	232	448	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	808	346	691	1255	544	296	622	219	268	554	312
Arrive On Green	0.08	0.23	0.23	0.20	0.35	0.35	0.17	0.17	0.17	0.23	0.23	0.23
Sat Flow, veh/h	3456	3554	1519	3456	3554	1540	1781	3741	1316	1169	2419	1365
Grp Volume(v), veh/h	196	580	295	137	584	235	245	490	161	359	321	139
Grp Sat Flow(s),veh/h/ln	1728	1777	1519	1728	1777	1540	1781	1870	1316	1812	1777	1365
Q Serve(g_s), s	6.6	18.1	22.3	4.0	15.3	14.0	16.0	15.1	13.9	22.9	20.4	10.5
Cycle Q Clear(g_c), s	6.6	18.1	22.3	4.0	15.3	14.0	16.0	15.1	13.9	22.9	20.4	10.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.65		1.00
Lane Grp Cap(c), veh/h	288	808	346	691	1255	544	296	622	219	415	407	312
V/C Ratio(X)	0.68	0.72	0.85	0.20	0.47	0.43	0.83	0.79	0.74	0.87	0.79	0.45
Avail Cap(c_a), veh/h	501	808	346	691	1255	544	303	636	224	464	455	349
HCM Platoon Ratio	1.00	1.00	1.00	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	53.5	42.8	44.4	40.0	30.0	29.6	48.3	48.0	47.5	44.5	43.5	39.7
Incr Delay (d2), s/veh	1.1	5.4	22.6	0.1	1.2	2.5	15.6	5.8	10.2	13.6	7.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.4	10.4	1.7	6.6	5.4	8.4	7.5	5.1	11.5	9.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	48.2	67.1	40.1	31.3	32.1	64.0	53.8	57.7	58.1	50.6	40.1
LnGrp LOS	D	D	E	D	C	C	E	D	E	E	D	D
Approach Vol, veh/h		1071			956			896			819	
Approach Delay, s/veh		54.6			32.7			57.3			52.1	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	48.1		24.6	29.7	33.0		32.8				
Change Period (Y+Rc), s	4.6	5.7		4.6	5.7	* 5.7		5.3				
Max Green Setting (Gmax), s	17.4	31.3		20.4	20.4	* 27		30.7				
Max Q Clear Time (g_c+I1), s	8.6	17.3		18.0	6.0	24.3		24.9				
Green Ext Time (p_c), s	0.0	0.6		0.3	0.0	0.3		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		49.1	
HCM 6th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

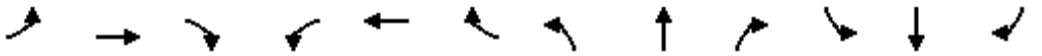


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	123	647	225	134	520	46	326	288	157	359	174
v/c Ratio	0.54	0.50	0.33	0.74	0.43	0.08	0.49	0.80	0.37	1.09	0.43
Control Delay	58.7	33.2	9.6	75.4	33.4	0.3	44.7	62.3	8.0	122.4	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.7	33.2	9.6	75.4	33.4	0.3	44.7	62.3	8.0	122.4	13.0
Queue Length 50th (ft)	91	197	22	102	159	0	119	218	0	~313	14
Queue Length 95th (ft)	155	301	94	166	236	0	150	291	53	#504	78
Internal Link Dist (ft)		527			1831			888		321	
Turn Bay Length (ft)	480		140	260		200	150		200		160
Base Capacity (vph)	227	1298	677	198	1208	571	984	534	552	329	404
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	0.50	0.33	0.68	0.43	0.08	0.33	0.54	0.28	1.09	0.43

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.



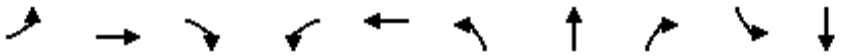
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	602	209	125	484	43	303	268	146	63	271	162
Future Volume (veh/h)	114	602	209	125	484	43	303	268	146	63	271	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.97	1.00		0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	647	225	134	520	46	326	288	157	68	291	174
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	1366	589	160	880	375	651	352	291	63	268	271
Arrive On Green	0.22	0.38	0.38	0.09	0.25	0.25	0.19	0.19	0.19	0.18	0.18	0.18
Sat Flow, veh/h	1781	3554	1532	1781	3554	1515	3456	1870	1545	351	1502	1522
Grp Volume(v), veh/h	123	647	225	134	520	46	326	288	157	359	0	174
Grp Sat Flow(s),veh/h/ln	1781	1777	1532	1781	1777	1515	1728	1870	1545	1853	0	1522
Q Serve(g_s), s	6.9	16.4	12.7	8.9	15.5	2.8	10.1	17.7	11.0	21.4	0.0	12.7
Cycle Q Clear(g_c), s	6.9	16.4	12.7	8.9	15.5	2.8	10.1	17.7	11.0	21.4	0.0	12.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.19		1.00
Lane Grp Cap(c), veh/h	393	1366	589	160	880	375	651	352	291	330	0	271
V/C Ratio(X)	0.31	0.47	0.38	0.84	0.59	0.12	0.50	0.82	0.54	1.09	0.00	0.64
Avail Cap(c_a), veh/h	393	1366	589	184	880	375	991	536	443	330	0	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.1	27.8	26.7	53.8	39.8	35.0	43.6	46.7	44.0	49.3	0.0	45.7
Incr Delay (d2), s/veh	0.2	1.2	1.9	22.3	2.9	0.7	0.2	3.3	0.6	74.6	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	7.0	4.8	4.9	7.0	1.1	4.3	8.5	4.2	16.8	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	29.0	28.5	76.1	42.7	35.7	43.9	50.0	44.6	123.9	0.0	49.7
LnGrp LOS	D	C	C	E	D	D	D	D	D	F	A	D
Approach Vol, veh/h		995			700			771			533	
Approach Delay, s/veh		30.2			48.6			46.3			99.7	
Approach LOS		C			D			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.4	51.4		26.0	31.8	35.0		27.2				
Change Period (Y+Rc), s	4.6	5.3		4.6	5.3	* 5.3		4.6				
Max Green Setting (Gmax), s	12.4	32.7		21.4	14.4	* 30		34.4				
Max Q Clear Time (g_c+I1), s	10.9	18.4		23.4	8.9	17.5		19.7				
Green Ext Time (p_c), s	0.0	0.7		0.0	0.0	0.5		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		51.0	
HCM 6th LOS		D	

Notes

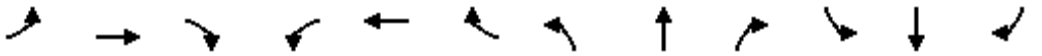
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	63	357	312	279	524	388	797	300	53	457
v/c Ratio	0.43	0.34	0.35	0.65	0.42	0.84	0.59	0.41	0.37	0.76
Control Delay	59.8	33.9	10.2	56.0	30.3	58.3	30.7	8.2	58.0	52.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.8	33.9	10.2	56.0	30.3	58.3	30.7	8.2	58.0	52.9
Queue Length 50th (ft)	45	110	72	103	156	265	248	33	38	171
Queue Length 95th (ft)	89	160	153	148	223	#483	306	98	79	207
Internal Link Dist (ft)		4792			416		511			2905
Turn Bay Length (ft)	170		100	140		300		140	170	
Base Capacity (vph)	189	1049	904	426	1258	460	1358	734	204	869
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	0.33	0.34	0.35	0.65	0.42	0.84	0.59	0.41	0.26	0.53

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)	60	339	296	265	444	54	369	757	285	50	410	24
Future Volume (veh/h)	60	339	296	265	444	54	369	757	285	50	410	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	357	312	279	467	57	388	797	300	53	432	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	921	755	694	1261	153	393	1176	512	114	566	33
Arrive On Green	0.07	0.26	0.26	0.20	0.40	0.40	0.22	0.33	0.33	0.06	0.17	0.17
Sat Flow, veh/h	1781	3554	1563	3456	3181	386	1781	3554	1548	1781	3406	196
Grp Volume(v), veh/h	63	357	312	279	260	264	388	797	300	53	225	232
Grp Sat Flow(s),veh/h/ln	1781	1777	1563	1728	1777	1791	1781	1777	1548	1781	1777	1826
Q Serve(g_s), s	3.9	9.5	0.0	8.1	11.9	12.0	25.0	22.2	10.8	3.3	13.9	14.0
Cycle Q Clear(g_c), s	3.9	9.5	0.0	8.1	11.9	12.0	25.0	22.2	10.8	3.3	13.9	14.0
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	121	921	755	694	704	710	393	1176	512	114	295	303
V/C Ratio(X)	0.52	0.39	0.41	0.40	0.37	0.37	0.99	0.68	0.59	0.47	0.76	0.77
Avail Cap(c_a), veh/h	191	921	755	694	704	710	393	1176	512	206	439	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	35.1	19.4	40.0	24.5	24.6	44.6	33.2	10.9	51.9	45.8	45.8
Incr Delay (d2), s/veh	1.3	1.2	1.7	0.1	1.5	1.5	41.5	1.3	1.2	1.1	1.9	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	1.8	4.3	5.8	3.5	5.3	5.4	15.5	9.8	3.8	1.5	6.3	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	36.3	21.0	40.1	26.0	26.1	86.1	34.5	12.1	53.0	47.7	47.9
LnGrp LOS	D	D	C	D	C	C	F	C	B	D	D	D
Approach Vol, veh/h		732			803			1485			510	
Approach Delay, s/veh		31.2			30.9			43.4			48.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.3	34.0	30.0	23.7	11.5	49.8	11.0	42.7
Change Period (Y+Rc), s	* 4.2	* 4.2	4.6	4.6	3.7	* 4.2	3.7	4.6
Max Green Setting (Gmax), s	* 12	* 30	25.4	28.4	12.3	* 32	13.3	34.4
Max Q Clear Time (g_c+I1), s	10.1	11.5	27.0	16.0	5.9	14.0	5.3	24.2
Green Ext Time (p_c), s	0.1	2.2	0.0	1.2	0.0	2.1	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

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	92	2	10	6	0	25	9	277	4	14	254	48
Future Vol, veh/h	92	2	10	6	0	25	9	277	4	14	254	48
Conflicting Peds, #/hr	15	0	1	1	0	15	10	0	15	15	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	70	-	-	-	115	-	50	115	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	108	2	12	7	0	29	11	326	5	16	299	56

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	721	709	310	730	760	356	365	0	0	346	0	0
Stage 1	341	341	-	363	363	-	-	-	-	-	-	-
Stage 2	380	368	-	367	397	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	343	359	730	338	336	688	1194	-	-	1213	-	-
Stage 1	674	639	-	656	625	-	-	-	-	-	-	-
Stage 2	642	621	-	653	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	315	343	722	320	321	668	1183	-	-	1196	-	-
Mov Cap-2 Maneuver	315	343	-	320	321	-	-	-	-	-	-	-
Stage 1	661	624	-	641	611	-	-	-	-	-	-	-
Stage 2	599	607	-	631	589	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.2	12	0.3	0.4
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1183	-	-	316	722	552	1196	-	-
HCM Lane V/C Ratio	0.009	-	-	0.35	0.016	0.066	0.014	-	-
HCM Control Delay (s)	8.1	-	-	22.4	10.1	12	8.1	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	0	55	9	2	28	23	167	8	19	217	35
Future Vol, veh/h	96	0	55	9	2	28	23	167	8	19	217	35
Conflicting Peds, #/hr	0	0	4	4	0	0	8	0	11	11	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	100	-	50	100	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	114	0	65	11	2	33	27	199	10	23	258	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	588	586	270	626	618	210	308	0	0	220	0	0
Stage 1	312	312	-	264	264	-	-	-	-	-	-	-
Stage 2	276	274	-	362	354	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	421	422	769	397	405	830	1253	-	-	1349	-	-
Stage 1	699	658	-	741	690	-	-	-	-	-	-	-
Stage 2	730	683	-	657	630	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	387	398	760	347	382	821	1243	-	-	1335	-	-
Mov Cap-2 Maneuver	387	398	-	347	382	-	-	-	-	-	-	-
Stage 1	679	642	-	717	668	-	-	-	-	-	-	-
Stage 2	683	661	-	588	614	-	-	-	-	-	-	-

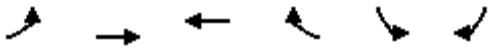
Approach	EB	WB	NB	SB
HCM Control Delay, s	15.3	11.5	0.9	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1243	-	-	387	760	597	1335	-	-
HCM Lane V/C Ratio	0.022	-	-	0.295	0.086	0.078	0.017	-	-
HCM Control Delay (s)	8	-	-	18.2	10.2	11.5	7.7	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.3	0.3	0.1	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	80	167	206	176	307
v/c Ratio	0.29	0.09	0.46	0.11	0.64
Control Delay	23.8	7.1	21.9	0.2	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	7.1	21.9	0.2	21.2
Queue Length 50th (ft)	20	11	51	0	65
Queue Length 95th (ft)	62	28	123	0	154
Internal Link Dist (ft)		427	2338		650
Turn Bay Length (ft)	130			120	
Base Capacity (vph)	719	3336	946	1551	719
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.05	0.22	0.11	0.43

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	157	194	165	167	121
Future Volume (veh/h)	75	157	194	165	167	121
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	167	206	0	178	129
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	217	1789	449		226	164
Arrive On Green	0.12	0.50	0.24	0.00	0.23	0.23
Sat Flow, veh/h	1781	3647	1870	1585	979	709
Grp Volume(v), veh/h	80	167	206	0	308	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	1585	1694	0
Q Serve(g_s), s	1.7	1.0	3.9	0.0	7.0	0.0
Cycle Q Clear(g_c), s	1.7	1.0	3.9	0.0	7.0	0.0
Prop In Lane	1.00			1.00	0.58	0.42
Lane Grp Cap(c), veh/h	217	1789	449		391	0
V/C Ratio(X)	0.37	0.09	0.46		0.79	0.00
Avail Cap(c_a), veh/h	868	2166	1140		826	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	16.6	5.3	13.3	0.0	14.8	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.7	0.0	3.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	1.4	0.0	2.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.6	5.3	14.0	0.0	18.4	0.0
LnGrp LOS	B	A	B		B	A
Approach Vol, veh/h		247	206	A	308	
Approach Delay, s/veh		9.3	14.0		18.4	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		26.5		14.6	10.8	15.7
Change Period (Y+Rc), s		5.8		5.1	5.8	5.8
Max Green Setting (Gmax), s		25.0		20.0	20.0	25.0
Max Q Clear Time (g_c+I1), s		3.0		9.0	3.7	5.9
Green Ext Time (p_c), s		0.9		0.7	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Intersection Delay, s/veh	19.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	161	50	38	149	33	50	202	21	64	219	208
Future Vol, veh/h	129	161	50	38	149	33	50	202	21	64	219	208
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	140	175	54	41	162	36	54	220	23	70	238	226
Number of Lanes	1	1	0	0	1	0	0	1	1	0	1	1

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	16.8	20.4	21.7	20.1
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	20%	0%	100%	0%	17%	23%	0%
Vol Thru, %	80%	0%	0%	76%	68%	77%	0%
Vol Right, %	0%	100%	0%	24%	15%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	252	21	129	211	220	283	208
LT Vol	50	0	129	0	38	64	0
Through Vol	202	0	0	161	149	219	0
RT Vol	0	21	0	50	33	0	208
Lane Flow Rate	274	23	140	229	239	308	226
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.609	0.045	0.327	0.491	0.539	0.655	0.429
Departure Headway (Hd)	8	7.173	8.396	7.711	8.12	7.665	6.827
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	449	496	426	466	442	471	525
Service Time	5.785	4.958	6.182	5.496	6.214	5.447	4.608
HCM Lane V/C Ratio	0.61	0.046	0.329	0.491	0.541	0.654	0.43
HCM Control Delay	22.6	10.3	15.2	17.8	20.4	24	14.7
HCM Lane LOS	C	B	C	C	C	C	B
HCM 95th-tile Q	4	0.1	1.4	2.7	3.1	4.6	2.1

Intersection	
Int Delay, s/veh	14.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	168	144	0	281	0	0	0	0	408	0	218
Future Vol, veh/h	0	168	144	0	281	0	0	0	0	408	0	218
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	230	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	177	152	0	296	0	0	0	0	429	0	229

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	-	-	-	0			473	-	296
Stage 1	-	-	-	-	-	-			296	-	-
Stage 2	-	-	-	-	-	-			177	-	-
Critical Hdwy	-	-	-	-	-	-			6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	-	-
Follow-up Hdwy	-	-	-	-	-	-			3.518	-	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0			550	0	743
Stage 1	0	-	0	0	-	0			755	0	-
Stage 2	0	-	0	0	-	0			854	0	-
Platoon blocked, %		-			-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			550	0	743
Mov Cap-2 Maneuver	-	-	-	-	-	-			550	0	-
Stage 1	-	-	-	-	-	-			755	0	-
Stage 2	-	-	-	-	-	-			854	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	24.4
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	550	743
HCM Lane V/C Ratio	-	-	0.781	0.309
HCM Control Delay (s)	-	-	31	12
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	7.2	1.3

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	107	440	0	0	317	631	154	3	342	0	0	0
Future Vol, veh/h	107	440	0	0	317	631	154	3	342	0	0	0
Conflicting Peds, #/hr	0	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	-	-	Free	-	-	Free	-	-	None
Storage Length	170	-	-	-	-	0	550	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	111	458	0	0	330	657	160	3	356	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	330	0	-	-	-	0	1010	1010	-
Stage 1	-	-	-	-	-	-	680	680	-
Stage 2	-	-	-	-	-	-	330	330	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	-
Pot Cap-1 Maneuver	1229	-	0	0	-	0	266	240	0
Stage 1	-	-	0	0	-	0	503	451	0
Stage 2	-	-	0	0	-	0	728	646	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1229	-	-	-	-	-	242	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	0	-
Stage 1	-	-	-	-	-	-	458	0	-
Stage 2	-	-	-	-	-	-	728	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.6	0	46.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	242	-	1229	-	-
HCM Lane V/C Ratio	0.676	-	0.091	-	-
HCM Control Delay (s)	46.2	0	8.2	-	-
HCM Lane LOS	E	A	A	-	-
HCM 95th %tile Q(veh)	4.3	-	0.3	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	66	0	0	441	14	514
Future Vol, veh/h	66	0	0	441	14	514
Conflicting Peds, #/hr	0	4	4	0	0	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	160	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	0	0	501	16	584

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	576	81
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	501	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	479	979
Stage 1	-	0	0	-	948	-
Stage 2	-	0	0	-	609	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	479	973
Mov Cap-2 Maneuver	-	-	-	-	479	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	609	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	479	973	-	-
HCM Lane V/C Ratio	0.033	0.6	-	-
HCM Control Delay (s)	12.8	14.1	-	-
HCM Lane LOS	B	B	-	-
HCM 95th %tile Q(veh)	0.1	4.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	360	943	334	208	632	294	268	556	126	693	134
v/c Ratio	0.65	0.78	0.51	0.66	0.66	0.46	0.95	0.95	0.31	0.91	0.29
Control Delay	53.3	42.3	15.3	63.2	43.9	6.9	91.9	74.8	4.5	62.2	4.1
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	53.3	42.3	15.3	63.2	43.9	6.9	91.9	74.8	4.5	62.2	4.1
Queue Length 50th (ft)	136	345	68	82	233	0	226	234	0	275	0
Queue Length 95th (ft)	188	#516	176	120	313	72	#404	#342	25	335	29
Internal Link Dist (ft)		510			851			2117		223	
Turn Bay Length (ft)	225		180	250			260		260		105
Base Capacity (vph)	555	1204	657	583	955	634	291	608	414	890	520
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	0.65	0.78	0.51	0.36	0.66	0.46	0.92	0.91	0.30	0.78	0.26

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)	342	896	317	198	600	279	335	447	120	225	433	127
Future Volume (veh/h)	342	896	317	198	600	279	335	447	120	225	433	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	360	943	334	208	632	294	275	581	126	237	456	134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	679	1243	549	288	808	353	307	646	268	258	532	337
Arrive On Green	0.20	0.35	0.35	0.08	0.23	0.23	0.17	0.17	0.17	0.22	0.22	0.22
Sat Flow, veh/h	3456	3554	1569	3456	3554	1550	1781	3741	1552	1172	2416	1528
Grp Volume(v), veh/h	360	943	334	208	632	294	275	581	126	366	327	134
Grp Sat Flow(s),veh/h/ln	1728	1777	1569	1728	1777	1550	1781	1870	1552	1812	1777	1528
Q Serve(g_s), s	11.2	28.2	21.1	7.0	20.1	21.7	18.1	18.3	8.8	23.7	21.1	9.0
Cycle Q Clear(g_c), s	11.2	28.2	21.1	7.0	20.1	21.7	18.1	18.3	8.8	23.7	21.1	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.65		1.00
Lane Grp Cap(c), veh/h	679	1243	549	288	808	353	307	646	268	399	391	337
V/C Ratio(X)	0.53	0.76	0.61	0.72	0.78	0.83	0.89	0.90	0.47	0.92	0.83	0.40
Avail Cap(c_a), veh/h	679	1243	549	587	808	353	322	676	281	464	455	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	34.5	32.2	53.7	43.6	44.2	48.6	48.6	44.7	45.7	44.7	40.0
Incr Delay (d2), s/veh	0.4	4.4	5.0	1.3	7.4	20.2	24.1	14.1	0.5	20.1	9.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	12.5	8.5	3.1	9.4	10.1	10.1	9.8	3.3	12.5	10.1	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	38.9	37.2	54.9	51.0	64.3	72.7	62.8	45.2	65.8	54.6	40.3
LnGrp LOS	D	D	D	D	D	E	E	E	D	E	D	D
Approach Vol, veh/h		1637			1134			982			827	
Approach Delay, s/veh		39.6			55.2			63.3			57.2	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.3	33.0		26.0	14.6	47.7		31.7				
Change Period (Y+Rc), s	5.7	* 5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	16.4	* 27		21.7	20.4	26.3		30.7				
Max Q Clear Time (g_c+I1), s	13.2	23.7		20.3	9.0	30.2		25.7				
Green Ext Time (p_c), s	0.0	0.4		0.2	0.0	0.0		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		51.7	
HCM 6th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

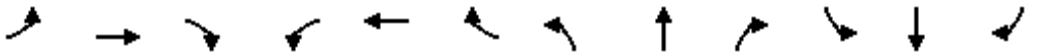


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	239	989	197	132	644	49	340	302	122	295	146
v/c Ratio	0.85	0.77	0.32	0.67	0.58	0.09	0.50	0.82	0.29	0.95	0.37
Control Delay	75.2	40.5	16.2	71.5	42.6	17.2	44.5	63.8	4.4	88.9	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.2	40.5	16.2	71.5	42.6	17.2	44.5	63.8	4.4	88.9	8.9
Queue Length 50th (ft)	181	353	48	109	269	11	123	229	0	226	0
Queue Length 95th (ft)	264	#532	121	#190	#370	m37	155	306	28	#390	52
Internal Link Dist (ft)		551			1831			888		321	
Turn Bay Length (ft)	480		140	260		200	150		200		160
Base Capacity (vph)	317	1281	612	197	1115	526	984	534	548	326	401
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	0.75	0.77	0.32	0.67	0.58	0.09	0.35	0.57	0.22	0.90	0.36

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.



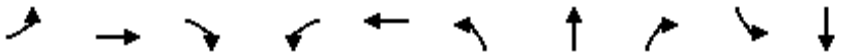
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	959	191	128	625	48	330	293	118	103	183	142
Future Volume (veh/h)	232	959	191	128	625	48	330	293	118	103	183	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.96	1.00		0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	989	197	132	644	49	340	302	122	106	189	146
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	939	397	356	1142	488	677	367	298	115	206	265
Arrive On Green	0.15	0.26	0.26	0.20	0.32	0.32	0.20	0.20	0.20	0.17	0.17	0.17
Sat Flow, veh/h	1781	3554	1504	1781	3554	1520	3456	1870	1522	660	1177	1516
Grp Volume(v), veh/h	239	989	197	132	644	49	340	302	122	295	0	146
Grp Sat Flow(s),veh/h/ln	1781	1777	1504	1781	1777	1520	1728	1870	1522	1837	0	1516
Q Serve(g_s), s	15.8	31.7	13.3	7.7	18.0	2.7	10.5	18.6	8.4	18.9	0.0	10.6
Cycle Q Clear(g_c), s	15.8	31.7	13.3	7.7	18.0	2.7	10.5	18.6	8.4	18.9	0.0	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.36		1.00
Lane Grp Cap(c), veh/h	265	939	397	356	1142	488	677	367	298	321	0	265
V/C Ratio(X)	0.90	1.05	0.50	0.37	0.56	0.10	0.50	0.82	0.41	0.92	0.00	0.55
Avail Cap(c_a), veh/h	303	939	397	356	1142	488	991	536	436	328	0	270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.2	44.2	37.4	41.5	33.8	28.6	43.0	46.2	42.2	48.7	0.0	45.2
Incr Delay (d2), s/veh	24.6	44.5	4.4	0.2	2.0	0.4	0.2	4.3	0.3	28.9	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	19.3	5.3	3.3	7.9	1.0	4.5	9.0	3.2	11.3	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.8	88.7	41.8	41.7	35.8	29.0	43.2	50.5	42.5	77.6	0.0	46.5
LnGrp LOS	E	F	D	D	D	C	D	D	D	E	A	D
Approach Vol, veh/h		1425			825			764			441	
Approach Delay, s/veh		79.9			36.3			46.0			67.3	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.3	37.0		25.6	22.4	43.9		28.1				
Change Period (Y+Rc), s	5.3	* 5.3		4.6	4.6	5.3		4.6				
Max Green Setting (Gmax), s	12.4	* 32		21.4	20.4	24.7		34.4				
Max Q Clear Time (g_c+I1), s	9.7	33.7		20.9	17.8	20.0		20.6				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.5		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		60.4	
HCM 6th LOS		E	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

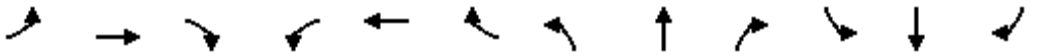


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	61	522	639	413	441	358	720	357	91	744
v/c Ratio	0.44	0.59	0.81	0.79	0.37	0.89	0.54	0.48	0.58	0.93
Control Delay	62.8	43.1	31.0	60.9	30.9	69.8	31.6	9.5	89.7	52.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	43.1	31.0	60.9	30.9	69.8	31.6	9.5	89.7	52.6
Queue Length 50th (ft)	46	188	340	160	134	273	224	41	68	140
Queue Length 95th (ft)	90	247	#512	#227	187	#452	303	129	m100	m#373
Internal Link Dist (ft)		4792			416		511			2905
Turn Bay Length (ft)	170		100	140		300		140	170	
Base Capacity (vph)	210	878	786	523	1199	403	1329	748	255	833
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	0.29	0.59	0.81	0.79	0.37	0.89	0.54	0.48	0.36	0.89

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	496	607	392	376	43	340	684	339	86	673	34
Future Volume (veh/h)	58	496	607	392	376	43	340	684	339	86	673	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.98	1.00		0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	522	639	413	396	45	358	720	357	91	708	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	882	723	569	1132	128	382	1338	582	127	776	39
Arrive On Green	0.07	0.25	0.25	0.16	0.35	0.35	0.21	0.38	0.38	0.07	0.23	0.23
Sat Flow, veh/h	1781	3554	1543	3456	3215	363	1781	3554	1546	1781	3434	174
Grp Volume(v), veh/h	61	522	639	413	218	223	358	720	357	91	366	378
Grp Sat Flow(s),veh/h/ln	1781	1777	1543	1728	1777	1801	1781	1777	1546	1781	1777	1831
Q Serve(g_s), s	4.0	15.5	18.6	13.6	10.9	11.0	23.7	19.0	13.9	6.0	24.1	24.1
Cycle Q Clear(g_c), s	4.0	15.5	18.6	13.6	10.9	11.0	23.7	19.0	13.9	6.0	24.1	24.1
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	116	882	723	569	625	634	382	1338	582	127	401	414
V/C Ratio(X)	0.53	0.59	0.88	0.73	0.35	0.35	0.94	0.54	0.61	0.72	0.91	0.91
Avail Cap(c_a), veh/h	212	882	723	569	625	634	392	1338	582	257	421	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	39.7	29.1	47.5	28.7	28.8	46.3	29.3	11.6	54.5	45.3	45.3
Incr Delay (d2), s/veh	1.4	2.9	14.8	4.0	1.5	1.5	29.1	1.6	4.8	2.8	22.6	22.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	7.2	8.0	6.2	5.0	5.1	13.6	8.5	5.5	2.8	13.2	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.7	42.6	43.9	51.6	30.2	30.3	75.5	30.8	16.4	57.3	67.9	67.6
LnGrp LOS	E	D	D	D	C	C	E	C	B	E	E	E
Approach Vol, veh/h		1222			854			1435			835	
Approach Delay, s/veh		43.9			40.6			38.4			66.6	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	34.0	30.3	31.7	11.5	46.4	12.3	49.8
Change Period (Y+Rc), s	* 4.2	* 4.2	4.6	4.6	3.7	* 4.2	3.7	4.6
Max Green Setting (Gmax), s	* 16	* 30	26.4	28.4	14.3	* 34	17.3	34.4
Max Q Clear Time (g_c+I1), s	15.6	20.6	25.7	26.1	6.0	13.0	8.0	21.0
Green Ext Time (p_c), s	0.0	3.0	0.0	0.7	0.0	1.8	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

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	38	2	12	6	3	20	17	274	17	26	266	88
Future Vol, veh/h	38	2	12	6	3	20	17	274	17	26	266	88
Conflicting Peds, #/hr	5	0	1	1	0	5	4	0	9	9	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	70	-	-	-	115	-	50	115	-	50
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	2	13	7	3	22	19	304	19	29	296	98

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	727	728	301	763	807	318	398	0	0	332	0	0
Stage 1	358	358	-	351	351	-	-	-	-	-	-	-
Stage 2	369	370	-	412	456	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	339	350	739	321	315	723	1161	-	-	1227	-	-
Stage 1	660	628	-	666	632	-	-	-	-	-	-	-
Stage 2	651	620	-	617	568	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	313	332	735	301	299	713	1157	-	-	1216	-	-
Mov Cap-2 Maneuver	313	332	-	301	299	-	-	-	-	-	-	-
Stage 1	647	610	-	649	616	-	-	-	-	-	-	-
Stage 2	614	605	-	589	552	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.4	12.7	0.5	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1157	-	-	314	735	500	1216	-	-
HCM Lane V/C Ratio	0.016	-	-	0.142	0.018	0.064	0.024	-	-
HCM Control Delay (s)	8.2	-	-	18.3	10	12.7	8	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	2	35	5	0	22	83	223	7	39	178	75
Future Vol, veh/h	60	2	35	5	0	22	83	223	7	39	178	75
Conflicting Peds, #/hr	0	0	16	16	0	0	4	0	5	5	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	100	-	50	100	-	50
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	2	39	6	0	24	92	248	8	43	198	83

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	736	733	218	799	808	253	285	0	0	261	0	0
Stage 1	288	288	-	437	437	-	-	-	-	-	-	-
Stage 2	448	445	-	362	371	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	335	348	822	304	315	786	1277	-	-	1303	-	-
Stage 1	720	674	-	598	579	-	-	-	-	-	-	-
Stage 2	590	575	-	657	620	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	298	309	806	260	280	782	1272	-	-	1297	-	-
Mov Cap-2 Maneuver	298	309	-	260	280	-	-	-	-	-	-	-
Stage 1	665	649	-	552	534	-	-	-	-	-	-	-
Stage 2	530	531	-	593	597	-	-	-	-	-	-	-

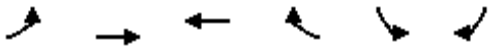
Approach	EB	WB	NB	SB
HCM Control Delay, s	16.5	11.7	2.1	1.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1272	-	-	298	742	570	1297	-	-
HCM Lane V/C Ratio	0.073	-	-	0.224	0.055	0.053	0.033	-	-
HCM Control Delay (s)	8.1	-	-	20.5	10.1	11.7	7.9	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.2	0.2	0.1	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	153	367	137	227	254
v/c Ratio	0.41	0.21	0.30	0.15	0.55
Control Delay	22.4	6.9	20.7	0.2	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	6.9	20.7	0.2	19.4
Queue Length 50th (ft)	37	24	33	0	52
Queue Length 95th (ft)	97	55	90	0	128
Internal Link Dist (ft)		268	2338		650
Turn Bay Length (ft)	130			120	
Base Capacity (vph)	796	3368	1048	1551	791
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.11	0.13	0.15	0.32

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	144	345	129	213	144	95
Future Volume (veh/h)	144	345	129	213	144	95
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	153	367	137	0	153	101
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	206	1858	482		200	132
Arrive On Green	0.12	0.52	0.26	0.00	0.20	0.20
Sat Flow, veh/h	1781	3647	1870	1585	1019	673
Grp Volume(v), veh/h	153	367	137	0	255	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	1585	1698	0
Q Serve(g_s), s	3.2	2.1	2.3	0.0	5.5	0.0
Cycle Q Clear(g_c), s	3.2	2.1	2.3	0.0	5.5	0.0
Prop In Lane	1.00			1.00	0.60	0.40
Lane Grp Cap(c), veh/h	206	1858	482		333	0
V/C Ratio(X)	0.74	0.20	0.28		0.77	0.00
Avail Cap(c_a), veh/h	918	2290	1205		876	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	16.6	4.9	11.5	0.0	14.7	0.0
Incr Delay (d2), s/veh	5.2	0.1	0.3	0.0	3.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.5	0.8	0.0	2.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.8	5.0	11.9	0.0	18.4	0.0
LnGrp LOS	C	A	B		B	A
Approach Vol, veh/h		520	137	A	255	
Approach Delay, s/veh		9.9	11.9		18.4	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		26.1		12.7	10.3	15.8
Change Period (Y+Rc), s		5.8		5.1	5.8	5.8
Max Green Setting (Gmax), s		25.0		20.0	20.0	25.0
Max Q Clear Time (g_c+I1), s		4.1		7.5	5.2	4.3
Green Ext Time (p_c), s		2.3		0.6	0.3	0.6

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

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

Intersection	
Intersection Delay, s/veh	36.3
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	241	269	113	48	116	61	57	250	45	65	259	142
Future Vol, veh/h	241	269	113	48	116	61	57	250	45	65	259	142
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	248	277	116	49	120	63	59	258	46	67	267	146
Number of Lanes	1	1	0	0	1	0	0	1	1	0	1	1

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	42.5	25.9	35.7	33.6
HCM LOS	E	D	E	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	19%	0%	100%	0%	21%	20%	0%
Vol Thru, %	81%	0%	0%	70%	52%	80%	0%
Vol Right, %	0%	100%	0%	30%	27%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	307	45	241	382	225	324	142
LT Vol	57	0	241	0	48	65	0
Through Vol	250	0	0	269	116	259	0
RT Vol	0	45	0	113	61	0	142
Lane Flow Rate	316	46	248	394	232	334	146
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.796	0.106	0.625	0.911	0.605	0.824	0.327
Departure Headway (Hd)	9.059	8.231	9.058	8.325	9.397	8.884	8.049
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	399	435	398	437	385	408	446
Service Time	6.813	5.984	6.813	6.08	7.46	6.639	5.803
HCM Lane V/C Ratio	0.792	0.106	0.623	0.902	0.603	0.819	0.327
HCM Control Delay	39.2	12	25.8	53	25.9	41.9	14.7
HCM Lane LOS	E	B	D	F	D	E	B
HCM 95th-tile Q	6.9	0.4	4.1	10	3.8	7.6	1.4

Intersection	
Int Delay, s/veh	15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	348	211	0	194	0	0	0	0	404	0	235
Future Vol, veh/h	0	348	211	0	194	0	0	0	0	404	0	235
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	230	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	352	213	0	196	0	0	0	0	408	0	237

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	-	-	-	0			548	-	196
Stage 1	-	-	-	-	-	-			196	-	-
Stage 2	-	-	-	-	-	-			352	-	-
Critical Hdwy	-	-	-	-	-	-			6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	-	-
Follow-up Hdwy	-	-	-	-	-	-			3.518	-	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0			497	0	845
Stage 1	0	-	0	0	-	0			837	0	-
Stage 2	0	-	0	0	-	0			712	0	-
Platoon blocked, %		-			-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			497	0	845
Mov Cap-2 Maneuver	-	-	-	-	-	-			497	0	-
Stage 1	-	-	-	-	-	-			837	0	-
Stage 2	-	-	-	-	-	-			712	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	27.7
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	497	845
HCM Lane V/C Ratio	-	-	0.821	0.281
HCM Control Delay (s)	-	-	37.5	10.9
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	8	1.2

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	145	620	0	0	345	488	71	4	380	0	0	0
Future Vol, veh/h	145	620	0	0	345	488	71	4	380	0	0	0
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	-	-	Free	-	-	Free	-	-	None
Storage Length	170	-	-	-	-	0	550	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	151	646	0	0	359	508	74	4	396	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	359	0	-	-	-	0	1307	1307	-
Stage 1	-	-	-	-	-	-	948	948	-
Stage 2	-	-	-	-	-	-	359	359	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	-
Pot Cap-1 Maneuver	1200	-	0	0	-	0	176	160	0
Stage 1	-	-	0	0	-	0	377	339	0
Stage 2	-	-	0	0	-	0	707	627	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1200	-	-	-	-	-	154	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	0	-
Stage 1	-	-	-	-	-	-	329	0	-
Stage 2	-	-	-	-	-	-	707	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.6	0	50.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	154	-	1200	-	-
HCM Lane V/C Ratio	0.507	-	0.126	-	-
HCM Control Delay (s)	50.3	0	8.4	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	2.5	-	0.4	-	-

Intersection	
Int Delay, s/veh	13.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	403	0	0	697	56	452
Future Vol, veh/h	403	0	0	697	56	452
Conflicting Peds, #/hr	0	1	1	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	160	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	474	0	0	820	66	532

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1294	475
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	820	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	179	590
Stage 1	-	0	0	-	626	-
Stage 2	-	0	0	-	433	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	179	589
Mov Cap-2 Maneuver	-	-	-	-	179	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	433	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	42.9
HCM LOS			E

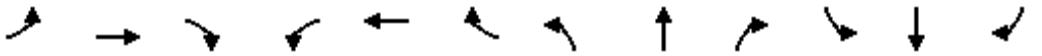
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	179	589	-	-
HCM Lane V/C Ratio	0.368	0.903	-	-
HCM Control Delay (s)	36.4	43.7	-	-
HCM Lane LOS	E	E	-	-
HCM 95th %tile Q(veh)	1.6	11	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	223	607	295	158	642	269	221	543	164	735	163
v/c Ratio	0.69	0.67	0.48	0.26	0.53	0.39	0.82	0.96	0.42	0.92	0.37
Control Delay	63.9	45.1	7.3	43.8	34.9	5.6	73.1	79.5	9.8	62.6	8.3
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	63.9	45.1	7.3	43.8	34.9	5.6	73.1	79.5	9.8	62.6	8.3
Queue Length 50th (ft)	88	226	1	55	211	0	183	231	0	291	2
Queue Length 95th (ft)	127	299	74	87	291	63	#324	#345	59	359	56
Internal Link Dist (ft)		510			875			2117		223	
Turn Bay Length (ft)	225		180	250			260		260		105
Base Capacity (vph)	497	908	609	612	1206	688	273	575	399	889	469
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	0.45	0.67	0.48	0.26	0.53	0.39	0.81	0.94	0.41	0.83	0.35

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)	212	577	280	150	610	256	234	492	156	249	449	155
Future Volume (veh/h)	212	577	280	150	610	256	234	492	156	249	449	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.83	1.00		0.86
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	223	607	295	158	642	269	246	518	164	262	473	163
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	808	346	677	1241	538	297	623	219	284	550	318
Arrive On Green	0.08	0.23	0.23	0.20	0.35	0.35	0.17	0.17	0.17	0.23	0.23	0.23
Sat Flow, veh/h	3456	3554	1519	3456	3554	1540	1781	3741	1317	1221	2365	1368
Grp Volume(v), veh/h	223	607	295	158	642	269	246	518	164	388	347	163
Grp Sat Flow(s),veh/h/ln	1728	1777	1519	1728	1777	1540	1781	1870	1317	1809	1777	1368
Q Serve(g_s), s	7.6	19.1	22.3	4.6	17.2	16.5	16.0	16.1	14.2	25.2	22.3	12.5
Cycle Q Clear(g_c), s	7.6	19.1	22.3	4.6	17.2	16.5	16.0	16.1	14.2	25.2	22.3	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.67		1.00
Lane Grp Cap(c), veh/h	288	808	346	677	1241	538	297	623	219	421	413	318
V/C Ratio(X)	0.77	0.75	0.85	0.23	0.52	0.50	0.83	0.83	0.75	0.92	0.84	0.51
Avail Cap(c_a), veh/h	501	808	346	677	1241	538	303	636	224	463	455	350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	43.2	44.4	40.7	31.0	30.8	48.4	48.4	47.6	45.0	43.9	40.1
Incr Delay (d2), s/veh	1.7	6.3	22.6	0.1	1.5	3.3	15.9	8.4	11.2	22.0	11.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	8.9	10.4	1.9	7.5	6.5	8.4	8.2	5.2	13.4	10.8	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	49.5	67.1	40.7	32.6	34.1	64.3	56.8	58.8	67.0	55.1	40.6
LnGrp LOS	E	D	E	D	C	C	E	E	E	E	E	D
Approach Vol, veh/h		1125			1069			928			898	
Approach Delay, s/veh		55.3			34.1			59.1			57.6	
Approach LOS		E			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	47.6		24.6	29.2	33.0		33.2				
Change Period (Y+Rc), s	4.6	5.7		4.6	5.7	* 5.7		5.3				
Max Green Setting (Gmax), s	17.4	31.3		20.4	20.4	* 27		30.7				
Max Q Clear Time (g_c+I1), s	9.6	19.2		18.1	6.6	24.3		27.2				
Green Ext Time (p_c), s	0.0	0.7		0.3	0.0	0.4		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		51.1	
HCM 6th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

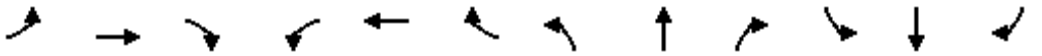


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	127	705	251	144	608	55	368	291	181	378	182
v/c Ratio	0.56	0.55	0.37	0.76	0.50	0.10	0.55	0.81	0.41	1.15	0.45
Control Delay	59.4	34.7	11.6	75.8	34.8	0.6	45.9	62.5	7.9	141.8	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	34.7	11.6	75.8	34.8	0.6	45.9	62.5	7.9	141.8	14.1
Queue Length 50th (ft)	94	224	34	110	192	0	136	221	0	~344	19
Queue Length 95th (ft)	160	332	116	178	280	3	168	295	56	#538	87
Internal Link Dist (ft)		527			1831			888		321	
Turn Bay Length (ft)	480		140	260		200	150		200		160
Base Capacity (vph)	227	1277	671	204	1204	570	984	534	569	328	404
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	0.56	0.55	0.37	0.71	0.50	0.10	0.37	0.54	0.32	1.15	0.45

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.



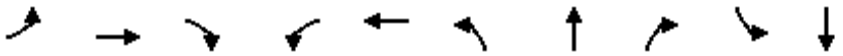
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	656	233	134	565	51	342	271	168	71	281	169
Future Volume (veh/h)	118	656	233	134	565	51	342	271	168	71	281	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.97	1.00		0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	705	251	144	608	55	368	291	181	76	302	182
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	391	1341	578	170	880	375	655	355	293	66	264	271
Arrive On Green	0.22	0.38	0.38	0.10	0.25	0.25	0.19	0.19	0.19	0.18	0.18	0.18
Sat Flow, veh/h	1781	3554	1531	1781	3554	1515	3456	1870	1545	372	1479	1522
Grp Volume(v), veh/h	127	705	251	144	608	55	368	291	181	378	0	182
Grp Sat Flow(s),veh/h/ln	1781	1777	1531	1781	1777	1515	1728	1870	1545	1852	0	1522
Q Serve(g_s), s	7.2	18.5	14.6	9.5	18.6	3.4	11.6	17.9	12.9	21.4	0.0	13.4
Cycle Q Clear(g_c), s	7.2	18.5	14.6	9.5	18.6	3.4	11.6	17.9	12.9	21.4	0.0	13.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.20		1.00
Lane Grp Cap(c), veh/h	391	1341	578	170	880	375	655	355	293	330	0	271
V/C Ratio(X)	0.32	0.53	0.43	0.85	0.69	0.15	0.56	0.82	0.62	1.14	0.00	0.67
Avail Cap(c_a), veh/h	391	1341	578	184	880	375	991	536	443	330	0	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.4	29.0	27.8	53.4	41.0	35.3	44.1	46.7	44.6	49.3	0.0	46.0
Incr Delay (d2), s/veh	0.2	1.5	2.4	25.6	4.4	0.8	0.3	3.5	0.8	94.7	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	7.9	5.6	5.4	8.5	1.3	4.9	8.6	5.0	18.6	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	30.5	30.2	79.0	45.4	36.1	44.4	50.2	45.4	144.0	0.0	51.1
LnGrp LOS	D	C	C	E	D	D	D	D	D	F	A	D
Approach Vol, veh/h		1083			807			840			560	
Approach Delay, s/veh		31.5			50.8			46.6			113.8	
Approach LOS		C			D			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.1	50.6		26.0	31.6	35.0		27.4				
Change Period (Y+Rc), s	4.6	5.3		4.6	5.3	* 5.3		4.6				
Max Green Setting (Gmax), s	12.4	32.7		21.4	14.4	* 30		34.4				
Max Q Clear Time (g_c+I1), s	11.5	20.5		23.4	9.2	20.6		19.9				
Green Ext Time (p_c), s	0.0	0.7		0.0	0.0	0.6		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		54.1
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	74	363	321	279	593	395	806	300	108	557
v/c Ratio	0.49	0.37	0.37	0.65	0.51	0.87	0.62	0.42	0.65	0.82
Control Delay	61.5	35.6	11.4	56.0	32.5	61.7	32.5	9.0	68.3	53.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.5	35.6	11.4	56.0	32.5	61.7	32.5	9.0	68.3	53.0
Queue Length 50th (ft)	54	116	83	103	184	273	246	34	79	204
Queue Length 95th (ft)	101	162	159	148	253	#498	325	106	136	251
Internal Link Dist (ft)		4792			416		511			2905
Turn Bay Length (ft)	170		100	140		300		140	170	
Base Capacity (vph)	189	975	871	426	1166	455	1310	715	204	864
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	0.39	0.37	0.37	0.65	0.51	0.87	0.62	0.42	0.53	0.64

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)	70	345	305	265	450	113	375	766	285	103	452	77
Future Volume (veh/h)	70	345	305	265	450	113	375	766	285	103	452	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	363	321	279	474	119	395	806	300	108	476	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	921	755	604	1030	257	393	1227	535	135	581	98
Arrive On Green	0.07	0.26	0.26	0.17	0.37	0.37	0.22	0.35	0.35	0.08	0.19	0.19
Sat Flow, veh/h	1781	3554	1563	3456	2804	699	1781	3554	1549	1781	3022	511
Grp Volume(v), veh/h	74	363	321	279	299	294	395	806	300	108	279	278
Grp Sat Flow(s),veh/h/ln	1781	1777	1563	1728	1777	1726	1781	1777	1549	1781	1777	1757
Q Serve(g_s), s	4.6	9.7	0.0	8.3	14.7	14.9	25.4	22.1	11.1	6.9	17.3	17.5
Cycle Q Clear(g_c), s	4.6	9.7	0.0	8.3	14.7	14.9	25.4	22.1	11.1	6.9	17.3	17.5
Prop In Lane	1.00		1.00	1.00		0.40	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	126	921	755	604	653	634	393	1227	535	135	342	338
V/C Ratio(X)	0.59	0.39	0.43	0.46	0.46	0.46	1.00	0.66	0.56	0.80	0.82	0.82
Avail Cap(c_a), veh/h	191	921	755	604	653	634	393	1227	535	206	439	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	35.2	19.5	42.6	27.7	27.7	44.8	31.9	11.6	52.3	44.5	44.6
Incr Delay (d2), s/veh	1.6	1.3	1.8	0.2	2.3	2.4	46.4	1.0	0.8	6.2	7.0	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	2.1	4.4	6.0	3.6	6.7	6.6	16.3	9.7	3.9	3.3	8.3	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	36.4	21.2	42.8	30.0	30.2	91.2	32.9	12.4	58.5	51.5	52.3
LnGrp LOS	D	D	C	D	C	C	F	C	B	E	D	D
Approach Vol, veh/h		758			872			1501			665	
Approach Delay, s/veh		31.6			34.2			44.2			53.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.3	34.0	30.0	26.7	11.9	46.4	12.4	44.3
Change Period (Y+Rc), s	* 4.2	* 4.2	4.6	4.6	3.7	* 4.2	3.7	4.6
Max Green Setting (Gmax), s	* 12	* 30	25.4	28.4	12.3	* 32	13.3	34.4
Max Q Clear Time (g_c+I1), s	10.3	11.7	27.4	19.5	6.6	16.9	8.9	24.1
Green Ext Time (p_c), s	0.1	2.2	0.0	1.3	0.0	2.3	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

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	101	2	23	9	0	27	21	327	7	16	282	57
Future Vol, veh/h	101	2	23	9	0	27	21	327	7	16	282	57
Conflicting Peds, #/hr	15	0	1	1	0	15	10	0	15	15	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	70	-	-	-	115	-	50	115	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	119	2	27	11	0	32	25	385	8	19	332	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	850	838	343	869	897	415	409	0	0	408	0	0
Stage 1	380	380	-	450	450	-	-	-	-	-	-	-
Stage 2	470	458	-	419	447	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	280	302	700	272	279	637	1150	-	-	1151	-	-
Stage 1	642	614	-	589	572	-	-	-	-	-	-	-
Stage 2	574	567	-	612	573	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	252	283	693	248	262	619	1139	-	-	1135	-	-
Mov Cap-2 Maneuver	252	283	-	248	262	-	-	-	-	-	-	-
Stage 1	622	597	-	568	551	-	-	-	-	-	-	-
Stage 2	525	547	-	575	558	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.8	13.8	0.5	0.4
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1139	-	-	253	693	451	1135	-	-
HCM Lane V/C Ratio	0.022	-	-	0.479	0.039	0.094	0.017	-	-
HCM Control Delay (s)	8.2	-	-	31.7	10.4	13.8	8.2	-	-
HCM Lane LOS	A	-	-	D	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.4	0.1	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	0	66	28	2	48	32	188	19	26	260	42
Future Vol, veh/h	103	0	66	28	2	48	32	188	19	26	260	42
Conflicting Peds, #/hr	0	0	4	4	0	0	8	0	11	11	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	100	-	50	100	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	123	0	79	33	2	57	38	224	23	31	310	50

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	721	714	322	752	741	235	368	0	0	258	0	0
Stage 1	380	380	-	311	311	-	-	-	-	-	-	-
Stage 2	341	334	-	441	430	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	343	357	719	327	344	804	1191	-	-	1307	-	-
Stage 1	642	614	-	699	658	-	-	-	-	-	-	-
Stage 2	674	643	-	595	583	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	301	331	711	275	319	796	1182	-	-	1293	-	-
Mov Cap-2 Maneuver	301	331	-	275	319	-	-	-	-	-	-	-
Stage 1	616	594	-	670	630	-	-	-	-	-	-	-
Stage 2	603	616	-	515	564	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.4	14.7	1.1	0.6
HCM LOS	C	B		

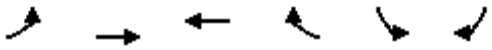
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1182	-	-	301	711	463	1293	-	-
HCM Lane V/C Ratio	0.032	-	-	0.407	0.111	0.201	0.024	-	-
HCM Control Delay (s)	8.1	-	-	24.9	10.7	14.7	7.9	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.9	0.4	0.7	0.1	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	105	167	206	232	397
v/c Ratio	0.38	0.10	0.50	0.15	0.70
Control Delay	26.5	8.2	25.0	0.2	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	8.2	25.0	0.2	24.1
Queue Length 50th (ft)	33	15	63	0	98
Queue Length 95th (ft)	77	28	126	0	#248
Internal Link Dist (ft)		427	2338		650
Turn Bay Length (ft)	130			120	
Base Capacity (vph)	647	3267	852	1551	650
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.05	0.24	0.15	0.61

Intersection Summary

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	99	157	194	218	229	144
Future Volume (veh/h)	99	157	194	218	229	144
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	167	206	0	244	153
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	202	1670	420		295	185
Arrive On Green	0.11	0.47	0.22	0.00	0.28	0.28
Sat Flow, veh/h	1781	3647	1870	1585	1043	654
Grp Volume(v), veh/h	105	167	206	0	398	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	1585	1701	0
Q Serve(g_s), s	2.4	1.2	4.2	0.0	9.7	0.0
Cycle Q Clear(g_c), s	2.4	1.2	4.2	0.0	9.7	0.0
Prop In Lane	1.00			1.00	0.61	0.38
Lane Grp Cap(c), veh/h	202	1670	420		481	0
V/C Ratio(X)	0.52	0.10	0.49		0.83	0.00
Avail Cap(c_a), veh/h	809	2017	1062		772	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	18.4	6.5	14.9	0.0	14.8	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.9	0.0	4.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.3	1.6	0.0	3.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.4	6.5	15.8	0.0	18.9	0.0
LnGrp LOS	C	A	B		B	A
Approach Vol, veh/h		272	206	A	398	
Approach Delay, s/veh		11.9	15.8		18.9	
Approach LOS		B	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		26.5		17.6	10.8	15.7
Change Period (Y+Rc), s		5.8		5.1	5.8	5.8
Max Green Setting (Gmax), s		25.0		20.0	20.0	25.0
Max Q Clear Time (g_c+I1), s		3.2		11.7	4.4	6.2
Green Ext Time (p_c), s		0.9		0.9	0.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Intersection Delay, s/veh	28.4
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	234	60	38	183	40	55	209	50	73	219	209
Future Vol, veh/h	129	234	60	38	183	40	55	209	50	73	219	209
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	140	254	65	41	199	43	60	227	54	79	238	227
Number of Lanes	1	1	0	0	1	0	0	1	1	0	1	1

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	27.9	31.2	28	27.5
HCM LOS	D	D	D	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	21%	0%	100%	0%	15%	25%	0%
Vol Thru, %	79%	0%	0%	80%	70%	75%	0%
Vol Right, %	0%	100%	0%	20%	15%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	264	50	129	294	261	292	209
LT Vol	55	0	129	0	38	73	0
Through Vol	209	0	0	234	183	219	0
RT Vol	0	50	0	60	40	0	209
Lane Flow Rate	287	54	140	320	284	317	227
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.712	0.122	0.355	0.75	0.708	0.762	0.491
Departure Headway (Hd)	8.928	8.089	9.121	8.454	8.98	8.647	7.788
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	405	442	394	428	403	419	461
Service Time	6.69	5.85	6.881	6.214	7.045	6.409	5.55
HCM Lane V/C Ratio	0.709	0.122	0.355	0.748	0.705	0.757	0.492
HCM Control Delay	31	12	16.8	32.7	31.2	34.4	17.9
HCM Lane LOS	D	B	C	D	D	D	C
HCM 95th-tile Q	5.4	0.4	1.6	6.1	5.3	6.3	2.7

Intersection	
Int Delay, s/veh	17.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	173	162	0	284	0	0	0	0	441	0	239
Future Vol, veh/h	0	173	162	0	284	0	0	0	0	441	0	239
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	230	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	182	171	0	299	0	0	0	0	464	0	252

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	-	-	-	0			481	-	299
Stage 1	-	-	-	-	-	-			299	-	-
Stage 2	-	-	-	-	-	-			182	-	-
Critical Hdwy	-	-	-	-	-	-			6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	-	-
Follow-up Hdwy	-	-	-	-	-	-			3.518	-	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0			544	0	741
Stage 1	0	-	0	0	-	0			752	0	-
Stage 2	0	-	0	0	-	0			849	0	-
Platoon blocked, %		-			-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			544	0	741
Mov Cap-2 Maneuver	-	-	-	-	-	-			544	0	-
Stage 1	-	-	-	-	-	-			752	0	-
Stage 2	-	-	-	-	-	-			849	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	29.6
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	544	741
HCM Lane V/C Ratio	-	-	0.853	0.34
HCM Control Delay (s)	-	-	38.9	12.3
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	9.1	1.5

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	112	473	0	0	353	656	157	3	394	0	0	0
Future Vol, veh/h	112	473	0	0	353	656	157	3	394	0	0	0
Conflicting Peds, #/hr	0	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	-	-	Free	-	-	Free	-	-	None
Storage Length	170	-	-	-	-	0	550	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	117	493	0	0	368	683	164	3	410	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	368	0	-	-	-	0	1095	1095	-
Stage 1	-	-	-	-	-	-	727	727	-
Stage 2	-	-	-	-	-	-	368	368	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	-
Pot Cap-1 Maneuver	1191	-	0	0	-	0	236	214	0
Stage 1	-	-	0	0	-	0	478	429	0
Stage 2	-	-	0	0	-	0	700	621	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1191	-	-	-	-	-	213	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	213	0	-
Stage 1	-	-	-	-	-	-	431	0	-
Stage 2	-	-	-	-	-	-	700	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.6	0	64.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	213	-	1191	-	-
HCM Lane V/C Ratio	0.782	-	0.098	-	-
HCM Control Delay (s)	64.3	0	8.4	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	5.5	-	0.3	-	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	71	0	0	475	14	545
Future Vol, veh/h	71	0	0	475	14	545
Conflicting Peds, #/hr	0	4	4	0	0	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	160	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	81	0	0	540	16	619

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	621	87
Stage 1	-	-	-	-	81	-
Stage 2	-	-	-	-	540	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	451	971
Stage 1	-	0	0	-	942	-
Stage 2	-	0	0	-	584	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	451	965
Mov Cap-2 Maneuver	-	-	-	-	451	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	584	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.2
HCM LOS			C

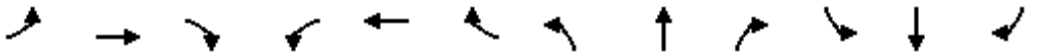
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	451	965	-	-
HCM Lane V/C Ratio	0.035	0.642	-	-
HCM Control Delay (s)	13.3	15.2	-	-
HCM Lane LOS	B	C	-	-
HCM 95th %tile Q(veh)	0.1	4.8	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	376	981	334	224	677	316	272	568	133	726	145
v/c Ratio	0.68	0.85	0.53	0.69	0.74	0.50	0.96	0.96	0.33	0.92	0.30
Control Delay	54.3	46.7	16.7	64.0	47.1	7.1	93.3	77.1	5.1	62.4	5.3
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	54.3	46.7	16.7	64.0	47.1	7.1	93.3	77.1	5.1	62.4	5.3
Queue Length 50th (ft)	142	373	76	88	257	0	230	240	0	287	0
Queue Length 95th (ft)	196	#557	185	127	#354	75	#413	#354	31	354	37
Internal Link Dist (ft)		510			851			2117		223	
Turn Bay Length (ft)	225		180	250			260		260		105
Base Capacity (vph)	555	1158	635	583	920	638	291	608	414	889	520
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	0.68	0.85	0.53	0.38	0.74	0.50	0.93	0.93	0.32	0.82	0.28

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)	357	932	317	213	643	300	335	463	126	246	444	138
Future Volume (veh/h)	357	932	317	213	643	300	335	463	126	246	444	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	376	981	334	224	677	316	280	589	133	259	467	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	646	1209	534	288	808	353	310	651	270	279	539	349
Arrive On Green	0.19	0.34	0.34	0.08	0.23	0.23	0.17	0.17	0.17	0.23	0.23	0.23
Sat Flow, veh/h	3456	3554	1569	3456	3554	1550	1781	3741	1552	1222	2364	1530
Grp Volume(v), veh/h	376	981	334	224	677	316	280	589	133	383	343	145
Grp Sat Flow(s),veh/h/ln	1728	1777	1569	1728	1777	1550	1781	1870	1552	1809	1777	1530
Q Serve(g_s), s	11.9	30.2	21.4	7.6	21.8	23.7	18.5	18.5	9.3	24.9	22.1	9.7
Cycle Q Clear(g_c), s	11.9	30.2	21.4	7.6	21.8	23.7	18.5	18.5	9.3	24.9	22.1	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.68		1.00
Lane Grp Cap(c), veh/h	646	1209	534	288	808	353	310	651	270	413	405	349
V/C Ratio(X)	0.58	0.81	0.63	0.78	0.84	0.90	0.90	0.90	0.49	0.93	0.84	0.42
Avail Cap(c_a), veh/h	646	1209	534	587	808	353	322	676	281	463	455	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	36.1	33.2	53.9	44.2	45.0	48.6	48.6	44.8	45.4	44.3	39.5
Incr Delay (d2), s/veh	0.9	6.0	5.5	1.7	10.1	27.6	25.7	14.8	0.5	22.7	11.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	13.6	8.7	3.3	10.5	11.6	10.4	10.0	3.5	13.4	10.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	42.1	38.6	55.6	54.3	72.6	74.3	63.4	45.3	68.1	55.6	39.8
LnGrp LOS	D	D	D	E	D	E	E	E	D	E	E	D
Approach Vol, veh/h		1691			1217			1002			871	
Approach Delay, s/veh		42.1			59.3			64.0			58.5	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.1	33.0		26.2	14.6	46.5		32.7				
Change Period (Y+Rc), s	5.7	* 5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	16.4	* 27		21.7	20.4	26.3		30.7				
Max Q Clear Time (g_c+I1), s	13.9	25.7		20.5	9.6	32.2		26.9				
Green Ext Time (p_c), s	0.0	0.3		0.2	0.0	0.0		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		54.1
HCM 6th LOS		D

Notes

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

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

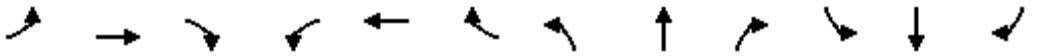


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	245	1035	221	140	704	55	362	305	141	312	155
v/c Ratio	0.85	0.82	0.36	0.71	0.65	0.11	0.53	0.83	0.33	0.97	0.39
Control Delay	74.6	43.0	17.7	72.8	43.6	16.7	45.1	64.2	6.6	93.8	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.6	43.0	17.7	72.8	43.6	16.7	45.1	64.2	6.6	93.8	10.0
Queue Length 50th (ft)	185	377	59	116	292	12	132	231	0	242	1
Queue Length 95th (ft)	270	#573	141	#206	#424	m40	165	309	42	#421	59
Internal Link Dist (ft)		551			1831			888		321	
Turn Bay Length (ft)	480		140	260		200	150		200		160
Base Capacity (vph)	318	1260	606	197	1081	512	984	534	548	326	401
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	0.77	0.82	0.36	0.71	0.65	0.11	0.37	0.57	0.26	0.96	0.39

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.



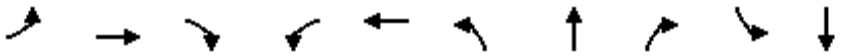
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	1004	214	136	683	53	351	296	137	109	194	150
Future Volume (veh/h)	238	1004	214	136	683	53	351	296	137	109	194	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.96	1.00		0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	245	1035	221	140	704	55	362	305	141	112	200	155
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	271	939	397	348	1113	476	682	369	300	118	210	271
Arrive On Green	0.15	0.26	0.26	0.20	0.31	0.31	0.20	0.20	0.20	0.18	0.18	0.18
Sat Flow, veh/h	1781	3554	1504	1781	3554	1519	3456	1870	1522	660	1178	1517
Grp Volume(v), veh/h	245	1035	221	140	704	55	362	305	141	312	0	155
Grp Sat Flow(s),veh/h/ln	1781	1777	1504	1781	1777	1519	1728	1870	1522	1837	0	1517
Q Serve(g_s), s	16.2	31.7	15.2	8.2	20.4	3.1	11.3	18.8	9.8	20.2	0.0	11.2
Cycle Q Clear(g_c), s	16.2	31.7	15.2	8.2	20.4	3.1	11.3	18.8	9.8	20.2	0.0	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.36		1.00
Lane Grp Cap(c), veh/h	271	939	397	348	1113	476	682	369	300	328	0	271
V/C Ratio(X)	0.90	1.10	0.56	0.40	0.63	0.12	0.53	0.83	0.47	0.95	0.00	0.57
Avail Cap(c_a), veh/h	303	939	397	348	1113	476	991	536	436	328	0	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	44.2	38.1	42.2	35.3	29.4	43.2	46.2	42.6	48.8	0.0	45.1
Incr Delay (d2), s/veh	25.6	61.6	5.5	0.3	2.7	0.5	0.2	4.5	0.4	36.8	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	21.5	6.1	3.6	9.0	1.2	4.8	9.1	3.7	12.6	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.7	105.7	43.6	42.5	38.0	29.9	43.4	50.7	43.0	85.6	0.0	47.0
LnGrp LOS	E	F	D	D	D	C	D	D	D	F	A	D
Approach Vol, veh/h		1501			899			808			467	
Approach Delay, s/veh		91.7			38.2			46.1			72.8	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.7	37.0		26.0	22.8	42.9		28.3				
Change Period (Y+Rc), s	5.3	* 5.3		4.6	4.6	5.3		4.6				
Max Green Setting (Gmax), s	12.4	* 32		21.4	20.4	24.7		34.4				
Max Q Clear Time (g_c+I1), s	10.2	33.7		22.2	18.2	22.4		20.8				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.3		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		66.2	
HCM 6th LOS		E	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

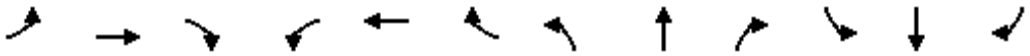


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	68	527	644	413	462	367	727	357	107	766
v/c Ratio	0.48	0.60	0.82	0.79	0.39	0.92	0.56	0.48	0.64	0.94
Control Delay	63.8	43.2	31.9	60.9	31.3	74.9	32.5	10.0	89.0	54.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	43.2	31.9	60.9	31.3	74.9	32.5	10.0	89.0	54.4
Queue Length 50th (ft)	52	190	344	160	141	282	231	44	79	158
Queue Length 95th (ft)	98	250	#531	#227	197	#470	313	135	m108	m#390
Internal Link Dist (ft)		4792			416		511			2905
Turn Bay Length (ft)	170		100	140		300		140	170	
Base Capacity (vph)	210	878	783	523	1187	399	1306	739	255	832
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	0.32	0.60	0.82	0.79	0.39	0.92	0.56	0.48	0.42	0.92

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	501	612	392	383	56	349	691	339	102	689	39
Future Volume (veh/h)	65	501	612	392	383	56	349	691	339	102	689	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	527	644	413	403	59	367	727	357	107	725	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	882	731	539	1061	154	391	1360	592	132	784	44
Arrive On Green	0.07	0.25	0.25	0.16	0.34	0.34	0.22	0.38	0.38	0.07	0.23	0.23
Sat Flow, veh/h	1781	3554	1543	3456	3109	452	1781	3554	1546	1781	3411	193
Grp Volume(v), veh/h	68	527	644	413	229	233	367	727	357	107	377	389
Grp Sat Flow(s),veh/h/ln	1781	1777	1543	1728	1777	1784	1781	1777	1546	1781	1777	1827
Q Serve(g_s), s	4.4	15.7	18.2	13.7	11.7	11.9	24.3	19.1	14.0	7.1	24.9	25.0
Cycle Q Clear(g_c), s	4.4	15.7	18.2	13.7	11.7	11.9	24.3	19.1	14.0	7.1	24.9	25.0
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	120	882	731	539	606	609	391	1360	592	132	408	420
V/C Ratio(X)	0.57	0.60	0.88	0.77	0.38	0.38	0.94	0.53	0.60	0.81	0.92	0.93
Avail Cap(c_a), veh/h	212	882	731	539	606	609	392	1360	592	257	421	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	39.8	28.7	48.5	29.9	30.0	46.1	28.7	11.7	54.7	45.2	45.2
Incr Delay (d2), s/veh	1.6	3.0	14.4	5.9	1.8	1.8	30.1	1.5	4.5	4.5	25.2	24.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	7.3	7.8	6.4	5.4	5.5	14.1	8.5	5.5	3.4	13.9	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	42.8	43.1	54.5	31.7	31.8	76.1	30.3	16.3	59.2	70.4	70.1
LnGrp LOS	E	D	D	D	C	C	E	C	B	E	E	E
Approach Vol, veh/h		1239			875			1451			873	
Approach Delay, s/veh		43.7			42.5			38.4			68.9	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.9	34.0	30.9	32.2	11.8	45.1	12.6	50.5
Change Period (Y+Rc), s	* 4.2	* 4.2	4.6	4.6	3.7	* 4.2	3.7	4.6
Max Green Setting (Gmax), s	* 16	* 30	26.4	28.4	14.3	* 34	17.3	34.4
Max Q Clear Time (g_c+I1), s	15.7	20.2	26.3	27.0	6.4	13.9	9.1	21.1
Green Ext Time (p_c), s	0.0	3.1	0.0	0.5	0.0	1.9	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	2	14	6	3	22	19	306	18	27	312	94
Future Vol, veh/h	44	2	14	6	3	22	19	306	18	27	312	94
Conflicting Peds, #/hr	5	0	1	1	0	5	4	0	9	9	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	70	-	-	-	115	-	50	115	-	50
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	2	16	7	3	24	21	340	20	30	347	104

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	822	822	352	860	906	354	455	0	0	369	0	0
Stage 1	411	411	-	391	391	-	-	-	-	-	-	-
Stage 2	411	411	-	469	515	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	293	309	692	276	276	690	1106	-	-	1190	-	-
Stage 1	618	595	-	633	607	-	-	-	-	-	-	-
Stage 2	618	595	-	575	535	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	268	292	689	257	261	681	1102	-	-	1180	-	-
Mov Cap-2 Maneuver	268	292	-	257	261	-	-	-	-	-	-	-
Stage 1	604	578	-	616	590	-	-	-	-	-	-	-
Stage 2	578	578	-	545	519	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	13.4	0.5	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1102	-	-	269	689	462	1180	-	-
HCM Lane V/C Ratio	0.019	-	-	0.19	0.023	0.075	0.025	-	-
HCM Control Delay (s)	8.3	-	-	21.5	10.3	13.4	8.1	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	2	36	13	0	34	85	249	27	50	197	79
Future Vol, veh/h	65	2	36	13	0	34	85	249	27	50	197	79
Conflicting Peds, #/hr	0	0	16	16	0	0	4	0	5	5	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	100	-	50	100	-	50
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	2	40	14	0	38	94	277	30	56	219	88

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	834	835	239	882	893	282	311	0	0	312	0	0
Stage 1	335	335	-	470	470	-	-	-	-	-	-	-
Stage 2	499	500	-	412	423	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	288	304	800	267	281	757	1249	-	-	1248	-	-
Stage 1	679	643	-	574	560	-	-	-	-	-	-	-
Stage 2	554	543	-	617	588	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	248	266	785	225	246	753	1244	-	-	1242	-	-
Mov Cap-2 Maneuver	248	266	-	225	246	-	-	-	-	-	-	-
Stage 1	625	611	-	528	515	-	-	-	-	-	-	-
Stage 2	486	499	-	549	559	-	-	-	-	-	-	-

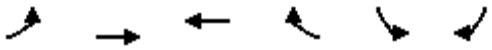
Approach	EB	WB	NB	SB
HCM Control Delay, s	19.9	13.9	1.9	1.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1244	-	-	248	712	457	1242	-	-
HCM Lane V/C Ratio	0.076	-	-	0.291	0.059	0.114	0.045	-	-
HCM Control Delay (s)	8.1	-	-	25.4	10.4	13.9	8	-	-
HCM Lane LOS	A	-	-	D	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.2	0.2	0.4	0.1	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	179	367	137	272	298
v/c Ratio	0.46	0.21	0.32	0.18	0.61
Control Delay	23.6	7.4	22.4	0.2	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	7.4	22.4	0.2	21.1
Queue Length 50th (ft)	47	26	35	0	67
Queue Length 95th (ft)	115	57	94	0	158
Internal Link Dist (ft)		268	2338		650
Turn Bay Length (ft)	130			120	
Base Capacity (vph)	767	3295	1010	1551	764
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.23	0.11	0.14	0.18	0.39

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	168	345	129	256	167	113
Future Volume (veh/h)	168	345	129	256	167	113
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	367	137	0	178	120
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	240	1827	449		226	153
Arrive On Green	0.13	0.51	0.24	0.00	0.22	0.22
Sat Flow, veh/h	1781	3647	1870	1585	1010	681
Grp Volume(v), veh/h	179	367	137	0	299	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	1585	1697	0
Q Serve(g_s), s	4.0	2.3	2.5	0.0	6.9	0.0
Cycle Q Clear(g_c), s	4.0	2.3	2.5	0.0	6.9	0.0
Prop In Lane	1.00			1.00	0.60	0.40
Lane Grp Cap(c), veh/h	240	1827	449		380	0
V/C Ratio(X)	0.75	0.20	0.30		0.79	0.00
Avail Cap(c_a), veh/h	856	2134	1123		815	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	17.3	5.5	13.0	0.0	15.2	0.0
Incr Delay (d2), s/veh	4.6	0.1	0.4	0.0	3.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.6	0.9	0.0	2.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.9	5.5	13.3	0.0	18.8	0.0
LnGrp LOS	C	A	B		B	A
Approach Vol, veh/h		546	137	A	299	
Approach Delay, s/veh		10.9	13.3		18.8	
Approach LOS		B	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.2		14.4	11.4	15.8
Change Period (Y+Rc), s		5.8		5.1	5.8	5.8
Max Green Setting (Gmax), s		25.0		20.0	20.0	25.0
Max Q Clear Time (g_c+I1), s		4.3		8.9	6.0	4.5
Green Ext Time (p_c), s		2.3		0.7	0.4	0.6

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

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

Intersection	
Intersection Delay, s/veh	43.9
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	242	280	119	52	131	61	66	257	46	65	259	142
Future Vol, veh/h	242	280	119	52	131	61	66	257	46	65	259	142
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	249	289	123	54	135	63	68	265	47	67	267	146
Number of Lanes	1	1	0	0	1	0	0	1	1	0	1	1

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	53.6	30.8	44.2	37.3
HCM LOS	F	D	E	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	20%	0%	100%	0%	21%	20%	0%
Vol Thru, %	80%	0%	0%	70%	54%	80%	0%
Vol Right, %	0%	100%	0%	30%	25%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	323	46	242	399	244	324	142
LT Vol	66	0	242	0	52	65	0
Through Vol	257	0	0	280	131	259	0
RT Vol	0	46	0	119	61	0	142
Lane Flow Rate	333	47	249	411	252	334	146
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.861	0.112	0.647	0.982	0.676	0.852	0.339
Departure Headway (Hd)	9.307	8.467	9.334	8.597	9.671	9.183	8.346
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	390	423	387	420	372	394	430
Service Time	7.069	6.229	7.103	6.366	7.748	6.946	6.108
HCM Lane V/C Ratio	0.854	0.111	0.643	0.979	0.677	0.848	0.34
HCM Control Delay	48.7	12.3	27.8	69.3	30.8	46.9	15.4
HCM Lane LOS	E	B	D	F	D	E	C
HCM 95th-tile Q	8.3	0.4	4.4	11.9	4.8	8.1	1.5

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	0	354	223	0	200	0	0	0	0	407	0	253
Future Vol, veh/h	0	354	223	0	200	0	0	0	0	407	0	253
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	230	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	358	225	0	202	0	0	0	0	411	0	256

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	-	-	-	0			560	-	202
Stage 1	-	-	-	-	-	-			202	-	-
Stage 2	-	-	-	-	-	-			358	-	-
Critical Hdwy	-	-	-	-	-	-			6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	-	-
Follow-up Hdwy	-	-	-	-	-	-			3.518	-	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0			489	0	839
Stage 1	0	-	0	0	-	0			832	0	-
Stage 2	0	-	0	0	-	0			707	0	-
Platoon blocked, %		-			-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			489	0	839
Mov Cap-2 Maneuver	-	-	-	-	-	-			489	0	-
Stage 1	-	-	-	-	-	-			832	0	-
Stage 2	-	-	-	-	-	-			707	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	29.1
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	489	839
HCM Lane V/C Ratio	-	-	0.841	0.305
HCM Control Delay (s)	-	-	40.3	11.2
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	8.5	1.3

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	151	623	0	0	355	492	77	4	407	0	0	0
Future Vol, veh/h	151	623	0	0	355	492	77	4	407	0	0	0
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	-	-	Free	-	-	Free	-	-	None
Storage Length	170	-	-	-	-	0	550	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	157	649	0	0	370	513	80	4	424	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	370	0	-	-	-	0	1333	1333	-
Stage 1	-	-	-	-	-	-	963	963	-
Stage 2	-	-	-	-	-	-	370	370	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	-
Pot Cap-1 Maneuver	1189	-	0	0	-	0	170	154	0
Stage 1	-	-	0	0	-	0	370	334	0
Stage 2	-	-	0	0	-	0	699	620	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1189	-	-	-	-	-	148	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	148	0	-
Stage 1	-	-	-	-	-	-	321	0	-
Stage 2	-	-	-	-	-	-	699	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	57.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	148	-	1189	-	-
HCM Lane V/C Ratio	0.57	-	0.132	-	-
HCM Control Delay (s)	57.5	0	8.5	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	2.9	-	0.5	-	-

Intersection	
Int Delay, s/veh	13.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	403	0	0	698	56	455
Future Vol, veh/h	403	0	0	698	56	455
Conflicting Peds, #/hr	0	1	1	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	160	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	474	0	0	821	66	535

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1295	475
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	821	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	179	590
Stage 1	-	0	0	-	626	-
Stage 2	-	0	0	-	432	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	179	589
Mov Cap-2 Maneuver	-	-	-	-	179	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	432	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	43.7
HCM LOS			E

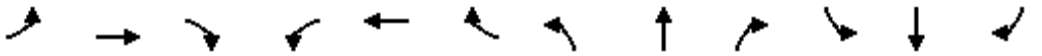
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	179	589	-	-
HCM Lane V/C Ratio	0.368	0.909	-	-
HCM Control Delay (s)	36.4	44.6	-	-
HCM Lane LOS	E	E	-	-
HCM 95th %tile Q(veh)	1.6	11.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	223	607	295	158	642	271	221	543	164	737	163
v/c Ratio	0.69	0.67	0.48	0.26	0.53	0.39	0.82	0.96	0.42	0.92	0.37
Control Delay	63.9	45.1	7.3	43.8	34.9	5.6	73.1	79.5	9.8	62.7	8.3
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	63.9	45.1	7.3	43.8	34.9	5.6	73.1	79.5	9.8	62.7	8.3
Queue Length 50th (ft)	88	226	1	55	211	0	183	231	0	292	2
Queue Length 95th (ft)	127	299	74	87	291	63	#324	#345	59	361	56
Internal Link Dist (ft)		510			875			2117		223	
Turn Bay Length (ft)	225		180	250			260		260		105
Base Capacity (vph)	497	907	609	612	1204	689	273	575	399	889	469
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	0.45	0.67	0.48	0.26	0.53	0.39	0.81	0.94	0.41	0.83	0.35

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)	212	577	280	150	610	257	234	492	156	251	449	155
Future Volume (veh/h)	212	577	280	150	610	257	234	492	156	251	449	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.83	1.00		0.86
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	223	607	295	158	642	271	246	518	164	264	473	163
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	808	346	676	1241	538	297	623	219	285	549	318
Arrive On Green	0.08	0.23	0.23	0.20	0.35	0.35	0.17	0.17	0.17	0.23	0.23	0.23
Sat Flow, veh/h	3456	3554	1519	3456	3554	1540	1781	3741	1317	1227	2359	1368
Grp Volume(v), veh/h	223	607	295	158	642	271	246	518	164	389	348	163
Grp Sat Flow(s),veh/h/ln	1728	1777	1519	1728	1777	1540	1781	1870	1317	1809	1777	1368
Q Serve(g_s), s	7.6	19.1	22.3	4.6	17.2	16.7	16.0	16.1	14.2	25.2	22.4	12.5
Cycle Q Clear(g_c), s	7.6	19.1	22.3	4.6	17.2	16.7	16.0	16.1	14.2	25.2	22.4	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.68		1.00
Lane Grp Cap(c), veh/h	288	808	346	676	1241	538	297	623	219	421	413	318
V/C Ratio(X)	0.77	0.75	0.85	0.23	0.52	0.50	0.83	0.83	0.75	0.92	0.84	0.51
Avail Cap(c_a), veh/h	501	808	346	676	1241	538	303	636	224	463	455	350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	43.2	44.4	40.7	31.0	30.8	48.4	48.4	47.6	45.0	43.9	40.1
Incr Delay (d2), s/veh	1.7	6.3	22.6	0.1	1.5	3.4	15.9	8.4	11.2	22.4	11.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	8.9	10.4	1.9	7.5	6.5	8.4	8.2	5.2	13.5	10.8	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	49.5	67.1	40.7	32.6	34.2	64.3	56.8	58.8	67.4	55.3	40.6
LnGrp LOS	E	D	E	D	C	C	E	E	E	E	E	D
Approach Vol, veh/h		1125			1071			928			900	
Approach Delay, s/veh		55.3			34.2			59.1			57.9	
Approach LOS		E			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	47.6		24.6	29.2	33.0		33.2				
Change Period (Y+Rc), s	4.6	5.7		4.6	5.7	* 5.7		5.3				
Max Green Setting (Gmax), s	17.4	31.3		20.4	20.4	* 27		30.7				
Max Q Clear Time (g_c+I1), s	9.6	19.2		18.1	6.6	24.3		27.2				
Green Ext Time (p_c), s	0.0	0.7		0.3	0.0	0.4		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		51.1	
HCM 6th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

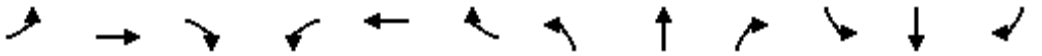


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	127	705	253	147	608	55	369	291	182	380	182
v/c Ratio	0.56	0.55	0.38	0.76	0.50	0.10	0.55	0.81	0.41	1.16	0.45
Control Delay	59.4	34.9	11.6	75.7	34.8	0.6	45.9	62.5	8.0	143.9	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	34.9	11.6	75.7	34.8	0.6	45.9	62.5	8.0	143.9	14.1
Queue Length 50th (ft)	94	225	34	112	192	0	136	221	0	~347	19
Queue Length 95th (ft)	160	332	115	180	280	3	169	295	56	#541	87
Internal Link Dist (ft)		527			1831			888		321	
Turn Bay Length (ft)	480		140	260		200	150		200		160
Base Capacity (vph)	227	1271	670	206	1204	570	984	534	570	328	404
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	0.56	0.55	0.38	0.71	0.50	0.10	0.38	0.54	0.32	1.16	0.45

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.



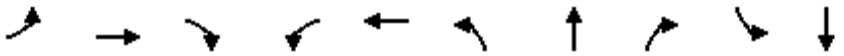
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	656	235	137	565	51	343	271	169	71	283	169
Future Volume (veh/h)	118	656	235	137	565	51	343	271	169	71	283	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.97	1.00		0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	705	253	147	608	55	369	291	182	76	304	182
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	391	1335	575	173	880	375	655	355	293	66	264	271
Arrive On Green	0.22	0.38	0.38	0.10	0.25	0.25	0.19	0.19	0.19	0.18	0.18	0.18
Sat Flow, veh/h	1781	3554	1531	1781	3554	1515	3456	1870	1545	370	1481	1522
Grp Volume(v), veh/h	127	705	253	147	608	55	369	291	182	380	0	182
Grp Sat Flow(s),veh/h/ln	1781	1777	1531	1781	1777	1515	1728	1870	1545	1852	0	1522
Q Serve(g_s), s	7.2	18.5	14.8	9.7	18.6	3.4	11.6	17.9	13.0	21.4	0.0	13.4
Cycle Q Clear(g_c), s	7.2	18.5	14.8	9.7	18.6	3.4	11.6	17.9	13.0	21.4	0.0	13.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.20		1.00
Lane Grp Cap(c), veh/h	391	1335	575	173	880	375	655	355	293	330	0	271
V/C Ratio(X)	0.32	0.53	0.44	0.85	0.69	0.15	0.56	0.82	0.62	1.15	0.00	0.67
Avail Cap(c_a), veh/h	391	1335	575	184	880	375	991	536	443	330	0	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.4	29.2	28.0	53.3	41.0	35.3	44.1	46.7	44.7	49.3	0.0	46.0
Incr Delay (d2), s/veh	0.2	1.5	2.4	26.5	4.4	0.8	0.3	3.5	0.8	96.9	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	8.0	5.7	5.6	8.5	1.3	5.0	8.6	5.0	18.8	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	30.7	30.5	79.8	45.4	36.1	44.4	50.2	45.5	146.2	0.0	51.1
LnGrp LOS	D	C	C	E	D	D	D	D	D	F	A	D
Approach Vol, veh/h		1085			810			842			562	
Approach Delay, s/veh		31.7			51.0			46.6			115.4	
Approach LOS		C			D			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.3	50.4		26.0	31.6	35.0		27.4				
Change Period (Y+Rc), s	4.6	5.3		4.6	5.3	* 5.3		4.6				
Max Green Setting (Gmax), s	12.4	32.7		21.4	14.4	* 30		34.4				
Max Q Clear Time (g_c+I1), s	11.7	20.5		23.4	9.2	20.6		19.9				
Green Ext Time (p_c), s	0.0	0.7		0.0	0.0	0.6		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		54.5	
HCM 6th LOS		D	

Notes

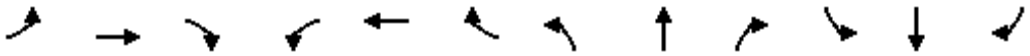
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	74	364	323	279	595	399	806	300	108	557
v/c Ratio	0.49	0.38	0.37	0.65	0.52	0.87	0.62	0.42	0.65	0.82
Control Delay	61.5	35.8	11.4	56.0	32.8	61.1	32.2	8.9	68.3	53.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.5	35.8	11.4	56.0	32.8	61.1	32.2	8.9	68.3	53.0
Queue Length 50th (ft)	54	117	84	103	185	277	246	34	79	204
Queue Length 95th (ft)	101	163	161	148	255	#506	325	106	136	251
Internal Link Dist (ft)		4792			416		511			2905
Turn Bay Length (ft)	170		100	140		300		140	170	
Base Capacity (vph)	189	964	871	426	1155	461	1314	716	204	864
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	0.39	0.38	0.37	0.65	0.52	0.87	0.61	0.42	0.53	0.64

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)	70	346	307	265	452	113	379	766	285	103	452	77
Future Volume (veh/h)	70	346	307	265	452	113	379	766	285	103	452	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	364	323	279	476	119	399	806	300	108	476	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	921	755	604	1031	256	393	1227	535	135	581	98
Arrive On Green	0.07	0.26	0.26	0.17	0.37	0.37	0.22	0.35	0.35	0.08	0.19	0.19
Sat Flow, veh/h	1781	3554	1563	3456	2807	697	1781	3554	1549	1781	3022	511
Grp Volume(v), veh/h	74	364	323	279	300	295	399	806	300	108	279	278
Grp Sat Flow(s),veh/h/ln	1781	1777	1563	1728	1777	1726	1781	1777	1549	1781	1777	1757
Q Serve(g_s), s	4.6	9.7	0.0	8.3	14.8	15.0	25.4	22.1	11.1	6.9	17.3	17.5
Cycle Q Clear(g_c), s	4.6	9.7	0.0	8.3	14.8	15.0	25.4	22.1	11.1	6.9	17.3	17.5
Prop In Lane	1.00		1.00	1.00		0.40	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	126	921	755	604	653	634	393	1227	535	135	342	338
V/C Ratio(X)	0.59	0.40	0.43	0.46	0.46	0.47	1.01	0.66	0.56	0.80	0.82	0.82
Avail Cap(c_a), veh/h	191	921	755	604	653	634	393	1227	535	206	439	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	35.2	19.5	42.6	27.7	27.8	44.8	31.9	11.6	52.3	44.5	44.6
Incr Delay (d2), s/veh	1.6	1.3	1.8	0.2	2.3	2.4	49.0	1.0	0.8	6.2	7.0	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	2.1	4.4	6.0	3.6	6.8	6.7	16.6	9.7	3.9	3.3	8.3	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	36.4	21.3	42.8	30.0	30.2	93.8	32.9	12.4	58.5	51.5	52.3
LnGrp LOS	D	D	C	D	C	C	F	C	B	E	D	D
Approach Vol, veh/h		761			874			1505			665	
Approach Delay, s/veh		31.7			34.2			45.0			53.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.3	34.0	30.0	26.7	11.9	46.4	12.4	44.3
Change Period (Y+Rc), s	* 4.2	* 4.2	4.6	4.6	3.7	* 4.2	3.7	4.6
Max Green Setting (Gmax), s	* 12	* 30	25.4	28.4	12.3	* 32	13.3	34.4
Max Q Clear Time (g_c+I1), s	10.3	11.7	27.4	19.5	6.6	17.0	8.9	24.1
Green Ext Time (p_c), s	0.1	2.2	0.0	1.3	0.0	2.3	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	41.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

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	101	2	23	9	0	27	21	330	7	16	293	57
Future Vol, veh/h	101	2	23	9	0	27	21	330	7	16	293	57
Conflicting Peds, #/hr	15	0	1	1	0	15	10	0	15	15	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	70	-	-	-	115	-	50	115	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	119	2	27	11	0	32	25	388	8	19	345	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	866	854	356	885	913	418	422	0	0	411	0	0
Stage 1	393	393	-	453	453	-	-	-	-	-	-	-
Stage 2	473	461	-	432	460	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	274	296	688	266	273	635	1137	-	-	1148	-	-
Stage 1	632	606	-	586	570	-	-	-	-	-	-	-
Stage 2	572	565	-	602	566	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	246	278	681	243	256	617	1126	-	-	1132	-	-
Mov Cap-2 Maneuver	246	278	-	243	256	-	-	-	-	-	-	-
Stage 1	612	590	-	565	549	-	-	-	-	-	-	-
Stage 2	523	545	-	566	551	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.7	13.9	0.5	0.4
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1126	-	-	247	681	446	1132	-	-
HCM Lane V/C Ratio	0.022	-	-	0.491	0.04	0.095	0.017	-	-
HCM Control Delay (s)	8.3	-	-	32.8	10.5	13.9	8.2	-	-
HCM Lane LOS	A	-	-	D	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.5	0.1	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	0	66	28	2	48	32	191	19	26	271	42
Future Vol, veh/h	103	0	66	28	2	48	32	191	19	26	271	42
Conflicting Peds, #/hr	0	0	4	4	0	0	8	0	11	11	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	100	-	50	100	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	123	0	79	33	2	57	38	227	23	31	323	50

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	737	730	335	768	757	238	381	0	0	261	0	0
Stage 1	393	393	-	314	314	-	-	-	-	-	-	-
Stage 2	344	337	-	454	443	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	334	349	707	319	337	801	1177	-	-	1303	-	-
Stage 1	632	606	-	697	656	-	-	-	-	-	-	-
Stage 2	671	641	-	586	576	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	293	324	699	267	312	793	1168	-	-	1289	-	-
Mov Cap-2 Maneuver	293	324	-	267	312	-	-	-	-	-	-	-
Stage 1	607	587	-	667	628	-	-	-	-	-	-	-
Stage 2	600	613	-	506	558	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.9	15	1.1	0.6
HCM LOS	C	C		

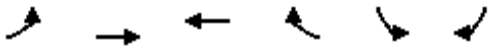
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1168	-	-	293	699	454	1289	-	-
HCM Lane V/C Ratio	0.033	-	-	0.418	0.112	0.205	0.024	-	-
HCM Control Delay (s)	8.2	-	-	25.8	10.8	15	7.9	-	-
HCM Lane LOS	A	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	0.4	0.8	0.1	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	122	167	206	244	410
v/c Ratio	0.42	0.10	0.51	0.16	0.71
Control Delay	27.3	8.2	25.7	0.2	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.8
Total Delay	27.3	8.2	25.7	0.2	25.9
Queue Length 50th (ft)	39	15	65	0	105
Queue Length 95th (ft)	87	28	128	0	#269
Internal Link Dist (ft)		427	2338		209
Turn Bay Length (ft)	130			120	
Base Capacity (vph)	630	3143	830	1551	635
Starvation Cap Reductn	0	0	0	0	65
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.05	0.25	0.16	0.72

Intersection Summary

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	115	157	194	229	234	151
Future Volume (veh/h)	115	157	194	229	234	151
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	167	206	0	249	161
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	205	1658	414		298	193
Arrive On Green	0.12	0.47	0.22	0.00	0.29	0.29
Sat Flow, veh/h	1781	3647	1870	1585	1029	666
Grp Volume(v), veh/h	122	167	206	0	411	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	1585	1699	0
Q Serve(g_s), s	2.9	1.2	4.3	0.0	10.1	0.0
Cycle Q Clear(g_c), s	2.9	1.2	4.3	0.0	10.1	0.0
Prop In Lane	1.00			1.00	0.61	0.39
Lane Grp Cap(c), veh/h	205	1658	414		492	0
V/C Ratio(X)	0.59	0.10	0.50		0.83	0.00
Avail Cap(c_a), veh/h	797	1987	1046		760	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	18.8	6.7	15.2	0.0	14.9	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.9	0.0	4.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.3	1.7	0.0	3.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.5	6.7	16.2	0.0	19.7	0.0
LnGrp LOS	C	A	B		B	A
Approach Vol, veh/h		289	206	A	411	
Approach Delay, s/veh		13.0	16.2		19.7	
Approach LOS		B	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		26.7		18.1	11.0	15.7
Change Period (Y+Rc), s		5.8		5.1	5.8	5.8
Max Green Setting (Gmax), s		25.0		20.0	20.0	25.0
Max Q Clear Time (g_c+I1), s		3.2		12.1	4.9	6.3
Green Ext Time (p_c), s		0.9		0.9	0.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	29.2
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	235	61	38	186	40	59	209	50	73	219	210
Future Vol, veh/h	129	235	61	38	186	40	59	209	50	73	219	210
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	140	255	66	41	202	43	64	227	54	79	238	228
Number of Lanes	1	1	0	0	1	0	0	1	1	0	1	1

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	28.6	32.3	29.2	28
HCM LOS	D	D	D	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	22%	0%	100%	0%	14%	25%	0%
Vol Thru, %	78%	0%	0%	79%	70%	75%	0%
Vol Right, %	0%	100%	0%	21%	15%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	268	50	129	296	264	292	210
LT Vol	59	0	129	0	38	73	0
Through Vol	209	0	0	235	186	219	0
RT Vol	0	50	0	61	40	0	210
Lane Flow Rate	291	54	140	322	287	317	228
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.727	0.123	0.357	0.76	0.72	0.768	0.498
Departure Headway (Hd)	8.983	8.137	9.176	8.508	9.037	8.708	7.849
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	402	440	391	425	399	416	459
Service Time	6.746	5.899	6.939	6.271	7.106	6.472	5.612
HCM Lane V/C Ratio	0.724	0.123	0.358	0.758	0.719	0.762	0.497
HCM Control Delay	32.4	12	17	33.7	32.3	35.1	18.2
HCM Lane LOS	D	B	C	D	D	E	C
HCM 95th-tile Q	5.6	0.4	1.6	6.3	5.5	6.4	2.7

Intersection	
Int Delay, s/veh	18.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	178	164	0	287	0	0	0	0	441	0	252
Future Vol, veh/h	0	178	164	0	287	0	0	0	0	441	0	252
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	230	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	187	173	0	302	0	0	0	0	464	0	265

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	-	-	-	0			489	-	302
Stage 1	-	-	-	-	-	-			302	-	-
Stage 2	-	-	-	-	-	-			187	-	-
Critical Hdwy	-	-	-	-	-	-			6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	-	-
Follow-up Hdwy	-	-	-	-	-	-			3.518	-	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0			538	0	738
Stage 1	0	-	0	0	-	0			750	0	-
Stage 2	0	-	0	0	-	0			845	0	-
Platoon blocked, %		-			-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			538	0	738
Mov Cap-2 Maneuver	-	-	-	-	-	-			538	0	-
Stage 1	-	-	-	-	-	-			750	0	-
Stage 2	-	-	-	-	-	-			845	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	30.3
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	538	738
HCM Lane V/C Ratio	-	-	0.863	0.359
HCM Control Delay (s)	-	-	40.4	12.6
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	9.4	1.6

Intersection	
Int Delay, s/veh	11.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	117	473	0	0	353	657	160	3	395	0	0	0
Future Vol, veh/h	117	473	0	0	353	657	160	3	395	0	0	0
Conflicting Peds, #/hr	0	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	-	-	Free	-	-	Free	-	-	None
Storage Length	170	-	-	-	-	0	550	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	122	493	0	0	368	684	167	3	411	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	368	0	-	-	-	0	1105	1105	-
Stage 1	-	-	-	-	-	-	737	737	-
Stage 2	-	-	-	-	-	-	368	368	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	-
Pot Cap-1 Maneuver	1191	-	0	0	-	0	233	211	0
Stage 1	-	-	0	0	-	0	473	425	0
Stage 2	-	-	0	0	-	0	700	621	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1191	-	-	-	-	-	209	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	209	0	-
Stage 1	-	-	-	-	-	-	425	0	-
Stage 2	-	-	-	-	-	-	700	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	69.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	209	-	1191	-	-
HCM Lane V/C Ratio	0.812	-	0.102	-	-
HCM Control Delay (s)	69.9	0	8.4	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	5.9	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	0	6	83	0	3
Future Vol, veh/h	34	0	6	83	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	0	7	90	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	37	0	141	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1574	-	852	1035
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1574	-	848	1035
Mov Cap-2 Maneuver	-	-	-	-	848	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	915	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1035	-	-	1574	-
HCM Lane V/C Ratio	0.003	-	-	0.004	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	0	11	89	0	3
Future Vol, veh/h	37	0	11	89	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	0	12	97	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	161	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1570	-	830	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1570	-	823	1031
Mov Cap-2 Maneuver	-	-	-	-	823	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1031	-	-	1570	-
HCM Lane V/C Ratio	0.003	-	-	0.008	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	0	21	100	0	3
Future Vol, veh/h	40	0	21	100	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	0	23	109	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	43	0	198	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	155	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1566	-	791	1027
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1566	-	778	1027
Mov Cap-2 Maneuver	-	-	-	-	778	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	859	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1027	-	-	1566	-
HCM Lane V/C Ratio	0.003	-	-	0.015	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	0	344	379	0
Future Vol, veh/h	0	6	0	344	379	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	0	374	412	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	786	412	412	0	-	0
Stage 1	412	-	-	-	-	-
Stage 2	374	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	361	640	1147	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	361	640	1147	-	-	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	696	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1147	-	640	-	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s)	0	-	10.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	71	0	0	478	14	546
Future Vol, veh/h	71	0	0	478	14	546
Conflicting Peds, #/hr	0	4	4	0	0	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	160	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	81	0	0	543	16	620

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	624	87
Stage 1	-	-	-	-	81	-
Stage 2	-	-	-	-	543	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	449	971
Stage 1	-	0	0	-	942	-
Stage 2	-	0	0	-	582	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	449	965
Mov Cap-2 Maneuver	-	-	-	-	449	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	582	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.2
HCM LOS			C

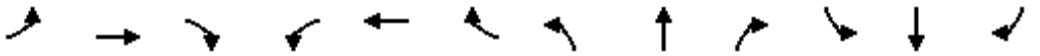
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	449	965	-	-
HCM Lane V/C Ratio	0.035	0.643	-	-
HCM Control Delay (s)	13.3	15.2	-	-
HCM Lane LOS	B	C	-	-
HCM 95th %tile Q(veh)	0.1	4.9	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	376	981	334	224	677	320	272	568	133	727	145
v/c Ratio	0.68	0.85	0.53	0.69	0.74	0.50	0.96	0.96	0.33	0.92	0.30
Control Delay	54.3	46.8	16.7	64.0	47.2	7.1	93.3	77.1	5.1	62.3	5.3
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	54.3	46.8	16.7	64.0	47.2	7.1	93.3	77.1	5.1	62.3	5.3
Queue Length 50th (ft)	142	373	76	88	257	0	230	240	0	288	0
Queue Length 95th (ft)	196	#557	185	127	#354	76	#413	#354	31	354	37
Internal Link Dist (ft)		510			851			2117		223	
Turn Bay Length (ft)	225		180	250			260		260		105
Base Capacity (vph)	555	1157	635	583	919	640	291	608	414	889	520
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	0.68	0.85	0.53	0.38	0.74	0.50	0.93	0.93	0.32	0.82	0.28

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)	357	932	317	213	643	304	335	463	126	247	444	138
Future Volume (veh/h)	357	932	317	213	643	304	335	463	126	247	444	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	376	981	334	224	677	320	280	589	133	260	467	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	645	1208	533	288	808	353	310	651	270	280	539	349
Arrive On Green	0.19	0.34	0.34	0.08	0.23	0.23	0.17	0.17	0.17	0.23	0.23	0.23
Sat Flow, veh/h	3456	3554	1569	3456	3554	1550	1781	3741	1552	1225	2361	1530
Grp Volume(v), veh/h	376	981	334	224	677	320	280	589	133	384	343	145
Grp Sat Flow(s),veh/h/ln	1728	1777	1569	1728	1777	1550	1781	1870	1552	1809	1777	1530
Q Serve(g_s), s	11.9	30.2	21.4	7.6	21.8	24.1	18.5	18.5	9.3	24.9	22.2	9.7
Cycle Q Clear(g_c), s	11.9	30.2	21.4	7.6	21.8	24.1	18.5	18.5	9.3	24.9	22.2	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.68		1.00
Lane Grp Cap(c), veh/h	645	1208	533	288	808	353	310	651	270	413	406	349
V/C Ratio(X)	0.58	0.81	0.63	0.78	0.84	0.91	0.90	0.90	0.49	0.93	0.85	0.41
Avail Cap(c_a), veh/h	645	1208	533	587	808	353	322	676	281	463	455	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	36.1	33.2	53.9	44.2	45.1	48.6	48.6	44.8	45.3	44.3	39.5
Incr Delay (d2), s/veh	0.9	6.0	5.5	1.7	10.1	29.3	25.7	14.8	0.5	22.8	11.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	13.7	8.7	3.3	10.5	11.9	10.4	10.0	3.5	13.4	10.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	42.1	38.7	55.6	54.3	74.5	74.3	63.4	45.3	68.2	55.7	39.8
LnGrp LOS	D	D	D	E	D	E	E	E	D	E	E	D
Approach Vol, veh/h		1691			1221			1002			872	
Approach Delay, s/veh		42.2			59.8			64.0			58.5	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.1	33.0		26.2	14.6	46.5		32.7				
Change Period (Y+Rc), s	5.7	* 5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	16.4	* 27		21.7	20.4	26.3		30.7				
Max Q Clear Time (g_c+I1), s	13.9	26.1		20.5	9.6	32.2		26.9				
Green Ext Time (p_c), s	0.0	0.2		0.2	0.0	0.0		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		54.2
HCM 6th LOS		D

Notes

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

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

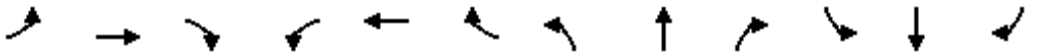


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	245	1035	222	141	704	55	366	307	143	313	155
v/c Ratio	0.85	0.82	0.37	0.72	0.65	0.11	0.54	0.83	0.34	0.98	0.39
Control Delay	74.6	43.2	17.7	73.2	43.8	16.6	45.1	64.3	6.9	93.9	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.6	43.2	17.7	73.2	43.8	16.6	45.1	64.3	6.9	93.9	10.0
Queue Length 50th (ft)	185	378	59	116	293	12	133	233	0	243	1
Queue Length 95th (ft)	270	#573	140	#205	#422	m40	167	312	44	#422	59
Internal Link Dist (ft)		551			1831			888		321	
Turn Bay Length (ft)	480		140	260		200	150		200		160
Base Capacity (vph)	318	1256	605	197	1076	511	984	534	548	326	401
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	0.77	0.82	0.37	0.72	0.65	0.11	0.37	0.57	0.26	0.96	0.39

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.



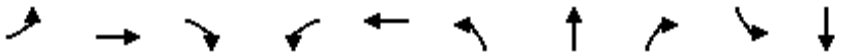
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	1004	215	137	683	53	355	298	139	109	195	150
Future Volume (veh/h)	238	1004	215	137	683	53	355	298	139	109	195	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.96	1.00		0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	245	1035	222	141	704	55	366	307	143	112	201	155
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	271	939	397	346	1110	475	684	370	301	117	210	271
Arrive On Green	0.15	0.26	0.26	0.19	0.31	0.31	0.20	0.20	0.20	0.18	0.18	0.18
Sat Flow, veh/h	1781	3554	1504	1781	3554	1519	3456	1870	1522	658	1180	1517
Grp Volume(v), veh/h	245	1035	222	141	704	55	366	307	143	313	0	155
Grp Sat Flow(s),veh/h/ln	1781	1777	1504	1781	1777	1519	1728	1870	1522	1837	0	1517
Q Serve(g_s), s	16.2	31.7	15.3	8.3	20.4	3.1	11.4	18.9	10.0	20.2	0.0	11.2
Cycle Q Clear(g_c), s	16.2	31.7	15.3	8.3	20.4	3.1	11.4	18.9	10.0	20.2	0.0	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.36		1.00
Lane Grp Cap(c), veh/h	271	939	397	346	1110	475	684	370	301	328	0	271
V/C Ratio(X)	0.90	1.10	0.56	0.41	0.63	0.12	0.53	0.83	0.47	0.96	0.00	0.57
Avail Cap(c_a), veh/h	303	939	397	346	1110	475	991	536	436	328	0	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	44.2	38.1	42.3	35.4	29.4	43.2	46.2	42.6	48.8	0.0	45.1
Incr Delay (d2), s/veh	25.6	61.6	5.6	0.3	2.8	0.5	0.2	4.7	0.4	37.5	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	21.5	6.1	3.6	9.0	1.2	4.9	9.2	3.8	12.7	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.7	105.7	43.7	42.6	38.1	29.9	43.4	50.9	43.0	86.4	0.0	47.0
LnGrp LOS	E	F	D	D	D	C	D	D	D	F	A	D
Approach Vol, veh/h		1502			900			816			468	
Approach Delay, s/veh		91.7			38.3			46.2			73.3	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.6	37.0		26.0	22.8	42.8		28.4				
Change Period (Y+Rc), s	5.3	* 5.3		4.6	4.6	5.3		4.6				
Max Green Setting (Gmax), s	12.4	* 32		21.4	20.4	24.7		34.4				
Max Q Clear Time (g_c+I1), s	10.3	33.7		22.2	18.2	22.4		20.9				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.3		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		66.2	
HCM 6th LOS		E	

Notes

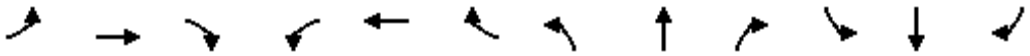
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	68	529	648	413	463	369	727	357	107	766
v/c Ratio	0.48	0.60	0.83	0.79	0.39	0.92	0.56	0.48	0.64	0.94
Control Delay	63.8	43.3	32.3	60.9	31.3	75.7	32.5	10.0	89.0	54.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	43.3	32.3	60.9	31.3	75.7	32.5	10.0	89.0	54.5
Queue Length 50th (ft)	52	191	348	160	142	284	231	44	79	158
Queue Length 95th (ft)	98	250	#539	#227	197	#473	313	135	m107	m#389
Internal Link Dist (ft)		4792			416		511			2905
Turn Bay Length (ft)	170		100	140		300		140	170	
Base Capacity (vph)	210	878	783	523	1187	399	1306	739	255	832
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	0.32	0.60	0.83	0.79	0.39	0.92	0.56	0.48	0.42	0.92

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	503	616	392	384	56	351	691	339	102	689	39
Future Volume (veh/h)	65	503	616	392	384	56	351	691	339	102	689	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	529	648	413	404	59	369	727	357	107	725	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	882	732	536	1059	154	392	1362	593	132	784	44
Arrive On Green	0.07	0.25	0.25	0.16	0.34	0.34	0.22	0.38	0.38	0.07	0.23	0.23
Sat Flow, veh/h	1781	3554	1543	3456	3110	451	1781	3554	1546	1781	3411	193
Grp Volume(v), veh/h	68	529	648	413	230	233	369	727	357	107	377	389
Grp Sat Flow(s),veh/h/ln	1781	1777	1543	1728	1777	1784	1781	1777	1546	1781	1777	1827
Q Serve(g_s), s	4.4	15.8	18.6	13.8	11.7	11.9	24.5	19.0	14.0	7.1	24.9	25.0
Cycle Q Clear(g_c), s	4.4	15.8	18.6	13.8	11.7	11.9	24.5	19.0	14.0	7.1	24.9	25.0
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	120	882	732	536	605	607	392	1362	593	132	408	420
V/C Ratio(X)	0.57	0.60	0.89	0.77	0.38	0.38	0.94	0.53	0.60	0.81	0.92	0.93
Avail Cap(c_a), veh/h	212	882	732	536	605	607	392	1362	593	257	421	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	39.8	28.8	48.6	30.0	30.0	46.0	28.7	11.7	54.7	45.2	45.2
Incr Delay (d2), s/veh	1.6	3.0	14.8	6.1	1.8	1.8	30.6	1.5	4.5	4.5	25.2	24.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	7.3	8.0	6.4	5.4	5.5	14.2	8.5	5.5	3.4	13.9	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	42.8	43.6	54.7	31.8	31.9	76.6	30.2	16.2	59.2	70.4	70.1
LnGrp LOS	E	D	D	D	C	C	E	C	B	E	E	E
Approach Vol, veh/h		1245			876			1453			873	
Approach Delay, s/veh		43.9			42.6			38.5			68.9	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.8	34.0	31.0	32.2	11.8	45.1	12.6	50.6
Change Period (Y+Rc), s	* 4.2	* 4.2	4.6	4.6	3.7	* 4.2	3.7	4.6
Max Green Setting (Gmax), s	* 16	* 30	26.4	28.4	14.3	* 34	17.3	34.4
Max Q Clear Time (g_c+I1), s	15.8	20.6	26.5	27.0	6.4	13.9	9.1	21.0
Green Ext Time (p_c), s	0.0	3.0	0.0	0.5	0.0	1.9	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	46.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	2	14	6	3	22	19	317	18	27	316	94
Future Vol, veh/h	44	2	14	6	3	22	19	317	18	27	316	94
Conflicting Peds, #/hr	5	0	1	1	0	5	4	0	9	9	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	70	-	-	-	115	-	50	115	-	50
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	2	16	7	3	24	21	352	20	30	351	104

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	838	838	356	876	922	366	459	0	0	381	0	0
Stage 1	415	415	-	403	403	-	-	-	-	-	-	-
Stage 2	423	423	-	473	519	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	286	302	688	269	270	679	1102	-	-	1177	-	-
Stage 1	615	592	-	624	600	-	-	-	-	-	-	-
Stage 2	609	588	-	572	533	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	261	285	685	250	255	670	1098	-	-	1167	-	-
Mov Cap-2 Maneuver	261	285	-	250	255	-	-	-	-	-	-	-
Stage 1	601	574	-	607	583	-	-	-	-	-	-	-
Stage 2	570	572	-	542	517	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.3	13.6	0.4	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1098	-	-	262	685	452	1167	-	-
HCM Lane V/C Ratio	0.019	-	-	0.195	0.023	0.076	0.026	-	-
HCM Control Delay (s)	8.3	-	-	22	10.4	13.6	8.2	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	2	36	13	0	34	85	260	27	50	201	79
Future Vol, veh/h	65	2	36	13	0	34	85	260	27	50	201	79
Conflicting Peds, #/hr	0	0	16	16	0	0	4	0	5	5	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	100	-	50	100	-	50
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	2	40	14	0	38	94	289	30	56	223	88

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	850	851	243	898	909	294	315	0	0	324	0	0
Stage 1	339	339	-	482	482	-	-	-	-	-	-	-
Stage 2	511	512	-	416	427	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	280	297	796	260	275	745	1245	-	-	1236	-	-
Stage 1	676	640	-	565	553	-	-	-	-	-	-	-
Stage 2	545	536	-	614	585	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	241	260	781	218	240	741	1240	-	-	1230	-	-
Mov Cap-2 Maneuver	241	260	-	218	240	-	-	-	-	-	-	-
Stage 1	623	608	-	520	508	-	-	-	-	-	-	-
Stage 2	478	493	-	546	556	-	-	-	-	-	-	-

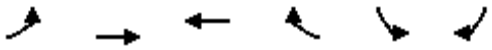
Approach	EB	WB	NB	SB
HCM Control Delay, s	20.4	14.2	1.9	1.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1240	-	-	241	706	445	1230	-	-
HCM Lane V/C Ratio	0.076	-	-	0.3	0.06	0.117	0.045	-	-
HCM Control Delay (s)	8.1	-	-	26.2	10.4	14.2	8.1	-	-
HCM Lane LOS	A	-	-	D	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.2	0.2	0.4	0.1	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	187	367	137	278	330
v/c Ratio	0.51	0.20	0.36	0.18	0.67
Control Delay	25.4	7.7	24.0	0.3	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	7.7	24.0	0.3	23.4
Queue Length 50th (ft)	52	29	38	0	77
Queue Length 95th (ft)	120	57	95	0	180
Internal Link Dist (ft)		268	2338		238
Turn Bay Length (ft)	130			120	
Base Capacity (vph)	669	3236	880	1551	671
Starvation Cap Reductn	0	0	0	0	6
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.11	0.16	0.18	0.50

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	176	345	129	261	182	128
Future Volume (veh/h)	176	345	129	261	182	128
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	367	137	0	194	136
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	249	1795	432		242	169
Arrive On Green	0.14	0.51	0.23	0.00	0.24	0.24
Sat Flow, veh/h	1781	3647	1870	1585	994	697
Grp Volume(v), veh/h	187	367	137	0	331	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	1585	1695	0
Q Serve(g_s), s	4.4	2.5	2.6	0.0	7.9	0.0
Cycle Q Clear(g_c), s	4.4	2.5	2.6	0.0	7.9	0.0
Prop In Lane	1.00			1.00	0.59	0.41
Lane Grp Cap(c), veh/h	249	1795	432		412	0
V/C Ratio(X)	0.75	0.20	0.32		0.80	0.00
Avail Cap(c_a), veh/h	823	2052	1080		783	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	17.9	5.9	13.8	0.0	15.4	0.0
Incr Delay (d2), s/veh	4.5	0.1	0.4	0.0	3.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.6	1.0	0.0	3.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.4	6.0	14.2	0.0	19.1	0.0
LnGrp LOS	C	A	B		B	A
Approach Vol, veh/h		554	137	A	331	
Approach Delay, s/veh		11.5	14.2		19.1	
Approach LOS		B	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.7		15.6	11.9	15.8
Change Period (Y+Rc), s		5.8		5.1	5.8	5.8
Max Green Setting (Gmax), s		25.0		20.0	20.0	25.0
Max Q Clear Time (g_c+I1), s		4.5		9.9	6.4	4.6
Green Ext Time (p_c), s		2.3		0.8	0.4	0.6

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

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

Intersection	
Intersection Delay, s/veh	44.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	243	283	123	52	132	61	67	257	46	65	259	142
Future Vol, veh/h	243	283	123	52	132	61	67	257	46	65	259	142
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	251	292	127	54	136	63	69	265	47	67	267	146
Number of Lanes	1	1	0	0	1	0	0	1	1	0	1	1

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	56.8	30.5	42.9	36
HCM LOS	F	D	E	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	21%	0%	100%	0%	21%	20%	0%
Vol Thru, %	79%	0%	0%	70%	54%	80%	0%
Vol Right, %	0%	100%	0%	30%	25%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	324	46	243	406	245	324	142
LT Vol	67	0	243	0	52	65	0
Through Vol	257	0	0	283	132	259	0
RT Vol	0	46	0	123	61	0	142
Lane Flow Rate	334	47	251	419	253	334	146
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.851	0.11	0.651	1.002	0.672	0.84	0.336
Departure Headway (Hd)	9.366	8.524	9.36	8.62	9.718	9.241	8.403
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	391	423	388	423	374	394	430
Service Time	7.066	6.224	7.06	6.32	7.718	6.941	6.103
HCM Lane V/C Ratio	0.854	0.111	0.647	0.991	0.676	0.848	0.34
HCM Control Delay	47.2	12.3	27.9	74.1	30.5	45.1	15.3
HCM Lane LOS	E	B	D	F	D	E	C
HCM 95th-tile Q	8.1	0.4	4.4	12.6	4.7	7.8	1.5

Intersection	
Int Delay, s/veh	16.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	364	228	0	201	0	0	0	0	407	0	260
Future Vol, veh/h	0	364	228	0	201	0	0	0	0	407	0	260
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	230	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	368	230	0	203	0	0	0	0	411	0	263

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	-	-	-	0			571	-	203
Stage 1	-	-	-	-	-	-			203	-	-
Stage 2	-	-	-	-	-	-			368	-	-
Critical Hdwy	-	-	-	-	-	-			6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	-	-
Follow-up Hdwy	-	-	-	-	-	-			3.518	-	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0			482	0	838
Stage 1	0	-	0	0	-	0			831	0	-
Stage 2	0	-	0	0	-	0			700	0	-
Platoon blocked, %		-			-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			482	0	838
Mov Cap-2 Maneuver	-	-	-	-	-	-			482	0	-
Stage 1	-	-	-	-	-	-			831	0	-
Stage 2	-	-	-	-	-	-			700	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	30.2
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	482	838
HCM Lane V/C Ratio	-	-	0.853	0.313
HCM Control Delay (s)	-	-	42.3	11.2
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	8.8	1.3

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	161	623	0	0	355	497	78	4	408	0	0	0
Future Vol, veh/h	161	623	0	0	355	497	78	4	408	0	0	0
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	-	-	Free	-	-	Free	-	-	None
Storage Length	170	-	-	-	-	0	550	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	168	649	0	0	370	518	81	4	425	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	370	0	-	-	-	0	1355	1355	-
Stage 1	-	-	-	-	-	-	985	985	-
Stage 2	-	-	-	-	-	-	370	370	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	-
Pot Cap-1 Maneuver	1189	-	0	0	-	0	165	149	0
Stage 1	-	-	0	0	-	0	362	326	0
Stage 2	-	-	0	0	-	0	699	620	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1189	-	-	-	-	-	142	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	0	-
Stage 1	-	-	-	-	-	-	311	0	-
Stage 2	-	-	-	-	-	-	699	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.8	0	62.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	142	-	1189	-	-
HCM Lane V/C Ratio	0.602	-	0.141	-	-
HCM Control Delay (s)	62.8	0	8.5	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	3.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	59	0	6	44	0	6
Future Vol, veh/h	59	0	6	44	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	0	7	48	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	64	0	126	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1538	-	869	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1538	-	865	1000
Mov Cap-2 Maneuver	-	-	-	-	865	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	956	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1000	-	-	1538	-
HCM Lane V/C Ratio	0.007	-	-	0.004	-
HCM Control Delay (s)	8.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	65	0	4	50	0	11
Future Vol, veh/h	65	0	4	50	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	0	4	54	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	71	0	133	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1529	-	861	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1529	-	858	991
Mov Cap-2 Maneuver	-	-	-	-	858	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	958	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	991	-	-	1529	-
HCM Lane V/C Ratio	0.012	-	-	0.003	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	0	7	54	0	11
Future Vol, veh/h	76	0	7	54	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	0	8	59	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	83	0	158	83
Stage 1	-	-	-	-	83	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1514	-	833	976
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1514	-	829	976
Mov Cap-2 Maneuver	-	-	-	-	829	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	943	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	976	-	-	1514	-
HCM Lane V/C Ratio	0.012	-	-	0.005	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	15	0	413	273	0
Future Vol, veh/h	0	15	0	413	273	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	0	449	297	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	746	297	297	0	-	0
Stage 1	297	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	381	742	1264	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	381	742	1264	-	-	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	643	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1264	-	742	-	-
HCM Lane V/C Ratio	-	-	0.022	-	-
HCM Control Delay (s)	0	-	10	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	18.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	421	0	0	696	66	478
Future Vol, veh/h	421	0	0	696	66	478
Conflicting Peds, #/hr	0	1	1	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	160	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	495	0	0	819	78	562

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1314	496
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	819	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	174	574
Stage 1	-	0	0	-	613	-
Stage 2	-	0	0	-	433	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	174	573
Mov Cap-2 Maneuver	-	-	-	-	174	-
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	433	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	57.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	174	573	-	-
HCM Lane V/C Ratio	0.446	0.981	-	-
HCM Control Delay (s)	41.4	59.9	-	-
HCM Lane LOS	E	F	-	-
HCM 95th %tile Q(veh)	2.1	13.9	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	234	739	305	168	653	285	231	560	175	756	174
v/c Ratio	0.71	0.84	0.54	0.27	0.56	0.41	0.85	0.97	0.43	0.93	0.39
Control Delay	64.5	53.1	12.6	44.0	36.1	5.7	75.3	81.4	9.8	63.3	9.7
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	64.5	53.1	12.6	44.0	36.1	5.7	75.3	81.4	9.8	63.3	9.7
Queue Length 50th (ft)	92	291	34	58	219	0	192	239	0	298	8
Queue Length 95th (ft)	131	#410	123	92	299	65	#343	#361	62	#380	66
Internal Link Dist (ft)		510			875			2117		223	
Turn Bay Length (ft)	225		180	250			260		260		105
Base Capacity (vph)	497	882	567	612	1171	687	273	575	407	889	469
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	0.47	0.84	0.54	0.27	0.56	0.41	0.85	0.97	0.43	0.85	0.37

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)	222	702	290	160	620	271	244	507	166	259	459	165
Future Volume (veh/h)	222	702	290	160	620	271	244	507	166	259	459	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.83	1.00		0.86
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	234	739	305	168	653	285	257	534	175	273	483	174
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	808	346	662	1225	531	299	628	221	292	554	323
Arrive On Green	0.08	0.23	0.23	0.19	0.34	0.34	0.17	0.17	0.17	0.24	0.24	0.24
Sat Flow, veh/h	3456	3554	1519	3456	3554	1539	1781	3741	1319	1237	2348	1371
Grp Volume(v), veh/h	234	739	305	168	653	285	257	534	175	399	357	174
Grp Sat Flow(s),veh/h/ln	1728	1777	1519	1728	1777	1539	1781	1870	1319	1809	1777	1371
Q Serve(g_s), s	8.0	24.3	23.3	5.0	17.7	17.9	16.8	16.6	15.3	26.0	23.0	13.3
Cycle Q Clear(g_c), s	8.0	24.3	23.3	5.0	17.7	17.9	16.8	16.6	15.3	26.0	23.0	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.68		1.00
Lane Grp Cap(c), veh/h	288	808	346	662	1225	531	299	628	221	426	419	323
V/C Ratio(X)	0.81	0.91	0.88	0.25	0.53	0.54	0.86	0.85	0.79	0.94	0.85	0.54
Avail Cap(c_a), veh/h	501	808	346	662	1225	531	303	636	224	463	455	351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	45.2	44.8	41.2	31.6	31.6	48.6	48.5	47.9	45.0	43.9	40.1
Incr Delay (d2), s/veh	2.1	16.6	26.2	0.1	1.7	3.9	20.2	10.0	15.7	24.9	12.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	12.3	11.1	2.1	7.7	7.0	9.1	8.6	5.8	14.2	11.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	61.8	71.0	41.3	33.2	35.5	68.8	58.5	63.7	69.8	56.4	40.7
LnGrp LOS	E	E	E	D	C	D	E	E	E	E	E	D
Approach Vol, veh/h		1278			1106			966			930	
Approach Delay, s/veh		63.0			35.0			62.2			59.2	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	47.1		24.7	28.7	33.0		33.6				
Change Period (Y+Rc), s	4.6	5.7		4.6	5.7	* 5.7		5.3				
Max Green Setting (Gmax), s	17.4	31.3		20.4	20.4	* 27		30.7				
Max Q Clear Time (g_c+I1), s	10.0	19.9		18.8	7.0	26.3		28.0				
Green Ext Time (p_c), s	0.0	0.7		0.2	0.0	0.2		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			54.8									
HCM 6th LOS			D									

Notes

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

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

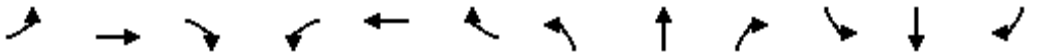


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	145	738	349	155	656	66	418	302	191	400	223
v/c Ratio	0.64	0.59	0.50	0.79	0.55	0.12	0.61	0.81	0.42	1.22	0.55
Control Delay	63.4	36.1	13.3	79.7	36.3	2.2	46.8	62.3	7.7	165.3	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.4	36.1	13.3	79.7	36.3	2.2	46.8	62.3	7.7	165.3	20.7
Queue Length 50th (ft)	108	244	56	117	213	0	156	229	0	~380	47
Queue Length 95th (ft)	#180	351	164	#216	310	12	188	301	56	#577	129
Internal Link Dist (ft)		527			1831			888		321	
Turn Bay Length (ft)	480		140	260		200	150		200		160
Base Capacity (vph)	227	1248	700	205	1184	563	984	534	576	328	404
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	0.64	0.59	0.50	0.76	0.55	0.12	0.42	0.57	0.33	1.22	0.55

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.



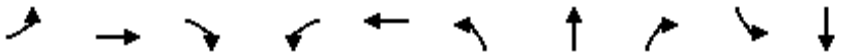
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	686	325	144	610	61	389	281	178	81	291	207
Future Volume (veh/h)	135	686	325	144	610	61	389	281	178	81	291	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	738	349	155	656	66	418	302	191	87	313	223
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	1303	561	181	880	375	671	363	300	72	258	271
Arrive On Green	0.21	0.37	0.37	0.10	0.25	0.25	0.19	0.19	0.19	0.18	0.18	0.18
Sat Flow, veh/h	1781	3554	1531	1781	3554	1515	3456	1870	1546	402	1448	1522
Grp Volume(v), veh/h	145	738	349	155	656	66	418	302	191	400	0	223
Grp Sat Flow(s),veh/h/ln	1781	1777	1531	1781	1777	1515	1728	1870	1546	1850	0	1522
Q Serve(g_s), s	8.3	19.9	22.5	10.3	20.4	4.1	13.3	18.6	13.6	21.4	0.0	16.9
Cycle Q Clear(g_c), s	8.3	19.9	22.5	10.3	20.4	4.1	13.3	18.6	13.6	21.4	0.0	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.22		1.00
Lane Grp Cap(c), veh/h	383	1303	561	181	880	375	671	363	300	330	0	271
V/C Ratio(X)	0.38	0.57	0.62	0.86	0.75	0.18	0.62	0.83	0.64	1.21	0.00	0.82
Avail Cap(c_a), veh/h	383	1303	561	184	880	375	991	536	443	330	0	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.3	30.4	31.2	53.0	41.7	35.5	44.3	46.5	44.4	49.3	0.0	47.5
Incr Delay (d2), s/veh	0.2	1.8	5.1	28.9	5.7	1.0	0.4	4.5	0.8	120.3	0.0	16.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	8.6	8.8	6.0	9.4	1.6	5.7	9.0	5.2	20.9	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	32.2	36.3	81.9	47.4	36.5	44.7	51.0	45.3	169.6	0.0	64.4
LnGrp LOS	D	C	D	F	D	D	D	D	D	F	A	E
Approach Vol, veh/h		1232			877			911			623	
Approach Delay, s/veh		34.3			52.7			46.9			131.9	
Approach LOS		C			D			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.8	49.3		26.0	31.1	35.0		27.9				
Change Period (Y+Rc), s	4.6	5.3		4.6	5.3	* 5.3		4.6				
Max Green Setting (Gmax), s	12.4	32.7		21.4	14.4	* 30		34.4				
Max Q Clear Time (g_c+I1), s	12.3	24.5		23.4	10.3	22.4		20.6				
Green Ext Time (p_c), s	0.0	0.7		0.0	0.0	0.6		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			58.6									
HCM 6th LOS			E									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	84	392	393	289	621	441	871	347	119	591
v/c Ratio	0.55	0.43	0.46	0.68	0.56	0.94	0.65	0.47	0.70	0.83
Control Delay	63.8	37.2	13.6	56.9	34.4	71.4	32.6	10.5	71.1	53.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	37.2	13.6	56.9	34.4	71.4	32.6	10.5	71.1	53.5
Queue Length 50th (ft)	61	127	119	107	195	320	276	50	87	216
Queue Length 95th (ft)	111	175	214	154	267	#579	358	134	147	267
Internal Link Dist (ft)		4792			416		511			2905
Turn Bay Length (ft)	170		100	140		300		140	170	
Base Capacity (vph)	189	917	860	426	1105	470	1340	737	204	863
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	0.44	0.43	0.46	0.68	0.56	0.94	0.65	0.47	0.58	0.68

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)	80	372	373	275	467	123	419	827	330	113	474	87
Future Volume (veh/h)	80	372	373	275	467	123	419	827	330	113	474	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	392	393	289	492	129	441	871	347	119	499	92
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	921	755	576	991	258	393	1235	538	145	597	109
Arrive On Green	0.07	0.26	0.26	0.17	0.36	0.36	0.22	0.35	0.35	0.08	0.20	0.20
Sat Flow, veh/h	1781	3554	1563	3456	2775	723	1781	3554	1549	1781	2980	546
Grp Volume(v), veh/h	84	392	393	289	314	307	441	871	347	119	296	295
Grp Sat Flow(s),veh/h/ln	1781	1777	1563	1728	1777	1721	1781	1777	1549	1781	1777	1749
Q Serve(g_s), s	5.3	10.6	0.0	8.7	15.9	16.1	25.4	24.4	13.6	7.6	18.4	18.6
Cycle Q Clear(g_c), s	5.3	10.6	0.0	8.7	15.9	16.1	25.4	24.4	13.6	7.6	18.4	18.6
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	130	921	755	576	635	615	393	1235	538	145	356	351
V/C Ratio(X)	0.65	0.43	0.52	0.50	0.49	0.50	1.12	0.71	0.64	0.82	0.83	0.84
Avail Cap(c_a), veh/h	191	921	755	576	635	615	393	1235	538	206	439	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	35.5	20.7	43.6	28.9	28.9	44.8	32.4	12.4	52.0	44.1	44.2
Incr Delay (d2), s/veh	2.0	1.4	2.6	0.3	2.7	2.9	82.4	1.6	2.1	11.1	9.0	9.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.8	7.8	3.8	7.3	7.2	20.2	10.8	5.0	3.8	9.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	36.9	23.2	43.8	31.6	31.8	127.2	34.0	14.5	63.1	53.2	54.1
LnGrp LOS	D	D	C	D	C	C	F	C	B	E	D	D
Approach Vol, veh/h		869			910			1659			710	
Approach Delay, s/veh		32.4			35.6			54.7			55.2	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.4	34.0	30.0	27.6	12.1	45.3	13.1	44.6
Change Period (Y+Rc), s	* 4.2	* 4.2	4.6	4.6	3.7	* 4.2	3.7	4.6
Max Green Setting (Gmax), s	* 12	* 30	25.4	28.4	12.3	* 32	13.3	34.4
Max Q Clear Time (g_c+I1), s	10.7	12.6	27.4	20.6	7.3	18.1	9.6	26.4
Green Ext Time (p_c), s	0.0	2.5	0.0	1.3	0.0	2.4	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	45.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	11.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	116	15	34	25	0	40	34	338	20	29	336	75
Future Vol, veh/h	116	15	34	25	0	40	34	338	20	29	336	75
Conflicting Peds, #/hr	15	0	1	1	0	15	10	0	15	15	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	70	-	-	-	115	-	50	115	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	136	18	40	29	0	47	40	398	24	34	395	88

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1002	990	406	1030	1054	428	493	0	0	437	0	0
Stage 1	473	473	-	493	493	-	-	-	-	-	-	-
Stage 2	529	517	-	537	561	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	221	246	645	212	226	627	1071	-	-	1123	-	-
Stage 1	572	558	-	558	547	-	-	-	-	-	-	-
Stage 2	533	534	-	528	510	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	189	224	638	174	206	609	1061	-	-	1107	-	-
Mov Cap-2 Maneuver	189	224	-	174	206	-	-	-	-	-	-	-
Stage 1	545	535	-	530	519	-	-	-	-	-	-	-
Stage 2	467	507	-	463	489	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	60.1	20.4	0.7	0.6
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1061	-	-	192	638	310	1107	-	-
HCM Lane V/C Ratio	0.038	-	-	0.803	0.063	0.247	0.031	-	-
HCM Control Delay (s)	8.5	-	-	72.9	11	20.4	8.4	-	-
HCM Lane LOS	A	-	-	F	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	5.6	0.2	1	0.1	-	-

Intersection	
Int Delay, s/veh	10

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	113	11	84	38	15	64	48	221	30	43	275	52
Future Vol, veh/h	113	11	84	38	15	64	48	221	30	43	275	52
Conflicting Peds, #/hr	0	0	4	4	0	0	8	0	11	11	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	100	-	50	100	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	135	13	100	45	18	76	57	263	36	51	327	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	879	861	339	909	887	274	397	0	0	310	0	0
Stage 1	437	437	-	388	388	-	-	-	-	-	-	-
Stage 2	442	424	-	521	499	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	268	293	703	256	283	765	1162	-	-	1250	-	-
Stage 1	598	579	-	636	609	-	-	-	-	-	-	-
Stage 2	594	587	-	539	544	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	211	263	695	194	254	757	1153	-	-	1237	-	-
Mov Cap-2 Maneuver	211	263	-	194	254	-	-	-	-	-	-	-
Stage 1	564	551	-	598	573	-	-	-	-	-	-	-
Stage 2	492	552	-	430	517	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.8	22.3	1.3	0.9
HCM LOS	D	C		

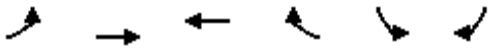
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1153	-	-	211	584	345	1237	-	-
HCM Lane V/C Ratio	0.05	-	-	0.638	0.194	0.404	0.041	-	-
HCM Control Delay (s)	8.3	-	-	48	12.6	22.3	8	-	-
HCM Lane LOS	A	-	-	E	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	3.8	0.7	1.9	0.1	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	122	186	244	271	428
v/c Ratio	0.43	0.11	0.58	0.17	0.73
Control Delay	28.5	8.2	27.0	0.2	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	8.2	27.0	0.2	27.1
Queue Length 50th (ft)	40	17	78	0	117
Queue Length 95th (ft)	90	31	150	0	#304
Internal Link Dist (ft)		427	2338		650
Turn Bay Length (ft)	130			120	
Base Capacity (vph)	606	3053	798	1551	612
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.06	0.31	0.17	0.70

Intersection Summary

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	115	175	229	255	243	159
Future Volume (veh/h)	115	175	229	255	243	159
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	186	244	0	259	169
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	204	1638	409		307	200
Arrive On Green	0.11	0.46	0.22	0.00	0.30	0.30
Sat Flow, veh/h	1781	3647	1870	1585	1026	669
Grp Volume(v), veh/h	122	186	244	0	429	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	1585	1699	0
Q Serve(g_s), s	3.0	1.4	5.3	0.0	10.8	0.0
Cycle Q Clear(g_c), s	3.0	1.4	5.3	0.0	10.8	0.0
Prop In Lane	1.00			1.00	0.60	0.39
Lane Grp Cap(c), veh/h	204	1638	409		508	0
V/C Ratio(X)	0.60	0.11	0.60		0.84	0.00
Avail Cap(c_a), veh/h	783	1954	1028		747	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.1	7.0	16.0	0.0	14.9	0.0
Incr Delay (d2), s/veh	2.8	0.0	1.4	0.0	5.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.4	2.1	0.0	4.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.9	7.0	17.3	0.0	20.8	0.0
LnGrp LOS	C	A	B		C	A
Approach Vol, veh/h		308	244	A	429	
Approach Delay, s/veh		12.9	17.3		20.8	
Approach LOS		B	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		26.8		18.7	11.0	15.8
Change Period (Y+Rc), s		5.8		5.1	5.8	5.8
Max Green Setting (Gmax), s		25.0		20.0	20.0	25.0
Max Q Clear Time (g_c+I1), s		3.4		12.8	5.0	7.3
Green Ext Time (p_c), s		1.1		0.9	0.2	1.2

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Intersection Delay, s/veh	49.1
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	146	254	75	52	199	50	86	219	60	83	229	254
Future Vol, veh/h	146	254	75	52	199	50	86	219	60	83	229	254
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	159	276	82	57	216	54	93	238	65	90	249	276
Number of Lanes	1	1	0	0	1	0	0	1	1	0	1	1

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	48.2	58	50.7	44.2
HCM LOS	E	F	F	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	28%	0%	100%	0%	17%	27%	0%
Vol Thru, %	72%	0%	0%	77%	66%	73%	0%
Vol Right, %	0%	100%	0%	23%	17%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	305	60	146	329	301	312	254
LT Vol	86	0	146	0	52	83	0
Through Vol	219	0	0	254	199	229	0
RT Vol	0	60	0	75	50	0	254
Lane Flow Rate	332	65	159	358	327	339	276
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.904	0.162	0.442	0.927	0.9	0.906	0.67
Departure Headway (Hd)	9.815	8.93	10.017	9.327	9.908	9.614	8.738
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	368	400	359	386	366	376	411
Service Time	7.597	6.712	7.802	7.111	7.998	7.406	6.53
HCM Lane V/C Ratio	0.902	0.163	0.443	0.927	0.893	0.902	0.672
HCM Control Delay	58	13.4	20.6	60.5	58	57.6	27.7
HCM Lane LOS	F	B	C	F	F	F	D
HCM 95th-tile Q	9.1	0.6	2.2	9.9	9	9.3	4.7

Intersection	
Int Delay, s/veh	33.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	193	201	0	319	0	0	0	0	496	0	263
Future Vol, veh/h	0	193	201	0	319	0	0	0	0	496	0	263
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	230	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	203	212	0	336	0	0	0	0	522	0	277

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	-	-	-	0			539	-	336
Stage 1	-	-	-	-	-	-			336	-	-
Stage 2	-	-	-	-	-	-			203	-	-
Critical Hdwy	-	-	-	-	-	-			6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	-	-
Follow-up Hdwy	-	-	-	-	-	-			3.518	-	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0			~ 503	0	706
Stage 1	0	-	0	0	-	0			724	0	-
Stage 2	0	-	0	0	-	0			831	0	-
Platoon blocked, %		-			-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			~ 503	0	706
Mov Cap-2 Maneuver	-	-	-	-	-	-			~ 503	0	-
Stage 1	-	-	-	-	-	-			724	0	-
Stage 2	-	-	-	-	-	-			831	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	56.4
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	503	706
HCM Lane V/C Ratio	-	-	1.038	0.392
HCM Control Delay (s)	-	-	79.2	13.4
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	15.2	1.9

Notes

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

Intersection	
Int Delay, s/veh	72.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	137	551	0	0	419	670	240	13	448	0	0	0
Future Vol, veh/h	137	551	0	0	419	670	240	13	448	0	0	0
Conflicting Peds, #/hr	0	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	-	-	Free	-	-	Free	-	-	None
Storage Length	170	-	-	-	-	0	550	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	143	574	0	0	436	698	250	14	467	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	436	0	-	-	-	0	1296	1296	-
Stage 1	-	-	-	-	-	-	860	860	-
Stage 2	-	-	-	-	-	-	436	436	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	-
Pot Cap-1 Maneuver	1124	-	0	0	-	0	~ 179	162	0
Stage 1	-	-	0	0	-	0	414	373	0
Stage 2	-	-	0	0	-	0	652	580	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1124	-	-	-	-	-	~ 156	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 156	0	-
Stage 1	-	-	-	-	-	-	361	0	-
Stage 2	-	-	-	-	-	-	652	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	$ 387.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	156	-	1124	-	-
HCM Lane V/C Ratio	1.689	-	0.127	-	-
HCM Control Delay (s)	$ 387.2	0	8.7	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	18.7	-	0.4	-	-

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

Intersection	
Int Delay, s/veh	8.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↰	↱
Traffic Vol, veh/h	82	0	0	533	24	571
Future Vol, veh/h	82	0	0	533	24	571
Conflicting Peds, #/hr	0	4	4	0	0	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	160	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	0	0	606	27	649

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	699	99
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	606	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	406	957
Stage 1	-	0	0	-	931	-
Stage 2	-	0	0	-	545	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	406	952
Mov Cap-2 Maneuver	-	-	-	-	406	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	545	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	406	952	-	-
HCM Lane V/C Ratio	0.067	0.682	-	-
HCM Control Delay (s)	14.5	16.5	-	-
HCM Lane LOS	B	C	-	-
HCM 95th %tile Q(veh)	0.2	5.6	-	-

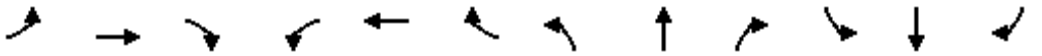


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	386	1086	344	246	957	326	288	605	143	764	168
v/c Ratio	0.70	0.99	0.57	0.73	1.09	0.55	0.99	1.00	0.35	0.93	0.34
Control Delay	54.9	66.5	20.2	65.0	101.4	11.7	99.7	85.1	6.5	63.7	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	66.5	20.2	65.0	101.4	11.7	99.7	85.1	6.5	63.7	7.5
Queue Length 50th (ft)	147	~452	98	97	~457	31	247	259	0	301	1
Queue Length 95th (ft)	201	#661	211	137	#602	122	#445	#390	40	#396	56
Internal Link Dist (ft)		510			851			2117		223	
Turn Bay Length (ft)	225		180	250			260		260		105
Base Capacity (vph)	555	1098	603	583	876	592	291	607	414	889	520
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	0.70	0.99	0.57	0.42	1.09	0.55	0.99	1.00	0.35	0.86	0.32

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)	367	1032	327	234	909	310	375	473	136	272	454	160
Future Volume (veh/h)	367	1032	327	234	909	310	375	473	136	272	454	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	386	1086	344	246	957	326	298	634	143	286	478	168
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	589	1138	502	300	808	353	322	676	281	305	548	364
Arrive On Green	0.17	0.32	0.32	0.09	0.23	0.23	0.18	0.18	0.18	0.24	0.24	0.24
Sat Flow, veh/h	3456	3554	1568	3456	3554	1550	1781	3741	1553	1281	2302	1531
Grp Volume(v), veh/h	386	1086	344	246	957	326	298	634	143	403	361	168
Grp Sat Flow(s),veh/h/ln	1728	1777	1568	1728	1777	1550	1781	1870	1553	1806	1777	1531
Q Serve(g_s), s	12.5	35.9	22.9	8.4	27.3	24.7	19.7	20.1	10.0	26.3	23.3	11.3
Cycle Q Clear(g_c), s	12.5	35.9	22.9	8.4	27.3	24.7	19.7	20.1	10.0	26.3	23.3	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.71		1.00
Lane Grp Cap(c), veh/h	589	1138	502	300	808	353	322	676	281	430	423	364
V/C Ratio(X)	0.66	0.95	0.69	0.82	1.18	0.92	0.93	0.94	0.51	0.94	0.85	0.46
Avail Cap(c_a), veh/h	589	1138	502	587	808	353	322	676	281	462	455	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	39.9	35.5	53.9	46.3	45.3	48.4	48.5	44.3	44.9	43.7	39.1
Incr Delay (d2), s/veh	2.1	17.7	7.4	2.1	95.1	32.1	31.0	20.4	0.6	25.4	12.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	17.9	9.5	3.7	22.4	12.4	11.5	11.2	3.8	14.4	11.4	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	57.7	42.9	56.0	141.5	77.4	79.4	68.9	45.0	70.3	56.6	39.5
LnGrp LOS	D	E	D	E	F	E	E	E	D	E	E	D
Approach Vol, veh/h		1816			1529			1075			932	
Approach Delay, s/veh		52.9			114.1			68.6			59.4	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.2	33.0		27.0	15.0	44.1		33.8				
Change Period (Y+Rc), s	5.7	* 5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	16.4	* 27		21.7	20.4	26.3		30.7				
Max Q Clear Time (g_c+I1), s	14.5	29.3		22.1	10.4	37.9		28.3				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		74.7	
HCM 6th LOS		E	

Notes

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

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



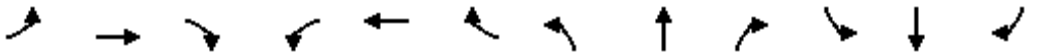
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	276	1062	320	172	857	65	555	327	152	337	180
v/c Ratio	0.88	0.88	0.52	0.87	0.88	0.14	0.77	0.83	0.34	1.03	0.45
Control Delay	76.7	48.4	20.9	90.1	55.3	15.6	51.2	62.6	7.3	107.2	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.7	48.4	20.9	90.1	55.3	15.6	51.2	62.6	7.3	107.2	13.9
Queue Length 50th (ft)	205	400	98	141	368	14	212	247	0	~280	18
Queue Length 95th (ft)	#372	#635	214	#266	#558	m45	246	320	49	#466	84
Internal Link Dist (ft)		551			1831			888		321	
Turn Bay Length (ft)	480		140	260		200	150		200		160
Base Capacity (vph)	324	1201	613	197	970	470	984	534	548	326	401
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	0.85	0.88	0.52	0.87	0.88	0.14	0.56	0.61	0.28	1.03	0.45

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.



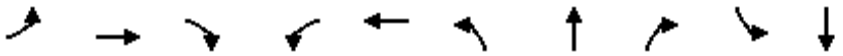
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	1030	310	167	831	63	538	317	147	119	208	175
Future Volume (veh/h)	268	1030	310	167	831	63	538	317	147	119	208	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.96	1.00		0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	276	1062	320	172	857	65	555	327	152	123	214	180
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	939	397	332	1021	436	713	386	314	120	208	271
Arrive On Green	0.17	0.26	0.26	0.19	0.29	0.29	0.21	0.21	0.21	0.18	0.18	0.18
Sat Flow, veh/h	1781	3554	1504	1781	3554	1516	3456	1870	1524	670	1166	1517
Grp Volume(v), veh/h	276	1062	320	172	857	65	555	327	152	337	0	180
Grp Sat Flow(s),veh/h/ln	1781	1777	1504	1781	1777	1516	1728	1870	1524	1837	0	1517
Q Serve(g_s), s	18.3	31.7	23.9	10.4	27.2	3.8	18.2	20.2	10.6	21.4	0.0	13.3
Cycle Q Clear(g_c), s	18.3	31.7	23.9	10.4	27.2	3.8	18.2	20.2	10.6	21.4	0.0	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.36		1.00
Lane Grp Cap(c), veh/h	301	939	397	332	1021	436	713	386	314	328	0	271
V/C Ratio(X)	0.92	1.13	0.81	0.52	0.84	0.15	0.78	0.85	0.48	1.03	0.00	0.67
Avail Cap(c_a), veh/h	303	939	397	332	1021	436	991	536	437	328	0	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.0	44.2	41.3	44.0	40.2	31.8	45.0	45.8	42.0	49.3	0.0	46.0
Incr Delay (d2), s/veh	30.4	72.5	15.9	0.7	8.3	0.7	1.7	6.7	0.4	57.3	0.0	4.9
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	10.5	23.0	10.4	4.6	12.7	1.5	7.9	10.0	4.0	15.1	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.4	116.7	57.1	44.6	48.4	32.6	46.7	52.5	42.4	106.6	0.0	50.9
LnGrp LOS	E	F	E	D	D	C	D	D	D	F	A	D
Approach Vol, veh/h		1658			1094			1034			517	
Approach Delay, s/veh		99.0			46.9			47.9			87.2	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.7	37.0		26.0	24.9	39.8		29.3				
Change Period (Y+Rc), s	5.3	* 5.3		4.6	4.6	5.3		4.6				
Max Green Setting (Gmax), s	12.4	* 32		21.4	20.4	24.7		34.4				
Max Q Clear Time (g_c+I1), s	12.4	33.7		23.4	20.3	29.2		22.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		72.1	
HCM 6th LOS		E	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



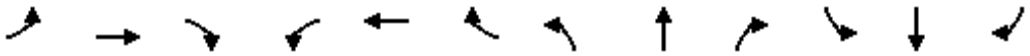
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	79	542	721	449	534	458	757	387	118	860
v/c Ratio	0.53	0.62	0.93	0.86	0.45	1.18	0.59	0.52	0.67	1.03
Control Delay	65.8	43.6	44.7	66.5	32.8	145.0	33.6	11.2	89.9	73.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	43.6	44.7	66.5	32.8	145.0	33.6	11.2	89.9	73.1
Queue Length 50th (ft)	60	196	428	176	167	~424	245	54	89	~278
Queue Length 95th (ft)	109	257	#740	#260	233	#631	332	157	m115	m#436
Internal Link Dist (ft)		4792			416		511			2905
Turn Bay Length (ft)	170		100	140		300		140	170	
Base Capacity (vph)	210	878	774	523	1178	389	1290	740	255	832
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	0.38	0.62	0.93	0.86	0.45	1.18	0.59	0.52	0.46	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.

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	515	685	427	442	66	435	719	368	112	766	51
Future Volume (veh/h)	75	515	685	427	442	66	435	719	368	112	766	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	542	721	449	465	69	458	757	387	118	806	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	882	732	513	1027	152	392	1363	593	143	798	53
Arrive On Green	0.07	0.25	0.25	0.15	0.33	0.33	0.22	0.38	0.38	0.08	0.24	0.24
Sat Flow, veh/h	1781	3554	1543	3456	3102	458	1781	3554	1546	1781	3371	226
Grp Volume(v), veh/h	79	542	721	449	265	269	458	757	387	118	425	435
Grp Sat Flow(s),veh/h/ln	1781	1777	1543	1728	1777	1783	1781	1777	1546	1781	1777	1820
Q Serve(g_s), s	5.2	16.2	28.2	15.3	14.1	14.2	26.4	20.0	15.8	7.8	28.4	28.4
Cycle Q Clear(g_c), s	5.2	16.2	28.2	15.3	14.1	14.2	26.4	20.0	15.8	7.8	28.4	28.4
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	124	882	732	513	589	590	392	1363	593	143	421	431
V/C Ratio(X)	0.64	0.61	0.99	0.88	0.45	0.46	1.17	0.56	0.65	0.82	1.01	1.01
Avail Cap(c_a), veh/h	212	882	732	513	589	590	392	1363	593	257	421	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	40.0	31.3	50.0	31.5	31.6	46.8	29.0	12.5	54.3	45.8	45.8
Incr Delay (d2), s/veh	2.0	3.2	29.9	15.1	2.5	2.5	100.1	1.6	5.5	4.4	46.4	46.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.5	14.5	7.7	6.5	6.6	22.6	8.9	6.3	3.7	18.0	18.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	43.2	61.2	65.1	34.0	34.1	146.9	30.6	18.0	58.7	92.2	91.8
LnGrp LOS	E	D	E	E	C	C	F	C	B	E	F	F
Approach Vol, veh/h		1342			983			1602			978	
Approach Delay, s/veh		53.6			48.2			60.8			88.0	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	34.0	31.0	33.0	12.1	43.9	13.4	50.6
Change Period (Y+Rc), s	* 4.2	* 4.2	4.6	4.6	3.7	* 4.2	3.7	4.6
Max Green Setting (Gmax), s	* 16	* 30	26.4	28.4	14.3	* 34	17.3	34.4
Max Q Clear Time (g_c+I1), s	17.3	30.2	28.4	30.4	7.2	16.2	9.8	22.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.1	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	61.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	12	27	19	13	37	35	487	35	39	407	106
Future Vol, veh/h	59	12	27	19	13	37	35	487	35	39	407	106
Conflicting Peds, #/hr	5	0	1	1	0	5	4	0	9	9	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	70	-	-	-	115	-	50	115	-	50
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	13	30	21	14	41	39	541	39	43	452	118

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1213	1209	457	1248	1288	555	574	0	0	589	0	0
Stage 1	542	542	-	628	628	-	-	-	-	-	-	-
Stage 2	671	667	-	620	660	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	159	183	604	150	164	531	999	-	-	986	-	-
Stage 1	525	520	-	471	476	-	-	-	-	-	-	-
Stage 2	446	457	-	476	460	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	126	166	601	124	149	524	995	-	-	978	-	-
Mov Cap-2 Maneuver	126	166	-	124	149	-	-	-	-	-	-	-
Stage 1	502	495	-	449	453	-	-	-	-	-	-	-
Stage 2	380	435	-	420	438	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	51.9	29.5	0.6	0.6
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	995	-	-	131	601	222	978	-	-
HCM Lane V/C Ratio	0.039	-	-	0.602	0.05	0.345	0.044	-	-
HCM Control Delay (s)	8.8	-	-	67.3	11.3	29.5	8.9	-	-
HCM Lane LOS	A	-	-	F	B	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.1	0.2	1.5	0.1	-	-

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	12	57	24	0	51	102	305	37	69	375	93
Future Vol, veh/h	75	12	57	24	0	51	102	305	37	69	375	93
Conflicting Peds, #/hr	0	0	16	16	0	0	4	0	5	5	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	100	-	50	100	-	50
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	83	13	63	27	0	57	113	339	41	77	417	103

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1189	1186	437	1247	1248	344	524	0	0	385	0	0
Stage 1	575	575	-	570	570	-	-	-	-	-	-	-
Stage 2	614	611	-	677	678	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	165	189	620	150	173	699	1043	-	-	1173	-	-
Stage 1	503	503	-	506	505	-	-	-	-	-	-	-
Stage 2	479	484	-	443	452	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	132	156	608	107	143	696	1039	-	-	1167	-	-
Mov Cap-2 Maneuver	132	156	-	107	143	-	-	-	-	-	-	-
Stage 1	447	468	-	449	448	-	-	-	-	-	-	-
Stage 2	392	429	-	355	420	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	44.3	26.2	2	1.1
HCM LOS	E	D		

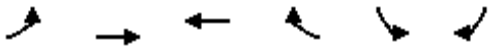
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1039	-	-	132	404	252	1167	-	-
HCM Lane V/C Ratio	0.109	-	-	0.631	0.19	0.331	0.066	-	-
HCM Control Delay (s)	8.9	-	-	70.3	16	26.2	8.3	-	-
HCM Lane LOS	A	-	-	F	C	D	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	3.3	0.7	1.4	0.2	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	219	417	243	306	546
v/c Ratio	0.60	0.23	0.60	0.20	0.95
Control Delay	31.2	8.6	30.1	0.3	51.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	8.6	30.1	0.3	51.7
Queue Length 50th (ft)	77	43	85	0	182
Queue Length 95th (ft)	153	63	166	0	#476
Internal Link Dist (ft)		268	2338		650
Turn Bay Length (ft)	130			120	
Base Capacity (vph)	557	2828	732	1551	574
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.39	0.15	0.33	0.20	0.95

Intersection Summary

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	206	392	228	288	254	259
Future Volume (veh/h)	206	392	228	288	254	259
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	219	417	243	0	270	276
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	280	1587	342		293	299
Arrive On Green	0.16	0.45	0.18	0.00	0.35	0.35
Sat Flow, veh/h	1781	3647	1870	1585	828	846
Grp Volume(v), veh/h	219	417	243	0	547	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	1585	1677	0
Q Serve(g_s), s	6.5	4.0	6.7	0.0	17.1	0.0
Cycle Q Clear(g_c), s	6.5	4.0	6.7	0.0	17.1	0.0
Prop In Lane	1.00			1.00	0.49	0.50
Lane Grp Cap(c), veh/h	280	1587	342		593	0
V/C Ratio(X)	0.78	0.26	0.71		0.92	0.00
Avail Cap(c_a), veh/h	652	1627	856		614	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	22.1	9.5	20.9	0.0	16.9	0.0
Incr Delay (d2), s/veh	4.7	0.1	2.7	0.0	19.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	1.3	2.9	0.0	8.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.8	9.6	23.7	0.0	36.2	0.0
LnGrp LOS	C	A	C		D	A
Approach Vol, veh/h		636	243	A	547	
Approach Delay, s/veh		15.5	23.7		36.2	
Approach LOS		B	C		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.2		24.4	14.4	15.8
Change Period (Y+Rc), s		5.8		5.1	5.8	5.8
Max Green Setting (Gmax), s		25.0		20.0	20.0	25.0
Max Q Clear Time (g_c+I1), s		6.0		19.1	8.5	8.7
Green Ext Time (p_c), s		2.6		0.2	0.5	1.2

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Notes

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

Intersection	
Intersection Delay, s/veh	115.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	266	402	143	62	204	71	115	267	56	75	269	208
Future Vol, veh/h	266	402	143	62	204	71	115	267	56	75	269	208
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	274	414	147	64	210	73	119	275	58	77	277	214
Number of Lanes	1	1	0	0	1	0	0	1	1	0	1	1

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	184.2	76.6	94.1	54.3
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	30%	0%	100%	0%	18%	22%	0%
Vol Thru, %	70%	0%	0%	74%	61%	78%	0%
Vol Right, %	0%	100%	0%	26%	21%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	382	56	266	545	337	344	208
LT Vol	115	0	266	0	62	75	0
Through Vol	267	0	0	402	204	269	0
RT Vol	0	56	0	143	71	0	208
Lane Flow Rate	394	58	274	562	347	355	214
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	1.083	0.145	0.772	1.476	0.972	0.965	0.535
Departure Headway (Hd)	10.496	9.596	10.583	9.864	10.828	10.507	9.65
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	350	376	346	371	337	348	375
Service Time	8.196	7.296	8.283	7.564	8.828	8.207	7.35
HCM Lane V/C Ratio	1.126	0.154	0.792	1.515	1.03	1.02	0.571
HCM Control Delay	105.8	13.9	41.4	253.9	76.6	73.3	22.9
HCM Lane LOS	F	B	E	F	F	F	C
HCM 95th-tile Q	13.7	0.5	6.2	28.7	10.4	10.4	3

Intersection	
Int Delay, s/veh	34.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	400	439	0	331	0	0	0	0	421	0	286
Future Vol, veh/h	0	400	439	0	331	0	0	0	0	421	0	286
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	230	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	404	443	0	334	0	0	0	0	425	0	289

Major/Minor	Major1			Major2				Minor2		
Conflicting Flow All	-	0	-	-	-	0		738	-	334
Stage 1	-	-	-	-	-	-		334	-	-
Stage 2	-	-	-	-	-	-		404	-	-
Critical Hdwy	-	-	-	-	-	-		6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	-	-
Follow-up Hdwy	-	-	-	-	-	-		3.518	-	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0		~ 385	0	708
Stage 1	0	-	0	0	-	0		725	0	-
Stage 2	0	-	0	0	-	0		674	0	-
Platoon blocked, %		-			-					
Mov Cap-1 Maneuver	-	-	-	-	-	-		~ 385	0	708
Mov Cap-2 Maneuver	-	-	-	-	-	-		~ 385	0	-
Stage 1	-	-	-	-	-	-		725	0	-
Stage 2	-	-	-	-	-	-		674	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	71
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	385	708
HCM Lane V/C Ratio	-	-	1.105	0.408
HCM Control Delay (s)	-	-	110	13.5
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	15.4	2

Notes

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

Intersection	
Int Delay, s/veh	53.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	191	695	0	0	564	506	145	5	424	0	0	0
Future Vol, veh/h	191	695	0	0	564	506	145	5	424	0	0	0
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	-	-	Free	-	-	Free	-	-	None
Storage Length	170	-	-	-	-	0	550	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	199	724	0	0	588	527	151	5	442	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	588	0	-	-	-	0	1710	1710	-
Stage 1	-	-	-	-	-	-	1122	1122	-
Stage 2	-	-	-	-	-	-	588	588	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	-
Pot Cap-1 Maneuver	987	-	0	0	-	0	~ 100	91	0
Stage 1	-	-	0	0	-	0	311	281	0
Stage 2	-	-	0	0	-	0	555	496	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	987	-	-	-	-	-	~ 80	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 80	0	-
Stage 1	-	-	-	-	-	-	248	0	-
Stage 2	-	-	-	-	-	-	555	0	-

Approach	EB	WB	NB
HCM Control Delay, s	2.1	0	$ 556.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	80	-	987	-	-
HCM Lane V/C Ratio	1.953	-	0.202	-	-
HCM Control Delay (s)	$ 556.9	0	9.6	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	13.8	-	0.8	-	-

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

Intersection	
Int Delay, s/veh	19.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	421	0	0	697	66	481
Future Vol, veh/h	421	0	0	697	66	481
Conflicting Peds, #/hr	0	1	1	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	160	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	495	0	0	820	78	566

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1315	496
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	820	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	174	574
Stage 1	-	0	0	-	613	-
Stage 2	-	0	0	-	433	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	174	573
Mov Cap-2 Maneuver	-	-	-	-	174	-
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	433	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	59
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	174	573	-	-
HCM Lane V/C Ratio	0.446	0.988	-	-
HCM Control Delay (s)	41.4	61.4	-	-
HCM Lane LOS	E	F	-	-
HCM 95th %tile Q(veh)	2.1	14.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	234	739	305	168	653	286	231	560	175	758	174
v/c Ratio	0.71	0.84	0.54	0.27	0.56	0.42	0.85	0.97	0.43	0.93	0.39
Control Delay	64.5	53.1	12.6	44.0	36.1	5.7	75.3	81.4	9.8	63.5	9.7
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	64.5	53.1	12.6	44.0	36.1	5.7	75.3	81.4	9.8	63.5	9.7
Queue Length 50th (ft)	92	291	34	58	219	0	192	239	0	299	8
Queue Length 95th (ft)	131	#410	123	92	299	65	#343	#361	62	#381	66
Internal Link Dist (ft)		510			875			2117		223	
Turn Bay Length (ft)	225		180	250			260		260		105
Base Capacity (vph)	497	881	566	612	1170	687	273	575	407	889	469
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	0.47	0.84	0.54	0.27	0.56	0.42	0.85	0.97	0.43	0.85	0.37

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)	222	702	290	160	620	272	244	507	166	261	459	165
Future Volume (veh/h)	222	702	290	160	620	272	244	507	166	261	459	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.83	1.00		0.87
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	234	739	305	168	653	286	257	534	175	275	483	174
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	808	346	660	1223	530	299	628	221	294	553	324
Arrive On Green	0.08	0.23	0.23	0.19	0.34	0.34	0.17	0.17	0.17	0.24	0.24	0.24
Sat Flow, veh/h	3456	3554	1519	3456	3554	1539	1781	3741	1319	1243	2342	1371
Grp Volume(v), veh/h	234	739	305	168	653	286	257	534	175	400	358	174
Grp Sat Flow(s),veh/h/ln	1728	1777	1519	1728	1777	1539	1781	1870	1319	1808	1777	1371
Q Serve(g_s), s	8.0	24.3	23.3	5.0	17.7	18.0	16.8	16.6	15.3	26.0	23.1	13.3
Cycle Q Clear(g_c), s	8.0	24.3	23.3	5.0	17.7	18.0	16.8	16.6	15.3	26.0	23.1	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.69		1.00
Lane Grp Cap(c), veh/h	288	808	346	660	1223	530	299	628	221	427	420	324
V/C Ratio(X)	0.81	0.91	0.88	0.25	0.53	0.54	0.86	0.85	0.79	0.94	0.85	0.54
Avail Cap(c_a), veh/h	501	808	346	660	1223	530	303	636	224	463	455	351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	45.2	44.8	41.3	31.6	31.7	48.6	48.5	47.9	44.9	43.8	40.1
Incr Delay (d2), s/veh	2.1	16.6	26.2	0.1	1.7	3.9	20.2	10.0	15.7	25.0	12.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	12.3	11.1	2.1	7.7	7.1	9.1	8.6	5.8	14.2	11.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	61.8	71.0	41.4	33.3	35.6	68.8	58.5	63.7	69.9	56.5	40.6
LnGrp LOS	E	E	E	D	C	D	E	E	E	E	E	D
Approach Vol, veh/h		1278			1107			966			932	
Approach Delay, s/veh		63.0			35.1			62.2			59.3	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	47.0		24.7	28.6	33.0		33.7				
Change Period (Y+Rc), s	4.6	5.7		4.6	5.7	* 5.7		5.3				
Max Green Setting (Gmax), s	17.4	31.3		20.4	20.4	* 27		30.7				
Max Q Clear Time (g_c+I1), s	10.0	20.0		18.8	7.0	26.3		28.0				
Green Ext Time (p_c), s	0.0	0.7		0.2	0.0	0.2		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			54.8									
HCM 6th LOS			D									

Notes

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

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

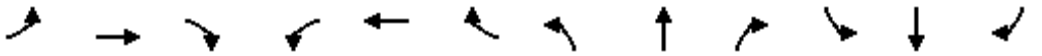


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	145	738	352	158	656	66	419	302	192	402	223
v/c Ratio	0.64	0.59	0.50	0.80	0.55	0.12	0.61	0.81	0.42	1.23	0.55
Control Delay	63.4	36.3	13.4	79.7	36.3	2.2	46.8	62.3	7.7	167.5	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.4	36.3	13.4	79.7	36.3	2.2	46.8	62.3	7.7	167.5	20.7
Queue Length 50th (ft)	108	245	56	119	213	0	156	229	0	~383	47
Queue Length 95th (ft)	#180	351	166	#222	310	12	188	301	56	#582	129
Internal Link Dist (ft)		527			1831			888		321	
Turn Bay Length (ft)	480		140	260		200	150		200		160
Base Capacity (vph)	227	1243	700	207	1184	563	984	534	577	328	404
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	0.64	0.59	0.50	0.76	0.55	0.12	0.43	0.57	0.33	1.23	0.55

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.



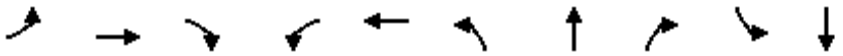
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	686	327	147	610	61	390	281	179	81	293	207
Future Volume (veh/h)	135	686	327	147	610	61	390	281	179	81	293	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	738	352	158	656	66	419	302	192	87	315	223
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	1297	559	184	880	375	671	363	300	71	259	271
Arrive On Green	0.21	0.36	0.36	0.10	0.25	0.25	0.19	0.19	0.19	0.18	0.18	0.18
Sat Flow, veh/h	1781	3554	1530	1781	3554	1515	3456	1870	1546	400	1450	1522
Grp Volume(v), veh/h	145	738	352	158	656	66	419	302	192	402	0	223
Grp Sat Flow(s),veh/h/ln	1781	1777	1530	1781	1777	1515	1728	1870	1546	1850	0	1522
Q Serve(g_s), s	8.3	20.0	22.8	10.5	20.4	4.1	13.3	18.6	13.7	21.4	0.0	16.9
Cycle Q Clear(g_c), s	8.3	20.0	22.8	10.5	20.4	4.1	13.3	18.6	13.7	21.4	0.0	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.22		1.00
Lane Grp Cap(c), veh/h	383	1297	559	184	880	375	671	363	300	330	0	271
V/C Ratio(X)	0.38	0.57	0.63	0.86	0.75	0.18	0.62	0.83	0.64	1.22	0.00	0.82
Avail Cap(c_a), veh/h	383	1297	559	184	880	375	991	536	443	330	0	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.3	30.5	31.4	52.9	41.7	35.5	44.3	46.5	44.5	49.3	0.0	47.5
Incr Delay (d2), s/veh	0.2	1.8	5.3	29.8	5.7	1.0	0.4	4.5	0.8	122.6	0.0	16.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	8.6	9.0	6.1	9.4	1.6	5.7	9.0	5.3	21.2	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	32.4	36.7	82.8	47.4	36.5	44.7	51.0	45.3	171.9	0.0	64.4
LnGrp LOS	D	C	D	F	D	D	D	D	D	F	A	E
Approach Vol, veh/h		1235			880			913			625	
Approach Delay, s/veh		34.6			52.9			46.9			133.5	
Approach LOS		C			D			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.0	49.1		26.0	31.1	35.0		27.9				
Change Period (Y+Rc), s	4.6	5.3		4.6	5.3	* 5.3		4.6				
Max Green Setting (Gmax), s	12.4	32.7		21.4	14.4	* 30		34.4				
Max Q Clear Time (g_c+I1), s	12.5	24.8		23.4	10.3	22.4		20.6				
Green Ext Time (p_c), s	0.0	0.7		0.0	0.0	0.6		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			59.0									
HCM 6th LOS			E									

Notes

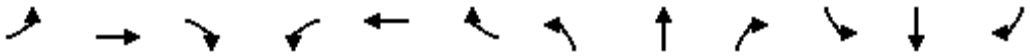
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	84	393	395	289	623	445	871	347	119	591
v/c Ratio	0.55	0.43	0.46	0.68	0.56	0.95	0.65	0.47	0.70	0.83
Control Delay	63.8	37.3	13.7	56.9	34.4	73.0	32.6	10.5	71.1	53.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	37.3	13.7	56.9	34.4	73.0	32.6	10.5	71.1	53.5
Queue Length 50th (ft)	61	127	120	107	195	324	276	50	87	216
Queue Length 95th (ft)	111	175	215	154	268	#585	358	134	147	267
Internal Link Dist (ft)		4792			416		511			2905
Turn Bay Length (ft)	170		100	140		300		140	170	
Base Capacity (vph)	189	917	860	426	1105	470	1340	737	204	863
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	0.44	0.43	0.46	0.68	0.56	0.95	0.65	0.47	0.58	0.68

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)	80	373	375	275	469	123	423	827	330	113	474	87
Future Volume (veh/h)	80	373	375	275	469	123	423	827	330	113	474	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	393	395	289	494	129	445	871	347	119	499	92
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	921	755	576	992	257	393	1235	538	145	597	109
Arrive On Green	0.07	0.26	0.26	0.17	0.36	0.36	0.22	0.35	0.35	0.08	0.20	0.20
Sat Flow, veh/h	1781	3554	1563	3456	2777	720	1781	3554	1549	1781	2980	546
Grp Volume(v), veh/h	84	393	395	289	315	308	445	871	347	119	296	295
Grp Sat Flow(s),veh/h/ln	1781	1777	1563	1728	1777	1721	1781	1777	1549	1781	1777	1749
Q Serve(g_s), s	5.3	10.6	0.0	8.7	15.9	16.1	25.4	24.4	13.6	7.6	18.4	18.6
Cycle Q Clear(g_c), s	5.3	10.6	0.0	8.7	15.9	16.1	25.4	24.4	13.6	7.6	18.4	18.6
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	130	921	755	576	635	615	393	1235	538	145	356	351
V/C Ratio(X)	0.65	0.43	0.52	0.50	0.50	0.50	1.13	0.71	0.64	0.82	0.83	0.84
Avail Cap(c_a), veh/h	191	921	755	576	635	615	393	1235	538	206	439	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	35.5	20.7	43.6	28.9	28.9	44.8	32.4	12.4	52.0	44.1	44.2
Incr Delay (d2), s/veh	2.0	1.4	2.6	0.3	2.8	2.9	86.0	1.6	2.1	11.1	9.0	9.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.8	7.9	3.8	7.3	7.2	20.6	10.8	5.0	3.8	9.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	36.9	23.3	43.8	31.6	31.8	130.8	34.0	14.5	63.1	53.2	54.1
LnGrp LOS	D	D	C	D	C	C	F	C	B	E	D	D
Approach Vol, veh/h		872			912			1663			710	
Approach Delay, s/veh		32.4			35.6			55.8			55.2	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.4	34.0	30.0	27.6	12.1	45.3	13.1	44.6
Change Period (Y+Rc), s	* 4.2	* 4.2	4.6	4.6	3.7	* 4.2	3.7	4.6
Max Green Setting (Gmax), s	* 12	* 30	25.4	28.4	12.3	* 32	13.3	34.4
Max Q Clear Time (g_c+I1), s	10.7	12.6	27.4	20.6	7.3	18.1	9.6	26.4
Green Ext Time (p_c), s	0.0	2.5	0.0	1.3	0.0	2.4	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	11.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	116	15	34	25	0	40	34	341	20	29	347	75
Future Vol, veh/h	116	15	34	25	0	40	34	341	20	29	347	75
Conflicting Peds, #/hr	15	0	1	1	0	15	10	0	15	15	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	70	-	-	-	115	-	50	115	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	136	18	40	29	0	47	40	401	24	34	408	88

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1018	1006	419	1046	1070	431	506	0	0	440	0	0
Stage 1	486	486	-	496	496	-	-	-	-	-	-	-
Stage 2	532	520	-	550	574	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	216	241	634	206	221	624	1059	-	-	1120	-	-
Stage 1	563	551	-	556	545	-	-	-	-	-	-	-
Stage 2	531	532	-	519	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	184	219	627	169	201	606	1049	-	-	1104	-	-
Mov Cap-2 Maneuver	184	219	-	169	201	-	-	-	-	-	-	-
Stage 1	537	528	-	527	517	-	-	-	-	-	-	-
Stage 2	464	505	-	455	482	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	64.2	20.8	0.7	0.5
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1049	-	-	187	627	304	1104	-	-
HCM Lane V/C Ratio	0.038	-	-	0.824	0.064	0.252	0.031	-	-
HCM Control Delay (s)	8.6	-	-	78	11.1	20.8	8.4	-	-
HCM Lane LOS	A	-	-	F	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	5.8	0.2	1	0.1	-	-

Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	113	11	84	38	15	64	48	224	30	43	286	52
Future Vol, veh/h	113	11	84	38	15	64	48	224	30	43	286	52
Conflicting Peds, #/hr	0	0	4	4	0	0	8	0	11	11	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	100	-	50	100	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	135	13	100	45	18	76	57	267	36	51	340	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	896	878	352	926	904	278	410	0	0	314	0	0
Stage 1	450	450	-	392	392	-	-	-	-	-	-	-
Stage 2	446	428	-	534	512	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	261	287	692	249	277	761	1149	-	-	1246	-	-
Stage 1	589	572	-	633	606	-	-	-	-	-	-	-
Stage 2	591	585	-	530	536	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	205	257	684	188	248	753	1140	-	-	1233	-	-
Mov Cap-2 Maneuver	205	257	-	188	248	-	-	-	-	-	-	-
Stage 1	555	544	-	595	570	-	-	-	-	-	-	-
Stage 2	489	550	-	422	510	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.5	23	1.3	0.9
HCM LOS	D	C		

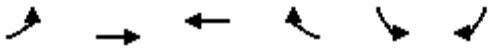
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1140	-	-	205	574	337	1233	-	-
HCM Lane V/C Ratio	0.05	-	-	0.656	0.197	0.413	0.042	-	-
HCM Control Delay (s)	8.3	-	-	50.9	12.8	23	8	-	-
HCM Lane LOS	A	-	-	F	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	4	0.7	2	0.1	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	139	186	244	283	441
v/c Ratio	0.47	0.11	0.59	0.18	0.74
Control Delay	29.0	8.2	27.8	0.3	28.1
Queue Delay	0.0	0.0	0.0	0.0	2.0
Total Delay	29.0	8.2	27.8	0.3	30.1
Queue Length 50th (ft)	46	17	79	0	125
Queue Length 95th (ft)	101	31	153	0	#326
Internal Link Dist (ft)		427	2338		209
Turn Bay Length (ft)	130			120	
Base Capacity (vph)	589	2995	776	1551	596
Starvation Cap Reductn	0	0	0	0	61
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.06	0.31	0.18	0.82

Intersection Summary

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	131	175	229	266	248	166
Future Volume (veh/h)	131	175	229	266	248	166
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	186	244	0	264	177
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	220	1638	399		310	208
Arrive On Green	0.12	0.46	0.21	0.00	0.31	0.31
Sat Flow, veh/h	1781	3647	1870	1585	1014	680
Grp Volume(v), veh/h	139	186	244	0	442	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	1585	1697	0
Q Serve(g_s), s	3.5	1.4	5.5	0.0	11.4	0.0
Cycle Q Clear(g_c), s	3.5	1.4	5.5	0.0	11.4	0.0
Prop In Lane	1.00			1.00	0.60	0.40
Lane Grp Cap(c), veh/h	220	1638	399		519	0
V/C Ratio(X)	0.63	0.11	0.61		0.85	0.00
Avail Cap(c_a), veh/h	763	1904	1002		727	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.5	7.2	16.6	0.0	15.2	0.0
Incr Delay (d2), s/veh	3.0	0.0	1.5	0.0	7.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.4	2.2	0.0	4.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.5	7.2	18.1	0.0	22.2	0.0
LnGrp LOS	C	A	B		C	A
Approach Vol, veh/h		325	244	A	442	
Approach Delay, s/veh		13.7	18.1		22.2	
Approach LOS		B	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.3		19.4	11.6	15.8
Change Period (Y+Rc), s		5.8		5.1	5.8	5.8
Max Green Setting (Gmax), s		25.0		20.0	20.0	25.0
Max Q Clear Time (g_c+I1), s		3.4		13.4	5.5	7.5
Green Ext Time (p_c), s		1.1		0.9	0.3	1.2

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Intersection Delay, s/veh	51.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	146	255	76	52	202	50	90	219	60	83	229	255
Future Vol, veh/h	146	255	76	52	202	50	90	219	60	83	229	255
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	159	277	83	57	220	54	98	238	65	90	249	277
Number of Lanes	1	1	0	0	1	0	0	1	1	0	1	1

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	50.1	61.1	53.7	45.3
HCM LOS	F	F	F	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	29%	0%	100%	0%	17%	27%	0%
Vol Thru, %	71%	0%	0%	77%	66%	73%	0%
Vol Right, %	0%	100%	0%	23%	16%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	309	60	146	331	304	312	255
LT Vol	90	0	146	0	52	83	0
Through Vol	219	0	0	255	202	229	0
RT Vol	0	60	0	76	50	0	255
Lane Flow Rate	336	65	159	360	330	339	277
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.921	0.163	0.444	0.938	0.915	0.912	0.678
Departure Headway (Hd)	9.868	8.978	10.078	9.387	9.969	9.684	8.808
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	366	398	357	385	363	373	407
Service Time	7.651	6.76	7.867	7.175	8.06	7.48	6.602
HCM Lane V/C Ratio	0.918	0.163	0.445	0.935	0.909	0.909	0.681
HCM Control Delay	61.5	13.5	20.7	63	61.1	59.1	28.4
HCM Lane LOS	F	B	C	F	F	F	D
HCM 95th-tile Q	9.5	0.6	2.2	10.2	9.3	9.4	4.9

Intersection	
Int Delay, s/veh	34.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	198	203	0	322	0	0	0	0	496	0	276
Future Vol, veh/h	0	198	203	0	322	0	0	0	0	496	0	276
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	230	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	208	214	0	339	0	0	0	0	522	0	291

Major/Minor	Major1			Major2				Minor2		
Conflicting Flow All	-	0	-	-	-	0		547	-	339
Stage 1	-	-	-	-	-	-		339	-	-
Stage 2	-	-	-	-	-	-		208	-	-
Critical Hdwy	-	-	-	-	-	-		6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	-	-
Follow-up Hdwy	-	-	-	-	-	-		3.518	-	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0		~ 498	0	703
Stage 1	0	-	0	0	-	0		722	0	-
Stage 2	0	-	0	0	-	0		827	0	-
Platoon blocked, %		-			-					
Mov Cap-1 Maneuver	-	-	-	-	-	-		~ 498	0	703
Mov Cap-2 Maneuver	-	-	-	-	-	-		~ 498	0	-
Stage 1	-	-	-	-	-	-		722	0	-
Stage 2	-	-	-	-	-	-		827	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	57.9
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	498	703
HCM Lane V/C Ratio	-	-	1.048	0.413
HCM Control Delay (s)	-	-	82.5	13.7
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	15.6	2

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

Intersection	
Int Delay, s/veh	77.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	142	551	0	0	419	671	243	13	449	0	0	0
Future Vol, veh/h	142	551	0	0	419	671	243	13	449	0	0	0
Conflicting Peds, #/hr	0	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	-	-	Free	-	-	Free	-	-	None
Storage Length	170	-	-	-	-	0	550	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	148	574	0	0	436	699	253	14	468	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	436	0	-	-	-	0	1306	1306	-
Stage 1	-	-	-	-	-	-	870	870	-
Stage 2	-	-	-	-	-	-	436	436	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	-
Pot Cap-1 Maneuver	1124	-	0	0	-	0	~ 176	160	0
Stage 1	-	-	0	0	-	0	410	369	0
Stage 2	-	-	0	0	-	0	652	580	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1124	-	-	-	-	-	~ 153	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 153	0	-
Stage 1	-	-	-	-	-	-	356	0	-
Stage 2	-	-	-	-	-	-	652	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.8	0	$ 411.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	153	-	1124	-	-
HCM Lane V/C Ratio	1.743	-	0.132	-	-
HCM Control Delay (s)	$ 411.1	0	8.7	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	19.4	-	0.5	-	-

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	0	6	83	0	3
Future Vol, veh/h	34	0	6	83	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	0	7	90	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	37	0	141	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1574	-	852	1035
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1574	-	848	1035
Mov Cap-2 Maneuver	-	-	-	-	848	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	915	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1035	-	-	1574	-
HCM Lane V/C Ratio	0.003	-	-	0.004	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	0	11	89	0	3
Future Vol, veh/h	37	0	11	89	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	0	12	97	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	161	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1570	-	830	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1570	-	823	1031
Mov Cap-2 Maneuver	-	-	-	-	823	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1031	-	-	1570	-
HCM Lane V/C Ratio	0.003	-	-	0.008	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	0	21	100	0	3
Future Vol, veh/h	40	0	21	100	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	0	23	109	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	43	0	198	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	155	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1566	-	791	1027
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1566	-	778	1027
Mov Cap-2 Maneuver	-	-	-	-	778	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	859	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1027	-	-	1566	-
HCM Lane V/C Ratio	0.003	-	-	0.015	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	0	397	408	0
Future Vol, veh/h	0	6	0	397	408	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	0	432	443	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	875	443	443	0	-	0
Stage 1	443	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	320	615	1117	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	320	615	1117	-	-	-
Mov Cap-2 Maneuver	320	-	-	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	655	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1117	-	615	-	-
HCM Lane V/C Ratio	-	-	0.011	-	-
HCM Control Delay (s)	0	-	10.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	8.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	82	0	0	536	24	572
Future Vol, veh/h	82	0	0	536	24	572
Conflicting Peds, #/hr	0	4	4	0	0	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	160	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	0	0	609	27	650

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	702	99
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	609	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	404	957
Stage 1	-	0	0	-	931	-
Stage 2	-	0	0	-	543	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	404	952
Mov Cap-2 Maneuver	-	-	-	-	404	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	543	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	404	952	-	-
HCM Lane V/C Ratio	0.068	0.683	-	-
HCM Control Delay (s)	14.6	16.5	-	-
HCM Lane LOS	B	C	-	-
HCM 95th %tile Q(veh)	0.2	5.6	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	386	1086	344	246	957	331	288	605	143	765	168
v/c Ratio	0.70	0.99	0.57	0.73	1.09	0.56	0.99	1.00	0.35	0.93	0.34
Control Delay	54.9	66.5	20.2	65.0	101.4	11.7	99.7	85.1	6.5	63.9	7.5
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	54.9	66.5	20.2	65.0	101.4	11.7	99.7	85.1	6.5	63.9	7.5
Queue Length 50th (ft)	147	~452	98	97	~457	31	247	259	0	302	1
Queue Length 95th (ft)	201	#661	211	137	#602	123	#445	#390	40	#397	56
Internal Link Dist (ft)		510			851			2117		223	
Turn Bay Length (ft)	225		180	250			260		260		105
Base Capacity (vph)	555	1098	603	583	876	595	291	607	414	889	520
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	0.70	0.99	0.57	0.42	1.09	0.56	0.99	1.00	0.35	0.86	0.32

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)	367	1032	327	234	909	314	375	473	136	273	454	160
Future Volume (veh/h)	367	1032	327	234	909	314	375	473	136	273	454	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	386	1086	344	246	957	331	298	634	143	287	478	168
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	588	1137	502	300	808	353	322	676	281	306	548	365
Arrive On Green	0.17	0.32	0.32	0.09	0.23	0.23	0.18	0.18	0.18	0.24	0.24	0.24
Sat Flow, veh/h	3456	3554	1568	3456	3554	1550	1781	3741	1553	1284	2299	1531
Grp Volume(v), veh/h	386	1086	344	246	957	331	298	634	143	404	361	168
Grp Sat Flow(s),veh/h/ln	1728	1777	1568	1728	1777	1550	1781	1870	1553	1806	1777	1531
Q Serve(g_s), s	12.5	35.9	22.9	8.4	27.3	25.2	19.7	20.1	10.0	26.3	23.3	11.3
Cycle Q Clear(g_c), s	12.5	35.9	22.9	8.4	27.3	25.2	19.7	20.1	10.0	26.3	23.3	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.71		1.00
Lane Grp Cap(c), veh/h	588	1137	502	300	808	353	322	676	281	430	423	365
V/C Ratio(X)	0.66	0.96	0.69	0.82	1.18	0.94	0.93	0.94	0.51	0.94	0.85	0.46
Avail Cap(c_a), veh/h	588	1137	502	587	808	353	322	676	281	462	455	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	40.0	35.5	53.9	46.3	45.5	48.4	48.5	44.3	44.8	43.7	39.1
Incr Delay (d2), s/veh	2.1	17.9	7.4	2.1	95.1	34.6	31.0	20.4	0.6	25.5	12.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	17.9	9.6	3.7	22.4	12.8	11.5	11.2	3.8	14.4	11.4	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	57.8	43.0	56.0	141.5	80.1	79.4	68.9	45.0	70.3	56.6	39.4
LnGrp LOS	D	E	D	E	F	F	E	E	D	E	E	D
Approach Vol, veh/h		1816			1534			1075			933	
Approach Delay, s/veh		53.1			114.5			68.6			59.5	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.1	33.0		27.0	15.0	44.1		33.9				
Change Period (Y+Rc), s	5.7	* 5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	16.4	* 27		21.7	20.4	26.3		30.7				
Max Q Clear Time (g_c+I1), s	14.5	29.3		22.1	10.4	37.9		28.3				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		74.9	
HCM 6th LOS		E	

Notes

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

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



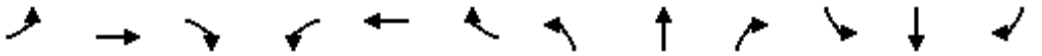
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	276	1062	321	173	857	65	559	329	154	338	180
v/c Ratio	0.88	0.89	0.52	0.88	0.88	0.14	0.77	0.83	0.35	1.04	0.45
Control Delay	76.8	48.6	20.9	90.9	55.5	15.6	51.3	62.7	7.4	107.9	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.8	48.6	20.9	90.9	55.5	15.6	51.3	62.7	7.4	107.9	13.9
Queue Length 50th (ft)	205	400	98	142	369	14	214	249	0	~282	18
Queue Length 95th (ft)	#374	#637	215	#272	#560	m46	248	322	50	#469	84
Internal Link Dist (ft)		551			1831			888		321	
Turn Bay Length (ft)	480		140	260		200	150		200		160
Base Capacity (vph)	323	1199	612	197	969	469	984	534	548	326	401
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	0.85	0.89	0.52	0.88	0.88	0.14	0.57	0.62	0.28	1.04	0.45

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.



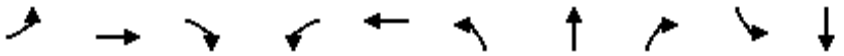
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	1030	311	168	831	63	542	319	149	119	209	175
Future Volume (veh/h)	268	1030	311	168	831	63	542	319	149	119	209	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.96	1.00		0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	276	1062	321	173	857	65	559	329	154	123	215	180
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	939	397	330	1018	434	715	387	315	119	208	271
Arrive On Green	0.17	0.26	0.26	0.19	0.29	0.29	0.21	0.21	0.21	0.18	0.18	0.18
Sat Flow, veh/h	1781	3554	1504	1781	3554	1516	3456	1870	1524	668	1168	1517
Grp Volume(v), veh/h	276	1062	321	173	857	65	559	329	154	338	0	180
Grp Sat Flow(s),veh/h/ln	1781	1777	1504	1781	1777	1516	1728	1870	1524	1837	0	1517
Q Serve(g_s), s	18.3	31.7	24.0	10.5	27.2	3.8	18.4	20.3	10.7	21.4	0.0	13.3
Cycle Q Clear(g_c), s	18.3	31.7	24.0	10.5	27.2	3.8	18.4	20.3	10.7	21.4	0.0	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.36		1.00
Lane Grp Cap(c), veh/h	301	939	397	330	1018	434	715	387	315	328	0	271
V/C Ratio(X)	0.92	1.13	0.81	0.52	0.84	0.15	0.78	0.85	0.49	1.03	0.00	0.67
Avail Cap(c_a), veh/h	303	939	397	330	1018	434	991	536	437	328	0	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.0	44.2	41.3	44.1	40.3	31.9	45.0	45.8	42.0	49.3	0.0	46.0
Incr Delay (d2), s/veh	30.4	72.5	16.1	0.7	8.4	0.7	1.8	6.9	0.4	58.2	0.0	4.9
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	10.5	23.0	10.4	4.6	12.7	1.5	8.0	10.1	4.0	15.1	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.4	116.7	57.4	44.8	48.7	32.6	46.8	52.7	42.4	107.5	0.0	50.9
LnGrp LOS	E	F	E	D	D	C	D	D	D	F	A	D
Approach Vol, veh/h		1659			1095			1042			518	
Approach Delay, s/veh		99.0			47.1			48.0			87.8	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.6	37.0		26.0	24.9	39.7		29.4				
Change Period (Y+Rc), s	5.3	* 5.3		4.6	4.6	5.3		4.6				
Max Green Setting (Gmax), s	12.4	* 32		21.4	20.4	24.7		34.4				
Max Q Clear Time (g_c+I1), s	12.5	33.7		23.4	20.3	29.2		22.3				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		72.2	
HCM 6th LOS		E	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



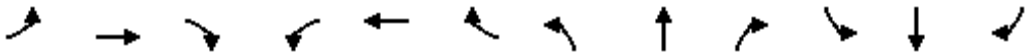
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	79	544	725	449	535	460	757	387	118	860
v/c Ratio	0.53	0.62	0.94	0.86	0.45	1.18	0.59	0.52	0.67	1.03
Control Delay	65.8	43.7	45.6	66.5	32.8	146.8	33.6	11.2	89.8	73.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	43.7	45.6	66.5	32.8	146.8	33.6	11.2	89.8	73.1
Queue Length 50th (ft)	60	197	432	176	168	~428	245	54	90	~280
Queue Length 95th (ft)	109	258	#747	#260	233	#634	332	157	m114	m#435
Internal Link Dist (ft)		4792			416		511			2905
Turn Bay Length (ft)	170		100	140		300		140	170	
Base Capacity (vph)	210	878	774	523	1178	389	1290	740	255	832
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	0.38	0.62	0.94	0.86	0.45	1.18	0.59	0.52	0.46	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.

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	517	689	427	443	66	437	719	368	112	766	51
Future Volume (veh/h)	75	517	689	427	443	66	437	719	368	112	766	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	544	725	449	466	69	460	757	387	118	806	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	882	732	513	1028	151	392	1363	593	143	798	53
Arrive On Green	0.07	0.25	0.25	0.15	0.33	0.33	0.22	0.38	0.38	0.08	0.24	0.24
Sat Flow, veh/h	1781	3554	1543	3456	3103	457	1781	3554	1546	1781	3371	226
Grp Volume(v), veh/h	79	544	725	449	266	269	460	757	387	118	425	435
Grp Sat Flow(s),veh/h/ln	1781	1777	1543	1728	1777	1783	1781	1777	1546	1781	1777	1820
Q Serve(g_s), s	5.2	16.3	28.8	15.3	14.1	14.3	26.4	20.0	15.8	7.8	28.4	28.4
Cycle Q Clear(g_c), s	5.2	16.3	28.8	15.3	14.1	14.3	26.4	20.0	15.8	7.8	28.4	28.4
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	124	882	732	513	589	590	392	1363	593	143	421	431
V/C Ratio(X)	0.64	0.62	0.99	0.88	0.45	0.46	1.17	0.56	0.65	0.82	1.01	1.01
Avail Cap(c_a), veh/h	212	882	732	513	589	590	392	1363	593	257	421	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	40.0	31.4	50.0	31.6	31.6	46.8	29.0	12.5	54.3	45.8	45.8
Incr Delay (d2), s/veh	2.0	3.2	31.1	15.1	2.5	2.5	102.0	1.6	5.5	4.4	46.4	46.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.6	15.0	7.7	6.5	6.6	22.8	8.9	6.3	3.7	18.0	18.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	43.2	62.5	65.1	34.0	34.1	148.8	30.6	18.0	58.7	92.2	91.8
LnGrp LOS	E	D	E	E	C	C	F	C	B	E	F	F
Approach Vol, veh/h		1348			984			1604			978	
Approach Delay, s/veh		54.4			48.2			61.5			88.0	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	34.0	31.0	33.0	12.1	43.9	13.4	50.6
Change Period (Y+Rc), s	* 4.2	* 4.2	4.6	4.6	3.7	* 4.2	3.7	4.6
Max Green Setting (Gmax), s	* 16	* 30	26.4	28.4	14.3	* 34	17.3	34.4
Max Q Clear Time (g_c+I1), s	17.3	30.8	28.4	30.4	7.2	16.3	9.8	22.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.1	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	62.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	12	27	19	13	37	35	498	35	39	411	106
Future Vol, veh/h	59	12	27	19	13	37	35	498	35	39	411	106
Conflicting Peds, #/hr	5	0	1	1	0	5	4	0	9	9	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	70	-	-	-	115	-	50	115	-	50
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	13	30	21	14	41	39	553	39	43	457	118

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1230	1226	462	1265	1305	567	579	0	0	601	0	0
Stage 1	547	547	-	640	640	-	-	-	-	-	-	-
Stage 2	683	679	-	625	665	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	154	179	600	146	160	523	995	-	-	976	-	-
Stage 1	521	517	-	464	470	-	-	-	-	-	-	-
Stage 2	439	451	-	473	458	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	122	162	597	121	145	516	991	-	-	968	-	-
Mov Cap-2 Maneuver	122	162	-	121	145	-	-	-	-	-	-	-
Stage 1	499	492	-	442	447	-	-	-	-	-	-	-
Stage 2	374	429	-	417	436	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	54.8	30.4	0.5	0.6
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	991	-	-	127	597	217	968	-	-
HCM Lane V/C Ratio	0.039	-	-	0.621	0.05	0.353	0.045	-	-
HCM Control Delay (s)	8.8	-	-	71.4	11.3	30.4	8.9	-	-
HCM Lane LOS	A	-	-	F	B	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	0.2	1.5	0.1	-	-

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	12	57	24	0	51	102	316	37	69	379	93
Future Vol, veh/h	75	12	57	24	0	51	102	316	37	69	379	93
Conflicting Peds, #/hr	0	0	16	16	0	0	4	0	5	5	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	100	-	50	100	-	50
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	83	13	63	27	0	57	113	351	41	77	421	103

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1205	1202	441	1263	1264	356	528	0	0	397	0	0
Stage 1	579	579	-	582	582	-	-	-	-	-	-	-
Stage 2	626	623	-	681	682	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	161	185	616	147	169	688	1039	-	-	1162	-	-
Stage 1	501	501	-	499	499	-	-	-	-	-	-	-
Stage 2	472	478	-	440	450	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	128	152	604	105	139	685	1035	-	-	1156	-	-
Mov Cap-2 Maneuver	128	152	-	105	139	-	-	-	-	-	-	-
Stage 1	444	465	-	443	443	-	-	-	-	-	-	-
Stage 2	386	424	-	352	418	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	46.6	26.7	2	1.1
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1035	-	-	128	398	248	1156	-	-
HCM Lane V/C Ratio	0.11	-	-	0.651	0.193	0.336	0.066	-	-
HCM Control Delay (s)	8.9	-	-	74.6	16.2	26.7	8.3	-	-
HCM Lane LOS	A	-	-	F	C	D	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	3.5	0.7	1.4	0.2	-	-

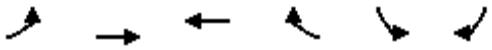


Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	228	417	243	312	577
v/c Ratio	0.62	0.23	0.60	0.20	1.01
Control Delay	31.6	8.5	30.2	0.3	65.8
Queue Delay	0.0	0.0	0.0	0.0	7.7
Total Delay	31.6	8.5	30.2	0.3	73.5
Queue Length 50th (ft)	81	43	86	0	~206
Queue Length 95th (ft)	159	63	166	0	#513
Internal Link Dist (ft)		268	2338		238
Turn Bay Length (ft)	130			120	
Base Capacity (vph)	553	2813	729	1551	570
Starvation Cap Reductn	0	0	0	0	14
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.15	0.33	0.20	1.04

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	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	214	392	228	293	269	274
Future Volume (veh/h)	214	392	228	293	269	274
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	228	417	243	0	286	291
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	289	1585	336		297	303
Arrive On Green	0.16	0.45	0.18	0.00	0.36	0.36
Sat Flow, veh/h	1781	3647	1870	1585	830	844
Grp Volume(v), veh/h	228	417	243	0	578	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	1585	1677	0
Q Serve(g_s), s	6.9	4.1	6.8	0.0	18.8	0.0
Cycle Q Clear(g_c), s	6.9	4.1	6.8	0.0	18.8	0.0
Prop In Lane	1.00			1.00	0.49	0.50
Lane Grp Cap(c), veh/h	289	1585	336		601	0
V/C Ratio(X)	0.79	0.26	0.72		0.96	0.00
Avail Cap(c_a), veh/h	639	1592	838		601	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	22.4	9.7	21.6	0.0	17.5	0.0
Incr Delay (d2), s/veh	4.7	0.1	3.0	0.0	27.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.4	3.0	0.0	10.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.2	9.8	24.5	0.0	44.8	0.0
LnGrp LOS	C	A	C		D	A
Approach Vol, veh/h		645	243	A	578	
Approach Delay, s/veh		15.9	24.5		44.8	
Approach LOS		B	C		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.7		25.1	14.9	15.8
Change Period (Y+Rc), s		5.8		5.1	5.8	5.8
Max Green Setting (Gmax), s		25.0		20.0	20.0	25.0
Max Q Clear Time (g_c+I1), s		6.1		20.8	8.9	8.8
Green Ext Time (p_c), s		2.6		0.0	0.5	1.2

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

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

Intersection	
Intersection Delay, s/veh	118.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	267	405	147	62	205	71	116	267	56	75	269	208
Future Vol, veh/h	267	405	147	62	205	71	116	267	56	75	269	208
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	275	418	152	64	211	73	120	275	58	77	277	214
Number of Lanes	1	1	0	0	1	0	0	1	1	0	1	1

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	190.5	77.4	95.2	54.6
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	30%	0%	100%	0%	18%	22%	0%
Vol Thru, %	70%	0%	0%	73%	61%	78%	0%
Vol Right, %	0%	100%	0%	27%	21%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	383	56	267	552	338	344	208
LT Vol	116	0	267	0	62	75	0
Through Vol	267	0	0	405	205	269	0
RT Vol	0	56	0	147	71	0	208
Lane Flow Rate	395	58	275	569	348	355	214
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	1.087	0.145	0.776	1.496	0.975	0.966	0.536
Departure Headway (Hd)	10.512	9.611	10.598	9.876	10.847	10.527	9.669
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	347	375	344	376	338	348	375
Service Time	8.212	7.311	8.298	7.576	8.847	8.227	7.369
HCM Lane V/C Ratio	1.138	0.155	0.799	1.513	1.03	1.02	0.571
HCM Control Delay	107.1	13.9	41.9	262.4	77.4	73.7	23
HCM Lane LOS	F	B	E	F	F	F	C
HCM 95th-tile Q	13.8	0.5	6.3	29.5	10.5	10.4	3

Intersection	
Int Delay, s/veh	36.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	410	444	0	332	0	0	0	0	421	0	293
Future Vol, veh/h	0	410	444	0	332	0	0	0	0	421	0	293
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	230	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	414	448	0	335	0	0	0	0	425	0	296

Major/Minor	Major1			Major2				Minor2		
Conflicting Flow All	-	0	-	-	-	0		749	-	335
Stage 1	-	-	-	-	-	-		335	-	-
Stage 2	-	-	-	-	-	-		414	-	-
Critical Hdwy	-	-	-	-	-	-		6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	-	-
Follow-up Hdwy	-	-	-	-	-	-		3.518	-	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0		~ 379	0	707
Stage 1	0	-	0	0	-	0		725	0	-
Stage 2	0	-	0	0	-	0		667	0	-
Platoon blocked, %		-			-					
Mov Cap-1 Maneuver	-	-	-	-	-	-		~ 379	0	707
Mov Cap-2 Maneuver	-	-	-	-	-	-		~ 379	0	-
Stage 1	-	-	-	-	-	-		725	0	-
Stage 2	-	-	-	-	-	-		667	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	74.3
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	379	707
HCM Lane V/C Ratio	-	-	1.122	0.419
HCM Control Delay (s)	-	-	116.5	13.7
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	15.8	2.1

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

Intersection	
Int Delay, s/veh	58.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	201	695	0	0	564	511	146	5	425	0	0	0
Future Vol, veh/h	201	695	0	0	564	511	146	5	425	0	0	0
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	-	-	Free	-	-	Free	-	-	None
Storage Length	170	-	-	-	-	0	550	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	209	724	0	0	588	532	152	5	443	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	588	0	-	-	-	0	1730	1730	-
Stage 1	-	-	-	-	-	-	1142	1142	-
Stage 2	-	-	-	-	-	-	588	588	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	-
Pot Cap-1 Maneuver	987	-	0	0	-	0	~ 97	88	0
Stage 1	-	-	0	0	-	0	304	275	0
Stage 2	-	-	0	0	-	0	555	496	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	987	-	-	-	-	-	~ 76	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 76	0	-
Stage 1	-	-	-	-	-	-	240	0	-
Stage 2	-	-	-	-	-	-	555	0	-

Approach	EB	WB	NB
HCM Control Delay, s	2.2	0	$ 612.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	76	-	987	-	-
HCM Lane V/C Ratio	2.07	-	0.212	-	-
HCM Control Delay (s)	$ 612.5	0	9.6	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	14.3	-	0.8	-	-

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	59	0	6	44	0	6
Future Vol, veh/h	59	0	6	44	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	0	7	48	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	64	0	126	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1538	-	869	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1538	-	865	1000
Mov Cap-2 Maneuver	-	-	-	-	865	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	956	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1000	-	-	1538	-
HCM Lane V/C Ratio	0.007	-	-	0.004	-
HCM Control Delay (s)	8.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	65	0	4	50	0	11
Future Vol, veh/h	65	0	4	50	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	0	4	54	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	71	0	133	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1529	-	861	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1529	-	858	991
Mov Cap-2 Maneuver	-	-	-	-	858	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	958	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	991	-	-	1529	-
HCM Lane V/C Ratio	0.012	-	-	0.003	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	0	7	54	0	11
Future Vol, veh/h	76	0	7	54	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	0	8	59	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	83	0	158	83
Stage 1	-	-	-	-	83	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1514	-	833	976
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1514	-	829	976
Mov Cap-2 Maneuver	-	-	-	-	829	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	943	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	976	-	-	1514	-
HCM Lane V/C Ratio	0.012	-	-	0.005	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	15	0	507	528	0
Future Vol, veh/h	0	15	0	507	528	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	0	551	574	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1125	574	574	0	-	0
Stage 1	574	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	227	518	999	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	227	518	999	-	-	-
Mov Cap-2 Maneuver	227	-	-	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	577	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	999	-	518	-	-
HCM Lane V/C Ratio	-	-	0.031	-	-
HCM Control Delay (s)	0	-	12.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	3.3

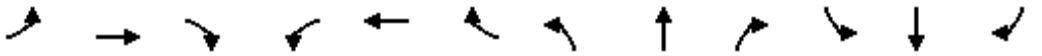
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Lane Configurations						
Traffic Vol, veh/h	45	0	11	21	0	32
Future Vol, veh/h	45	0	11	21	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	0	12	23	0	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	49	0	96	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	47	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1558	-	903	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	975	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1558	-	896	1020
Mov Cap-2 Maneuver	-	-	-	-	896	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1020	-	-	1558	-
HCM Lane V/C Ratio	0.034	-	-	0.008	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

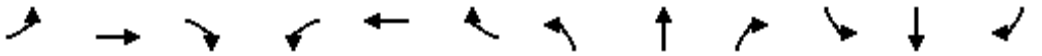
C – Improvement Outputs



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	473	0	0	353	657	160	3	395	0	0	0
Future Volume (veh/h)	117	473	0	0	353	657	160	3	395	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	122	493	0	0	368	0	167	3	0			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	294	991	0	0	513		429	8				
Arrive On Green	0.17	0.53	0.00	0.00	0.27	0.00	0.24	0.24	0.00			
Sat Flow, veh/h	1781	1870	0	0	1870	1585	1751	31	1585			
Grp Volume(v), veh/h	122	493	0	0	368	0	170	0	0			
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	1585	1783	0	1585			
Q Serve(g_s), s	2.5	6.9	0.0	0.0	7.3	0.0	3.3	0.0	0.0			
Cycle Q Clear(g_c), s	2.5	6.9	0.0	0.0	7.3	0.0	3.3	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	294	991	0	0	513		437	0				
V/C Ratio(X)	0.41	0.50	0.00	0.00	0.72		0.39	0.00				
Avail Cap(c_a), veh/h	406	1713	0	0	1118		585	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	15.3	6.1	0.0	0.0	13.4	0.0	12.9	0.0	0.0			
Incr Delay (d2), s/veh	0.9	0.4	0.0	0.0	1.9	0.0	0.6	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.0	1.9	0.0	0.0	2.7	0.0	1.1	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	6.5	0.0	0.0	15.3	0.0	13.4	0.0	0.0			
LnGrp LOS	B	A	A	A	B		B	A				
Approach Vol, veh/h		615			368	A		170	A			
Approach Delay, s/veh		8.4			15.3			13.4				
Approach LOS		A			B			B				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		26.2			10.4	15.8		14.6				
Change Period (Y+Rc), s		4.6			3.7	4.6		4.6				
Max Green Setting (Gmax), s		37.4			9.3	24.4		13.4				
Max Q Clear Time (g_c+I1), s		8.9			4.5	9.3		5.3				
Green Ext Time (p_c), s		3.6			0.1	1.9		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			11.4									
HCM 6th LOS			B									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	623	0	0	355	497	78	4	408	0	0	0
Future Volume (veh/h)	161	623	0	0	355	497	78	4	408	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	168	649	0	0	370	0	81	4	0			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	294	931	0	0	480		535	26				
Arrive On Green	0.17	0.50	0.00	0.00	0.26	0.00	0.31	0.31	0.00			
Sat Flow, veh/h	1781	1870	0	0	1870	1585	1701	84	1585			
Grp Volume(v), veh/h	168	649	0	0	370	0	85	0	0			
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	1585	1785	0	1585			
Q Serve(g_s), s	4.3	13.1	0.0	0.0	9.0	0.0	1.7	0.0	0.0			
Cycle Q Clear(g_c), s	4.3	13.1	0.0	0.0	9.0	0.0	1.7	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.95		1.00			
Lane Grp Cap(c), veh/h	294	931	0	0	480		562	0				
V/C Ratio(X)	0.57	0.70	0.00	0.00	0.77		0.15	0.00				
Avail Cap(c_a), veh/h	375	1352	0	0	818		562	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	18.8	9.5	0.0	0.0	16.9	0.0	12.1	0.0	0.0			
Incr Delay (d2), s/veh	1.7	1.0	0.0	0.0	2.6	0.0	0.6	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	4.4	0.0	0.0	3.7	0.0	0.7	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	10.4	0.0	0.0	19.5	0.0	12.6	0.0	0.0			
LnGrp LOS	C	B	A	A	B		B	A				
Approach Vol, veh/h		817			370	A		85	A			
Approach Delay, s/veh		12.5			19.5			12.6				
Approach LOS		B			B			B				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		29.0			11.8	17.2		20.0				
Change Period (Y+Rc), s		4.6			3.7	4.6		4.6				
Max Green Setting (Gmax), s		35.4			10.3	21.4		15.4				
Max Q Clear Time (g_c+I1), s		15.1			6.3	11.0		3.7				
Green Ext Time (p_c), s		4.7			0.2	1.6		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	551	0	0	419	671	243	13	449	0	0	0
Future Volume (veh/h)	142	551	0	0	419	671	243	13	449	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	148	574	0	0	436	0	253	14	0			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	305	1052	0	0	574		385	21				
Arrive On Green	0.17	0.56	0.00	0.00	0.31	0.00	0.23	0.23	0.00			
Sat Flow, veh/h	1781	1870	0	0	1870	1585	1692	94	1585			
Grp Volume(v), veh/h	148	574	0	0	436	0	267	0	0			
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	1585	1786	0	1585			
Q Serve(g_s), s	3.3	8.5	0.0	0.0	9.2	0.0	6.0	0.0	0.0			
Cycle Q Clear(g_c), s	3.3	8.5	0.0	0.0	9.2	0.0	6.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.95		1.00			
Lane Grp Cap(c), veh/h	305	1052	0	0	574		407	0				
V/C Ratio(X)	0.49	0.55	0.00	0.00	0.76		0.66	0.00				
Avail Cap(c_a), veh/h	377	1593	0	0	1040		545	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	16.4	6.1	0.0	0.0	13.7	0.0	15.4	0.0	0.0			
Incr Delay (d2), s/veh	1.2	0.4	0.0	0.0	2.1	0.0	1.8	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.3	2.3	0.0	0.0	3.5	0.0	2.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	6.5	0.0	0.0	15.8	0.0	17.2	0.0	0.0			
LnGrp LOS	B	A	A	A	B		B	A				
Approach Vol, veh/h		722			436	A		267	A			
Approach Delay, s/veh		8.8			15.8			17.2				
Approach LOS		A			B			B				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		29.3			11.2	18.1		14.6				
Change Period (Y+Rc), s		4.6			3.7	4.6		4.6				
Max Green Setting (Gmax), s		37.4			9.3	24.4		13.4				
Max Q Clear Time (g_c+I1), s		10.5			5.3	11.2		8.0				
Green Ext Time (p_c), s		4.4			0.1	2.2		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	695	0	0	564	511	146	5	425	0	0	0
Future Volume (veh/h)	201	695	0	0	564	511	146	5	425	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	209	724	0	0	588	0	152	5	0			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	272	1061	0	0	654		468	15				
Arrive On Green	0.15	0.57	0.00	0.00	0.35	0.00	0.27	0.27	0.00			
Sat Flow, veh/h	1781	1870	0	0	1870	1585	1727	57	1585			
Grp Volume(v), veh/h	209	724	0	0	588	0	157	0	0			
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	1585	1784	0	1585			
Q Serve(g_s), s	6.4	15.5	0.0	0.0	17.0	0.0	4.0	0.0	0.0			
Cycle Q Clear(g_c), s	6.4	15.5	0.0	0.0	17.0	0.0	4.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	272	1061	0	0	654		483	0				
V/C Ratio(X)	0.77	0.68	0.00	0.00	0.90		0.32	0.00				
Avail Cap(c_a), veh/h	323	1165	0	0	704		483	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	23.1	8.7	0.0	0.0	17.5	0.0	16.6	0.0	0.0			
Incr Delay (d2), s/veh	9.1	1.5	0.0	0.0	13.9	0.0	1.8	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.2	5.3	0.0	0.0	8.8	0.0	1.7	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	10.2	0.0	0.0	31.4	0.0	18.4	0.0	0.0			
LnGrp LOS	C	B	A	A	C		B	A				
Approach Vol, veh/h		933			588	A		157	A			
Approach Delay, s/veh		15.1			31.4			18.4				
Approach LOS		B			C			B				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		36.9			12.4	24.5		20.0				
Change Period (Y+Rc), s		4.6			3.7	4.6		4.6				
Max Green Setting (Gmax), s		35.4			10.3	21.4		15.4				
Max Q Clear Time (g_c+I1), s		17.5			8.4	19.0		6.0				
Green Ext Time (p_c), s		5.2			0.1	0.9		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Notes

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

D – ICE Outputs

Intersection	
Intersection Delay, s/veh	86
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	111	473	0	0	353	649	158	3	390	0	0	0
Future Vol, veh/h	111	473	0	0	353	649	158	3	390	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	116	493	0	0	368	676	165	3	406	0	0	0
Number of Lanes	1	1	0	0	1	1	0	1	1	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	79.4	119.6	31.7
HCM LOS	F	F	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	98%	0%	100%	0%	0%	0%
Vol Thru, %	2%	0%	0%	100%	100%	0%
Vol Right, %	0%	100%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	161	390	111	473	353	649
LT Vol	158	0	111	0	0	0
Through Vol	3	0	0	473	353	0
RT Vol	0	390	0	0	0	649
Lane Flow Rate	168	406	116	493	368	676
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.397	0.826	0.269	1.079	0.774	1.291
Departure Headway (Hd)	8.941	7.71	8.796	8.279	7.822	7.098
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	406	471	410	443	467	521
Service Time	6.641	5.41	6.496	5.979	5.522	4.798
HCM Lane V/C Ratio	0.414	0.862	0.283	1.113	0.788	1.298
HCM Control Delay	17.4	37.6	14.7	94.6	32.5	167
HCM Lane LOS	C	E	B	F	D	F
HCM 95th-tile Q	1.9	8	1.1	15.6	6.8	27.4

Intersection	
Intersection Delay, s/veh	92.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	148	623	0	0	355	488	77	4	405	0	0	0
Future Vol, veh/h	148	623	0	0	355	488	77	4	405	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	154	649	0	0	370	508	80	4	422	0	0	0
Number of Lanes	1	1	0	0	1	1	0	1	1	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	177.3	47.2	37.9
HCM LOS	F	E	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	95%	0%	100%	0%	0%	0%
Vol Thru, %	5%	0%	0%	100%	100%	0%
Vol Right, %	0%	100%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	405	148	623	355	488
LT Vol	77	0	148	0	0	0
Through Vol	4	0	0	623	355	0
RT Vol	0	405	0	0	0	488
Lane Flow Rate	84	422	154	649	370	508
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.199	0.86	0.355	1.402	0.769	0.958
Departure Headway (Hd)	9.098	7.88	8.293	7.777	8.056	7.329
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	397	464	432	467	451	498
Service Time	6.798	5.58	6.09	5.574	5.756	5.029
HCM Lane V/C Ratio	0.212	0.909	0.356	1.39	0.82	1.02
HCM Control Delay	14	42.7	15.6	215.7	32.9	57.6
HCM Lane LOS	B	E	C	F	D	F
HCM 95th-tile Q	0.7	8.8	1.6	30.8	6.6	12.1

Intersection	
Intersection Delay, s/veh	127.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	136	551	0	0	419	663	241	13	444	0	0	0
Future Vol, veh/h	136	551	0	0	419	663	241	13	444	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	142	574	0	0	436	691	251	14	463	0	0	0
Number of Lanes	1	1	0	0	1	1	0	1	1	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	162.6	155.9	49.7
HCM LOS	F	F	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	95%	0%	100%	0%	0%	0%
Vol Thru, %	5%	0%	0%	100%	100%	0%
Vol Right, %	0%	100%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	254	444	136	551	419	663
LT Vol	241	0	136	0	0	0
Through Vol	13	0	0	551	419	0
RT Vol	0	444	0	0	0	663
Lane Flow Rate	265	462	142	574	436	691
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.637	0.962	0.353	1.35	0.968	1.397
Departure Headway (Hd)	9.401	8.184	9.535	9.016	8.489	7.76
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	386	449	380	408	432	477
Service Time	7.101	5.884	7.235	6.716	6.189	5.46
HCM Lane V/C Ratio	0.687	1.029	0.374	1.407	1.009	1.449
HCM Control Delay	27.2	62.5	17.3	198.5	65.2	213.2
HCM Lane LOS	D	F	C	F	F	F
HCM 95th-tile Q	4.2	11.6	1.6	25.4	11.6	30.9

Intersection	
Intersection Delay, s/veh	154.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	188	695	0	0	564	502	145	5	422	0	0	0
Future Vol, veh/h	188	695	0	0	564	502	145	5	422	0	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	196	724	0	0	588	523	151	5	440	0	0	0
Number of Lanes	1	1	0	0	1	1	0	1	1	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	256.1	126.6	48.3
HCM LOS	F	F	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	97%	0%	100%	0%	0%	0%
Vol Thru, %	3%	0%	0%	100%	100%	0%
Vol Right, %	0%	100%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	422	188	695	564	502
LT Vol	145	0	188	0	0	0
Through Vol	5	0	0	695	564	0
RT Vol	0	422	0	0	0	502
Lane Flow Rate	156	440	196	724	588	523
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.384	0.935	0.471	1.641	1.279	1.036
Departure Headway (Hd)	9.89	8.662	9.065	8.547	8.583	7.854
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	366	422	399	434	429	465
Service Time	7.59	6.362	6.765	6.247	6.283	5.554
HCM Lane V/C Ratio	0.426	1.043	0.491	1.668	1.371	1.125
HCM Control Delay	18.6	58.9	19.6	320.1	168.3	79.7
HCM Lane LOS	C	F	C	F	F	F
HCM 95th-tile Q	1.8	10.5	2.4	40.2	23.3	14.4

E – SIDRA Outputs

MOVEMENT SUMMARY

Site: 101 [Int 10 - Cu+P AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: NB Hwy 1														
3	L2	243	2.0	264	2.0	0.402	10.7	LOS B	2.0	51.3	0.69	0.75	0.88	21.6
8	T1	13	2.0	14	2.0	0.402	10.7	LOS B	2.0	51.3	0.69	0.75	0.88	30.2
18	R2	449	2.0	488	2.0	0.297	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.6
Approach		705	2.0	766	2.0	0.402	3.9	LOS A	2.0	51.3	0.25	0.27	0.32	28.3
East: Riverside Drive														
6	T1	419	2.0	455	2.0	0.489	9.9	LOS A	3.3	84.0	0.64	0.68	0.83	24.4
16	R2	671	2.0	729	2.0	0.444	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	36.5
Approach		1090	2.0	1185	2.0	0.489	3.9	LOS A	3.3	84.0	0.25	0.26	0.32	32.6
West: Riverside Drive														
5	L2	142	2.0	154	2.0	0.557	8.7	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
2	T1	551	2.0	599	2.0	0.557	8.7	LOS A	0.0	0.0	0.00	0.00	0.00	26.2
Approach		693	2.0	753	2.0	0.557	8.7	LOS A	0.0	0.0	0.00	0.00	0.00	30.6
All Vehicles		2488	2.0	2704	2.0	0.557	5.2	LOS A	3.3	84.0	0.18	0.19	0.23	30.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Int 10 - Cu+P PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: NB Hwy 1														
3	L2	146	2.0	159	2.0	0.291	10.4	LOS B	1.1	29.0	0.68	0.70	0.74	21.7
8	T1	5	2.0	5	2.0	0.291	10.4	LOS B	1.1	29.0	0.68	0.70	0.74	30.3
18	R2	425	2.0	462	2.0	0.281	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.6
Approach		576	2.0	626	2.0	0.291	2.8	LOS A	1.1	29.0	0.18	0.18	0.19	29.7
East: Riverside Drive														
6	T1	564	2.0	613	2.0	0.628	12.8	LOS B	6.8	172.8	0.72	0.85	1.16	22.7
16	R2	511	2.0	555	2.0	0.338	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	36.6
Approach		1075	2.0	1168	2.0	0.628	6.8	LOS A	6.8	172.8	0.38	0.45	0.61	30.0
West: Riverside Drive														
5	L2	201	2.0	218	2.0	0.720	12.8	LOS B	0.0	0.0	0.00	0.00	0.00	37.1
2	T1	695	2.0	755	2.0	0.720	12.8	LOS B	0.0	0.0	0.00	0.00	0.00	26.0
Approach		896	2.0	974	2.0	0.720	12.8	LOS B	0.0	0.0	0.00	0.00	0.00	30.8
All Vehicles		2547	2.0	2768	2.0	0.720	8.0	LOS A	6.8	172.8	0.20	0.23	0.30	30.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

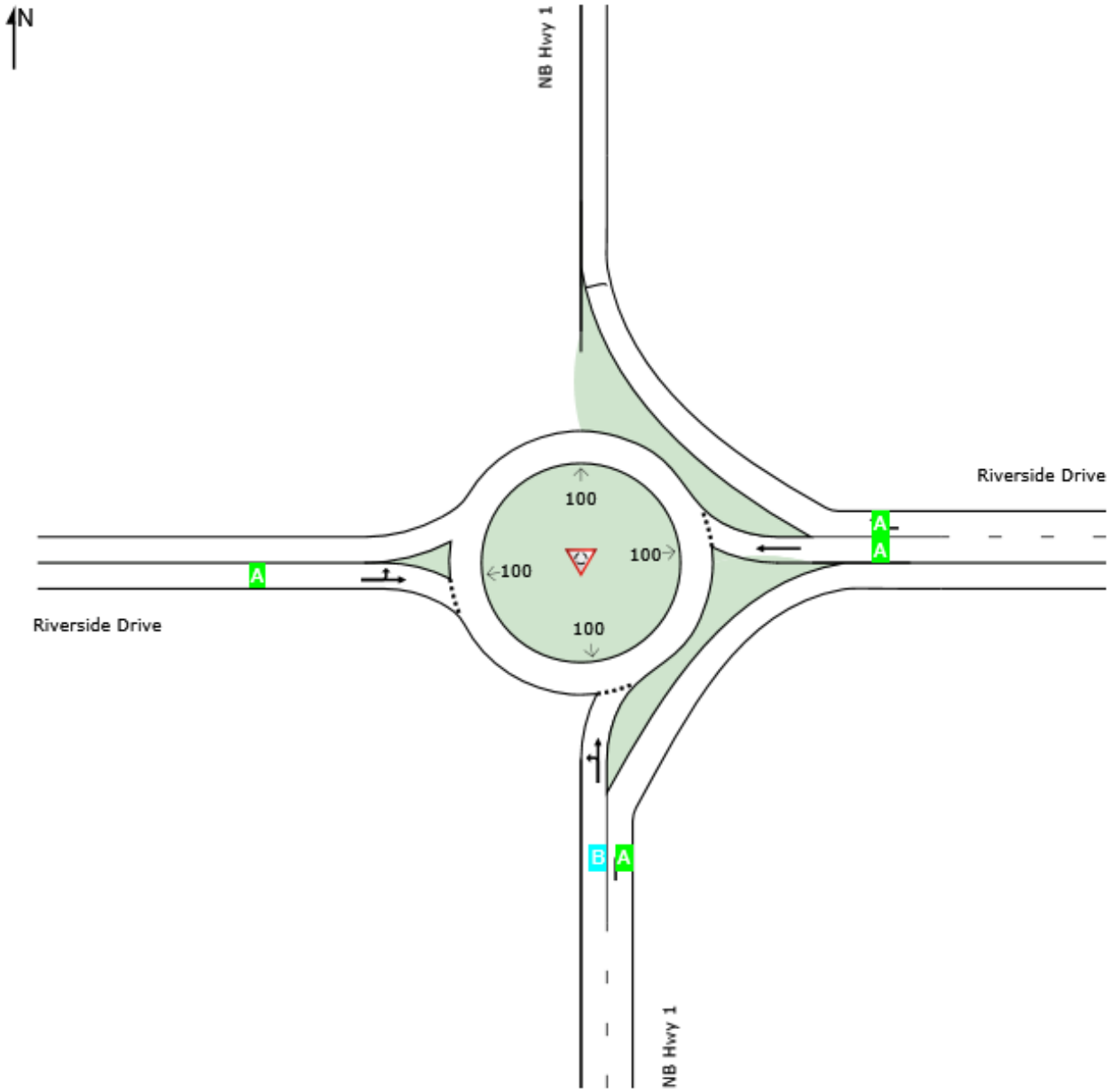
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [Int 10 - Cu+P AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

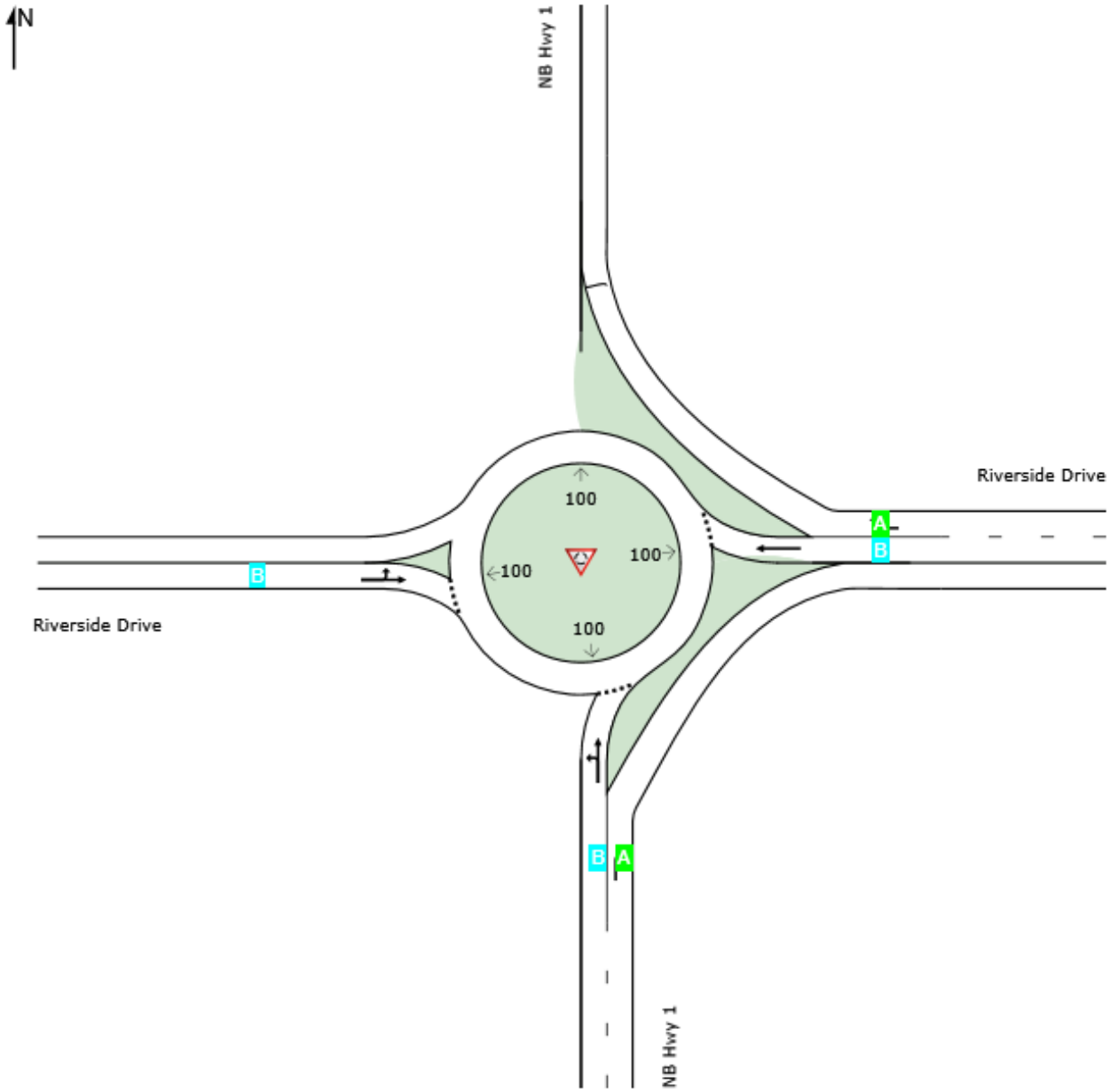
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [Int 10 - Cu+P PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	A	A	B	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

F – Signal Warrant

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Riverside Drive** EB WB # OF APPROACH LANES: **1**

MINOR STREET: **NB Hwy 1** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Watsonville, California**

COMMENTS: **Background Plus Project Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

	MAJOR ST	MINOR ST	Ped Count	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
	TWO-WAY TRAFFIC	TRAFFIC HEAVY LEG	CROSSING MAJOR ST	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES →				**500**	**150**		**750**	**75**		**400**	**120**		**600**	**60**		**60**	**75**
06:30 AM TO 07:30 AM																	
07:30 AM TO 08:30 AM	1,783	705		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
08:30 AM TO 09:30 AM																	
09:30 AM TO 10:30 AM																	
10:30 AM TO 11:30 AM																	
11:00 AM TO 12:00 PM																	
12:30 PM TO 01:30 PM																	
01:30 PM TO 02:30 PM																	
02:30 PM TO 03:30 PM																	
03:30 PM TO 04:30 PM																	
04:30 PM TO 05:30 PM																	
05:30 PM TO 06:30 PM	1,971	576		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
06:30 PM TO 07:30 PM																	
07:30 PM TO 08:30 PM																	
08:30 PM TO 09:30 PM																	
09:30 PM TO 10:30 PM																	
	3,754	1,281		2	2	**2**	2	2	**2**	2	2	**2**	2	2	**2**	**2**	**2**
				8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
				NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

12/28/22
Kimley-Horn and Associates

Hexagon Transportation Consultants, Inc.

Memorandum

Date: October 18, 2022

To: Mike Campbell, MIG

From: Robert Del Rio, T.E. and Huy Tran, T.E.

Subject: Review of the Manabe Ow Road East Warehouse Development Transportation Impact Study

This memo presents the results of Hexagon's review of the Transportation Impact Study (TIS) for the Manabe Ow Road East Warehouse ("Project"), located in Watsonville, California. The TIS was prepared by Kimley-Horn in September 2022 to assist the City of Watsonville with planning and the identification of conditions of approval and mitigate the Project's VMT impacts and improve the identified level of service (LOS) deficiencies. The purpose of the peer review is to ensure that the completed TIS prepared for the subject project is technically adequate and that the conclusions and recommendations presented are appropriate. The scope of this review includes the review of the TIS and its recommended mitigation measures.

Project Description

The Manabe Ow Road East Warehouse development consists of a 175,760-square-foot warehouse building, which will be located in the Manabe-Ow Business Park Specific Plan Area. The project site is located on the easternmost lot on the west side of Ohlone Parkway and to the south of Manabe Ow Road. The project proposes three unsignalized driveways on Manabe Ow Road and one right-turn exit-only driveway along Ohlone Parkway. The key findings of our review of the traffic report are presented in the following sections.

Scope of Review

The following items were reviewed in the traffic study:

1. Study facilities and methodology
2. Existing traffic count data and existing level of service results
3. Project trip generation, distribution, and assignment
4. Vehicle miles traveled evaluation
5. Supplemental traffic operations
6. Site Access
7. Parking
8. Conclusions and Recommendations Summary

Review Results

It should be noted that the primary areas of concern that were identified in the review are centered around the identified number of employees for the project and proposed parking and their effect on the estimated daily trip and VMT generation for the proposed project. Furthermore, the lack of consistency in the evaluation approach for the daily trip and VMT generation projections used in this study and that used within the study for the distribution warehouse at 200 Manabe Ow Road, which is located directly adjacent to this proposed project is of concern and highlighted in the review. This proposed project and the 200 Manabe Ow Road building sizes and uses appear to be similar. Therefore, it would be expected that a comparison of the evaluation approach and analysis would indicate that each of the projects was evaluated on a consistent basis given their similarities and the timing of study completion. However, it does not appear that the studies are consistent. Each of the key issues of the review is discussed below along with the results of the review.

Study Methodology

Study Area (Page 4)

The roundabout of Ohlone Parkway and Manabe Ow Road should be studied because this intersection is located adjacent to and provides access to the project site.

Vehicle Queuing (Page 6)

The report states "The 95th percentile queue length represents a condition where 95 percent of the time during the peak hour, traffic queues will be less than or equal to the queue length determined by the analysis. This is referred to as the "95th percentile queue", which is less than the average queuing."

- Hexagon does not agree that the 95th percentile queue is less than the average queuing. This statement should be reworded to say that the 95th percentile queue is not typical of what an average driver would experience as the 95th percentile queue will rarely be exceeded.

Trip Generation (Pages 19 – 20)

- Table 4 of the TIS shows average trip rates from ITE. However, the project trip generation estimates were calculated based on the equation trip rates from ITE. This table should be revised to show the equation trip rates.
- This proposed project would be estimated to generate 215 daily passenger-car trips if the ratio (1.12) of project size (175,760 s.f./156,961 s.f.) were applied to the estimated passenger-car trips of the Manabe West estimates of 192.
- Per the daily trip estimates summarized in Table 1, this 175,760-s.f. project is projected to generate 211 daily passenger-car trips. The smaller 156,961 s.f. Manabe West project was projected to generate 192 daily passenger car trips. The ratios of project size to estimated passenger-car trips for both projects seem to align. However, the Manabe West TIS based the estimate of daily and peak hour trips on the anticipated number of employees. Explain why two different methods of estimating trips are being used for two developments that are similar in size and proposed use.
- Similarly, there is a significant discrepancy when comparing the Manabe East and West estimates of daily truck trips. The Manabe West study estimated 91 daily truck trips for its 20 dock doors. This project proposes approximately twice as many dock doors at 41 dock doors, yet the estimated 105 daily truck trips are only 15% greater than those of Manabe West. Truck

trips can vary and are primarily dependent on the operations of building tenants. Provide an explanation as to why the estimates of truck trips differ for similar uses.

- Given that the estimated trips for the project are based on ITE warehousing rates, which may not be reflective of the project operations, the City should consider implementing a trip cap as part of its conditions of approval should they decide to proceed with the trip estimates as provided in Table 4 of the TIS.

Table 1
Trip Generation Comparison

Project	Project Size (s.f./docks)	Ratio (East/West)	Daily Trips	
			Calculated	Reported
Manabe East				
Passenger Car	175,760	1.12	215	211
Truck Docks	41	2.05	187	105
Total			402	316
Manabe West				
Passenger Car	156,961	--	--	192
Truck	20	--	--	91
Total			--	283

VMT Analysis (Pages 26 – 27)

The VMT analysis relies on an estimate of project employees based on a conversion of the daily trips estimated to be generated by the proposed project to the number of ***daily*** employees using the ITE trip rates for a typical warehouse. The estimated 60 ***daily*** employees used in the analysis were verified by Hexagon as shown below in Table 2.

Table 2
ITE Warehouse Square Footage to Employee Conversion

ITE Land Use	Daily Trip Rates (based on ITE Trip Generation Manual, 11th Edition)		Daily Trips	# of employees
	per 1,000 s.f.	per employee	(based on 175,760 s.f.)	(based on the daily trips)
#150 - Warehousing	1.71	5.05	301	60

- However, the TIS (page 51) states that a maximum of 60 employees per shift is expected. In addition, per City staff, prior site plans and project descriptions have indicated that up to 161 employees were anticipated. Provide clarification of the anticipated number of daily employees expected on site.

- Using the City's parking code and assuming an office area of 10,000 square feet, it is calculated that 200 on-site parking spaces could accommodate up to 161 employees per shift. Therefore, it is recommended that the VMT analysis be revised based on the expected number of daily employees, which should be determined based on the total number of employees in each anticipated shift.

- The actual number of employees would have a minimal effect on VMT per employee because VMT is approximately proportional to the number of employees. However, as discussed in the following section, the number of employees will have a substantial effect on the calculation of the VMT banking fee.
- Per the daily trip estimates provided in Table 1, this 175,760-s.f. project is projected to generate 211 daily passenger-car trips. The smaller 156,961 s.f. Manabe West project was projected to generate 192 daily passenger-car trips. The ratios of size to estimated passenger-car trips for both projects seem to align. Thus, it would be expected that the total employee VMT of each project also would have a similar ratio given the close proximity of the two developments and similar uses.
- Provide an explanation as to why this 175,760-s.f. project will generate nearly three times less total employee VMT than the smaller 156,961 s.f. Manabe West project, which was reported to generate 2,481 total employee VMT (see Table 3).
- Based on the City's VMT guidelines, the VMT threshold for office is 7.4 VMT per employee, which is 15% below the county-wide average, equating to 8.7 VMT per employee for the county-wide average. Based on the TIS utilized a threshold of 11.8 VMT per employee, which is also stated to be 15% below the county-wide average, equating to 13.9 VMT per employee for the county-wide average. Please explain why the county-wide average VMTs per employee are significantly different between the City's guidelines and TIS when the same model should have been used in both sources.
- Please provide the home-based work attractions and the corresponding travel distances by TAZ for the calculation of 906 total VMT in Table 5 of the TIS.

Table 3
VMT Comparison

Project	Project Size (s.f.)	Total VMT	Number of Employees	VMT per Employee	Threshold (VMT/Emp)
Manabe East	175,760	906	60	15.1	11.8
Manabe West	156,961	2,481	164	15.1	11.8

VMT Bank Program (Page 28)

The VMT banking fee is based on the total employee VMT and calculated by multiplying the VMT per employee by the anticipated number of employees. The VMT banking fee will be nearly three times greater when using 161 employees rather than the 60 employees used in the TIS. The VMT Banking Fee calculation of $91,452.60 presented on page 28 of the TIS should be revised per the following:

- The calculation should be based on total VMT to eliminate rounding errors.
- An estimate of the VMT banking fee is provided in Table 4 presuming a total of 161 employees. However, the fee should be based on the anticipated total number of employees and should align with the proposed on-site parking.

Table 4
VMT Banking Fee (Assuming 161 employees)

	VMT per Employee	# of Employees	Total VMT
Project	15.1	161	2,431
Threshold	11.8	161	1,900
Required VMT Reduction			531
15% TDM Reduction			365
Remaining Required VMT Reduction			166
Fee per VMT			$1,524.21
VMT Banking Fee			**$253,018.86**

Supplemental Traffic Operations Analysis

Background Plus Project Conditions Analysis/Cumulative (2040) Conditions Analysis (Pages 34 and 38)

Please address the following discrepancies and revise the level of service analysis, vehicle queuing analysis, and turning movement volume figures as needed:

- The delays under background plus project conditions and cumulative plus project conditions should be the same in the Manabe Ow Road East and Manabe Ow Road West studies. Please explain why they are different (see Table 5 for delay differences). Each of the projects should be included within one another's background conditions per the description of background conditions on page 4.
- The volumes under background and cumulative conditions in the Synchro calculations do not match the figures for some movements with the largest difference being nine trips (see attachments).
- There are several locations on the attached level of service and queuing analysis tables, where the reported results do not match the Synchro calculations in the Appendix (see Tables 6-9).

Site Access

Site Circulation (Pages 43 – 44)

State that the truck loading and parking area is gated and recommend that the employee surface parking lots located at the northern and eastern building frontages be connected to provide continuous on-site circulation between the different parking areas.

Transit (Pages 44 – 45)

The project transit user calculation should use the daily project trips without passenger-car-equivalent (PCE) of 316 because the 1.1% survey percentage is based on the number of workers or vehicles, not PCE.

Table 5
Differences in Reported Delays under Background Plus Project and Cumulative Plus Project Between the Manabe East and Manabe West Projects

#	Intersection	Delay Type	Background Plus Project		Cumulative Plus Project	
			AM	PM	AM	PM
1	Harkins Slough Road/NB Hwy 1 off-ramp	Average	0.3	0.0	0.5	0.0
		Worst	0.8	0.0	1.3	0.0
2	Main Street/S Green Valley	Average	-3.1	-1.5	-4.8	-9.5
3	Main Street/Ohlone Parkway	Average	-6.9	-14.1	-8.8	-11.8
4	Main Street/E Riverside Drive	Average	-2.0	0.0	-5.2	-9.4
5	Ohlone Parkway/Loma Vista Way	Average	0.0	0.0	0.5	0.2
		Worst	0.9	0.4	4.1	2.9
6	Ohlone Parkway/Lighthouse Drive	Average	0.0	0.0	0.3	0.2
		Worst	0.5	0.5	1.7	2.3
7	Ohlone Parkway/W Beach Street	Average	0.2	1.0	-0.2	-0.5
8	Walker Street/W Beach	Average	0.8	0.6	2.1	3.1
9	SB Hwy 1 ramps/W Riverside Drive	Average	0.3	0.7	0.8	2.0
		Worst	0.3	0.6	0.9	4.1
10	NB Hwy 1 ramps/W Riverside Drive	Average	1.0	0.6	4.0	6.2
		Worst	5.6	6.7	18.9	67.2

Required Vehicle Parking (Page 51)

The proposed 200 off-street parking spaces stated on page 51 of the TIS is significantly more than would be required to support the identified maximum of 60 employees per shift. Per City parking requirements, a minimum of 99 vehicle parking spaces would be required if assuming a maximum of 60 employees per shift and 10,000 s.f. of office space.

Required Vehicle Parking Spaces = 10,000 s.f. office / 1 space per 300 s.f. + 5 spaces + 1 space per shift employee (60 per shift) = 99 spaces
Proposed Vehicle Parking Spaces = 200 (vehicles) + 99 (trailers) = 299

- Explain why the proposed number of parking spaces is more than twice the amount required per City's codes. The required parking space calculations should use the maximum number of anticipated employees per shift.

Conclusions and Recommendations Summary

- Revise the conclusions and recommendations for consistency with previous comments.

Project Deficiencies

NB Highway 1 Ramps/W Riverside Drive (Page 55)

The report states that the intersection would operate at an acceptable LOS A with a roundabout. State whether the LOS is for a one-lane or two-lane roundabout.

Provide signal warrant calculations for this intersection.

Trigger Analysis (Page 58)

A trigger analysis should be conducted for intersection #6.

Fair-share Contributions (Page 59)

The fair-share contribution was calculated by dividing the project trips by the growth in traffic from background to cumulative plus project. However, the calculated growth only included a portion of pending projects because some were included under background conditions. The fair-share contribution should be revised to include all pending project trips because pending projects have not made any contribution toward the identified improvements.

Table 6
Differences between LOS Table and Synchro Calculations under Existing Conditions

33.9 10.5 7.2 14.1

Table 6: Existing (2021) Peak Hour Level of Service Summary

#	Intersection	LOS Criteria	Jurisdiction	Control[1]	Existing			
					AM Peak		PM Peak	
					LOS	Delay[2] (sec)	LOS	Delay[2] (sec)
1	Harkins Slough Road/NB Hwy 1 off-ramp	D	Caltrans	SSSC	B	11.9	A	5.8
					D	32.5	B	14.2
2	Main Street/S Green Valley Road	D	Caltrans	Signal	D	49.1	D	51.7
3	Main Street/Ohlone Parkway	D	Caltrans	Signal	D	51.0	**E**	**60.4**
4	Main Street/E Riverside Drive	D	Caltrans	Signal	D	38.8	D	45.8
5	Ohlone Parkway/Loma Vista Way	D	City	SSSC	A	3.8	A	2.0
					C	21.2	C	16.4
6	Ohlone Parkway/Lighthouse Drive	D	City	SSSC	A	4.7	A	4.0
					C	15.3	C	16.5
7	Ohlone Parkway/W Beach Street	D	City	Signal	B	14.3	B	12.6
8	Walker Street/W Beach Street	D	City	AWSC	C	19.6	**E**	**36.3**
9	SB Hwy 1 ramps/W Riverside Drive	D	Caltrans	SSSC	B	14.2	C	15.0
					C	24.4	D	27.7
10	NB Hwy 1 ramps/W Riverside Drive	D	Caltrans	SSSC	A	8.0	A	4.2
					E	**46.2**	**F**	**50.3**
11	Manabe Ow Road/Driveway 1	D	City	SSSC	Future Intersection			
12	Manabe Ow Road/Driveway 2	D	City	SSSC	Future Intersection			
13	Manabe Ow Road/Driveway 3	D	City	SSSC	Future Intersection			
14	Ohlone Parkway/Driveway 4	D	City	SSSC	Future Intersection			

Note: Intersections that are operating below acceptable levels are shown in **BOLD**.

1 SSSC = Side Street Stop Control; AWSC = All Way Stop Control

2 The average control delay is reported for signalized and AWSC intersections. The average control delay and the delay for the worst movement is reported for SSSC intersections.

Table 7
Differences between LOS Table and Synchro Calculations under Background and Background Plus Project Conditions

Table 7: Background and Background Plus Project Level of Service Summary

#	Intersection	LOS Criteria	Jurisdiction	Control[1]	Background				Background Plus Project					
					AM Peak		PM Peak		AM Peak			PM Peak		
					LOS	Delay[2] (sec)	LOS	Delay[2] (sec)	LOS	Delay[2] (sec)	Delay Var (sec)	LOS	Delay[2] (sec)	Delay Var (sec)
1	Harkins Slough Road/NB Hwy 1 off-ramp	D	Caltrans	SSSC	C	13.7	A	7.6	C	13.9	0.2	A	7.7	0.1
					E	**43.2**	B	15.1	**E**	**43.7**	**0.5**	C	15.2	0.1
2	Main Street/S Green Valley Road	D	Caltrans	Signal	D	47.9	D	52.5	D	48.0	0.1	D	52.6	0.1
3	Main Street/Ohlone Parkway	D	Caltrans	Signal	D	47.1	D	52.0	D	47.2	0.1	D	52.1	0.1
4	Main Street/E Riverside Drive	D	Caltrans	Signal	D	38.6	D	46.5	D	38.7	0.1	D	46.6	0.1
5	Ohlone Parkway/Loma Vista Way	D	City	SSSC	A	5.0	A	2.2	A	5.0	0.0	A	2.2	0.0
					D	28.1	C	19.0	D	28.7	0.6	C	19.3	0.3
6	Ohlone Parkway/Lighthouse Drive	D	City	SSSC	A	6.0	A	4.5	A	6.0	0.0	A	4.5	0.0
					C	19.7	C	20.1	C	19.9	0.2	C	20.4	0.3
7	Ohlone Parkway/W Beach Street	D	City	Signal	B	15.5	B	13.8	B	16.2	0.7	B	14.3	0.5
8	Walker Street/W Beach Street	D	City	AWSC	D	28.7	**E**	**44.8**	D	29.2	0.5	**E**	**44.5**	**-0.3**
9	SB Hwy 1 ramps/W Riverside Drive	D	Caltrans	SSSC	C	17.7	C	16.0	C	18.1	0.4	C	16.7	0.7
					D	29.8	D	29.6	D	30.3	0.5	D	30.0	0.4
10	NB Hwy 1 ramps/W Riverside Drive	D	Caltrans	SSSC	A	10.4	A	5.0	B	11.2	0.8	A	5.4	0.4
					F	**65.0**	**F**	**58.9**	**F**	**69.9**	**4.9**	**F**	**62.8**	**3.9**
11	Manabe Ow Road/Driveway 1	D	City	SSSC	Future Intersection				A	0.6	-	A	0.9	-
									A	8.5	-	A	8.5	-
12	Manabe Ow Road/Driveway 2	D	City	SSSC	Future Intersection				A	0.8	-	A	1.6	-
									A	8.5	-	A	8.6	-
13	Manabe Ow Road/Driveway 3	D	City	SSSC	Future Intersection				A	1.1	-	A	1.5	-
									A	8.5	-	A	8.6	-
14	Ohlone Parkway/Driveway 4	D	City	SSSC	Future Intersection				A	0.1	-	A	0.2	-
									B	10.7	-	B	10	-

Note: Intersections that are operating below acceptable levels are shown in **BOLD**. Project caused deficiencies are shaded.
1 SSSC = Side Street Stop Control; AWSC = All Way Stop Control
2 The average control delay is reported for signalized and AWSC intersections. The average control delay and the delay for the worst movement is reported for SSSC intersections.

C
B
B
30.8

Table 8
Differences between LOS Table and Synchro Calculations under Cumulative and Cumulative Plus Project Conditions

Table 8: Cumulative and Cumulative Plus Project Level of Service Summary

#	Intersection	LOS Criteria	Jurisdiction	Control[1]	Cumulative				Cumulative Plus Project					
					AM Peak		PM Peak		AM Peak			PM Peak		
					LOS	Delay[2] (sec)	LOS	Delay[2] (sec)	LOS	Delay[2] (sec)	Delay Var (sec)	LOS	Delay[2] (sec)	Delay Var (sec)
1	Harkins Slough Road/NB Hwy 1 off-ramp	D	Caltrans	SSSC	C	19	A	8.0	C	19.4	0.4	A	8.1	0.1
					F	**58.1**	C	16.3	**F**	**59.0**	**0.9**	C	16.4	0.1
2	Main Street/S Green Valley Road	D	Caltrans	Signal	D	50	**E**	**65.1**	D	50.0	0.0	**E**	**65.2**	**0.1**
3	Main Street/Ohlone Parkway	D	Caltrans	Signal	D	49.6	**E**	**60.2**	D	49.8	0.2	**E**	**60.3**	**0.1**
4	Main Street/E Riverside Drive	D	Caltrans	Signal	D	40.2	D	52.1	D	40.5	0.3	D	52.2	0.1
5	Ohlone Parkway/Loma Vista Way	D	City	SSSC	B	11.2	A	6.2	B	11.6	0.4	A	6.3	0.1
					F	**61.7**	**F**	**53.3**	**F**	**64.2**	**2.5**	**F**	**54.8**	**1.5**
6	Ohlone Parkway/Lighthouse Drive	D	City	SSSC	B	10.1	A	8.3	B	10.3	0.2	A	8.4	0.1
					D	32.5	**E**	**45.4**	D	33.5	1.0	**E**	**46.6**	**1.2**
7	Ohlone Parkway/W Beach Street	D	City	Signal	B	16.2	C	21.1	B	17.1	0.9	C	22.9	1.8
8	Walker Street/W Beach Street	D	City	AWSC	**E**	**49.9**	**F**	**116.7**	**E**	**51.2**	**1.3**	**F**	**118.3**	**1.6**
9	SB Hwy 1 ramps/W Riverside Drive	D	Caltrans	SSSC	D	33.7	D	35.1	D	34.6	0.9	**E**	**37.4**	**2.3**
					F	**56.7**	**F**	**71.8**	**F**	**57.9**	**1.2**	**F**	**76.1**	**4.3**
10	NB Hwy 1 ramps/W Riverside Drive	D	Caltrans	SSSC	**F**	**73.6**	**F**	**53.5**	**F**	**77.8**	**4.2**	**F**	**58.6**	**5.1**
					F	**390**	**F**	**563.3**	**F**	**411.1**	**21.1**	**F**	**612.5**	**49.2**
11	Manabe Ow Road/Driveway 1	D	City	SSSC	Future Intersection				A	0.6	-	A	0.9	-
									A	8.5	-	A	8.5	-
12	Manabe Ow Road/Driveway 2	D	City	SSSC	Future Intersection				A	0.8	-	A	1.6	-
									A	8.5	-	A	8.6	-
13	Manabe Ow Road/Driveway 3	D	City	SSSC	Future Intersection				A	1.1	-	A	1.5	-
									A	8.5	-	A	8.6	-
14	Ohlone Parkway/Driveway 4	D	City	SSSC	Future Intersection				A	0.1	-	A	0.2	-
									B	10.7	-	B	10	-

Note: Intersections that are operating below acceptable levels are shown in **BOLD**. Project caused deficiencies are shaded.
1 SSSC = Side Street Stop Control; AWSC = All Way Stop Control
2 The average control delay is reported for signalized and AWSC intersections. The average control delay and the delay for the worst movement is reported for SSSC intersections.

E

should be shaded, more than 5 sec

Table 9
Difference between Queuing Table and Synchro Calculations

243

Table 9: Vehicle Queuing Analysis

#	Intersection	Control	Movement	Storage Length (ft)	Existing		Backgroud		Background Plus Project		Cumulative		Cumulative Plus Project	
					AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
3	Main Street/Ohlone Parkway	Signal	EBR	140	94	121	127	129	127	**129**	**181**	**196**	**183**	**196**
			WBL	260	166	190	220	242	223	205	243	**284**	246	**291**
4	Main Street/E Riverside Drive	Signal	EBR	100	**153**	**512**	**149**	**494**	**150**	**495**	**196**	**710**	**197**	**714**
			NBL	300	**483**	**452**	**465**	**458**	**473**	**461**	**532**	**595**	**538**	**598**
7	Ohlone Parkway/W Beach Street	Signal	EBL	130	62	97	84	118	99	130	97	**198**	113	**216**
			WBR	120	<25	<25	<25	<25	<25	<25	<25	<25	<25	<25
10	NB Hwy 1 ramps/W Riverside Drive	SSSC	EBL	170	<25	<25	<25	<25	<25	<25	<25	<25	<25	<25
			NBTL	550	108	63	140	73	148	78	470	345	485	358

Note: NBL=northbound left, NBR=northbound right, SBL=southbound left, SBR=southbound right, EBL=eastbound left, EBR=eastbound right, WBL=westbound left, WBR=westbound right
Queue lengths greater than queue storage are **bolded**. Deficiencies are shaded in gray. Queue lengths less than 25 feet are reported as <25.

Traffix Node Number: 1
Intersection Name: Harkings Slough Rd/SR 1 NB Off-Ramp
Peak Hour: AM

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**652**	**0**	**415**	**0**	**56**	**0**	**402**	**0**	**1525**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*0*	*0*	*0*	*0*	*45*	*0*	*37*	*0*	*0*	*0*	*1*	*0*	*83*
Background Conditions	**0**	**0**	**0**	**0**	**697**	**0**	**452**	**0**	**56**	**0**	**403**	**0**	**1608**
	0	0	0	0	1	0	1	0	0	0	0	0	
Project Trips (Background)	*0*	*0*	*0*	*0*	*1*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*4*
Project Trips	*0*	*0*	*0*	*0*	*1*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*4*
Background Plus Project Conditions	**0**	**0**	**0**	**0**	**698**	**0**	**455**	**0**	**56**	**0**	**403**	**0**	**1612**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**0**	**0**	**0**	**0**	**697**	**0**	**478**	**0**	**66**	**0**	**421**	**0**	**1662**
	0	0	0	0	0	0	1	0	0	0	0	0	
Project Trips (Cumulative)	*0*	*0*	*0*	*0*	*1*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*4*
Cumulative Plus Project Conditions	**0**	**0**	**0**	**0**	**698**	**0**	**481**	**0**	**66**	**0**	**421**	**0**	**1666**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 2
Intersection Name: Green Valley/Main
Peak Hour: AM

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**132**	**426**	**220**	**223**	**555**	**130**	**153**	**465**	**234**	**280**	**551**	**186**	**3555**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*23*	*23*	*29*	*33*	*55*	*20*	*3*	*27*	*0*	*0*	*26*	*26*	*265*
Background Conditions	**155**	**449**	**249**	**256**	**610**	**150**	**156**	**492**	**234**	**280**	**577**	**212**	**3820**
	0	0	0	1	0	0	0	0	0	0	0	0	
Project Trips (Background)	*0*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*
Project Trips	*0*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*
Background Plus Project Conditions	**155**	**449**	**251**	**257**	**610**	**150**	**156**	**492**	**234**	**280**	**577**	**212**	**3823**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**165**	**459**	**259**	**271**	**620**	**160**	**166**	**507**	**244**	**290**	**702**	**222**	**4065**
	0	0	0	1	0	0	0	0	0	0	0	0	
Project Trips (Cumulative)	*0*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*
Cumulative Plus Project Conditions	**165**	**459**	**261**	**272**	**620**	**160**	**166**	**507**	**244**	**290**	**702**	**222**	**4068**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 3
Intersection Name: Ohlone/Main
Peak Hour: AM

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**162**	**271**	**63**	**43**	**484**	**125**	**146**	**268**	**303**	**209**	**602**	**114**	**2790**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*7*	*10*	*8*	*8*	*81*	*9*	*22*	*3*	*39*	*24*	*54*	*4*	*269*
Background Conditions	**169**	**281**	**71**	**51**	**565**	**134**	**168**	**271**	**342**	**233**	**656**	**118**	**3059**
	0	0	0	0	0	1	1	0	1	0	0	0	
Project Trips (Background)	*0*	*2*	*0*	*0*	*0*	*3*	*1*	*0*	*1*	*2*	*0*	*0*	*9*
Project Trips	*0*	*2*	*0*	*0*	*0*	*3*	*1*	*0*	*1*	*2*	*0*	*0*	*9*
Background Plus Project Conditions	**169**	**283**	**71**	**51**	**565**	**137**	**169**	**271**	**343**	**235**	**656**	**118**	**3068**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**207**	**291**	**81**	**61**	**610**	**144**	**178**	**281**	**389**	**325**	**686**	**135**	**3388**
	0	0	0	0	0	1	1	0	1	0	0	0	
Project Trips (Cumulative)	*0*	*2*	*0*	*0*	*0*	*3*	*1*	*0*	*1*	*2*	*0*	*0*	*9*
Cumulative Plus Project Conditions	**207**	**293**	**81**	**61**	**610**	**147**	**179**	**281**	**390**	**327**	**686**	**135**	**3397**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 4
Intersection Name: Main/Riverside
Peak Hour: AM

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**24**	**410**	**50**	**54**	**444**	**265**	**285**	**757**	**369**	**296**	**339**	**60**	**3353**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*53*	*42*	*53*	*59*	*6*	*0*	*0*	*9*	*6*	*9*	*6*	*10*	*253*
Background Conditions	**77**	**452**	**103**	**113**	**450**	**265**	**285**	**766**	**375**	**305**	**345**	**70**	**3606**
	0	0	0	0	-2	0	0	0	0	0	-2	0	
Project Trips (Background)	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*4*	*2*	*1*	*0*	*9*
Project Trips	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*4*	*2*	*1*	*0*	*9*
Background Plus Project Conditions	**77**	**452**	**103**	**113**	**452**	**265**	**285**	**766**	**379**	**307**	**346**	**70**	**3615**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**87**	**474**	**113**	**123**	**467**	**275**	**330**	**827**	**419**	**373**	**372**	**80**	**3940**
	0	0	0	0	-2	0	0	0	0	0	-2	0	
Project Trips (Cumulative)	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*4*	*2*	*1*	*0*	*9*
Cumulative Plus Project Conditions	**87**	**474**	**113**	**123**	**469**	**275**	**330**	**827**	**423**	**375**	**373**	**80**	**3949**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 5
Intersection Name: Ohlone/Loma Vista
Peak Hour: AM

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**48**	**254**	**14**	**25**	**0**	**6**	**4**	**277**	**9**	**10**	**2**	**92**	**741**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*9*	*28*	*2*	*2*	*0*	*3*	*3*	*50*	*12*	*13*	*0*	*9*	*131*
Background Conditions	**57**	**282**	**16**	**27**	**0**	**9**	**7**	**327**	**21**	**23**	**2**	**101**	**872**
	0	3	0	0	0	0	0	3	0	0	0	0	
Project Trips (Background)	*0*	*11*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*14*
Project Trips	*0*	*11*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*14*
Background Plus Project Conditions	**57**	**293**	**16**	**27**	**0**	**9**	**7**	**330**	**21**	**23**	**2**	**101**	**886**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**75**	**336**	**29**	**40**	**0**	**25**	**20**	**338**	**34**	**34**	**15**	**116**	**1062**
	0	3	0	0	0	0	0	3	0	0	0	0	
Project Trips (Cumulative)	*0*	*11*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*14*
Cumulative Plus Project Conditions	**75**	**347**	**29**	**40**	**0**	**25**	**20**	**341**	**34**	**34**	**15**	**116**	**1076**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 6
Intersection Name: Ohlone/Lighthouse
Peak Hour: AM

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**35**	**217**	**19**	**28**	**2**	**9**	**8**	**167**	**23**	**55**	**0**	**96**	**659**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*7*	*43*	*7*	*20*	*0*	*19*	*11*	*21*	*9*	*11*	*0*	*7*	*155*
Background Conditions	**42**	**260**	**26**	**48**	**2**	**28**	**19**	**188**	**32**	**66**	**0**	**103**	**814**
	0	3	0	0	0	0	0	3	0	-1	0	0	
Project Trips (Background)	*0*	*11*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*14*
Project Trips	*0*	*11*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*14*
Background Plus Project Conditions	**42**	**271**	**26**	**48**	**2**	**28**	**19**	**191**	**32**	**66**	**0**	**103**	**828**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**52**	**275**	**43**	**64**	**15**	**38**	**30**	**221**	**48**	**84**	**11**	**113**	**994**
	0	3	0	0	0	0	0	3	0	-1	0	0	
Project Trips (Cumulative)	*0*	*11*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*14*
Cumulative Plus Project Conditions	**52**	**286**	**43**	**64**	**15**	**38**	**30**	**224**	**48**	**84**	**11**	**113**	**1008**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 7
Intersection Name: Ohlone/Beach
Peak Hour: AM

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**121**	**0**	**167**	**165**	**194**	**0**	**0**	**0**	**0**	**0**	**157**	**75**	**879**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*23*	*0*	*62*	*53*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*162*
Background Conditions	**144**	**0**	**229**	**218**	**194**	**0**	**0**	**0**	**0**	**0**	**157**	**99**	**1041**
	-2	0	-7	-4	0	0	0	0	0	0	0	-5	
Project Trips (Background)	*7*	*0*	*5*	*11*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*16*	*39*
Project Trips	*7*	*0*	*5*	*11*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*16*	*39*
Background Plus Project Conditions	**151**	**0**	**234**	**229**	**194**	**0**	**0**	**0**	**0**	**0**	**157**	**115**	**1080**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**159**	**0**	**243**	**255**	**229**	**0**	**0**	**0**	**0**	**0**	**175**	**115**	**1176**
	-2	0	-7	-4	0	0	0	0	0	0	0	-5	
Project Trips (Cumulative)	*7*	*0*	*5*	*11*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*16*	*39*
Cumulative Plus Project Conditions	**166**	**0**	**248**	**266**	**229**	**0**	**0**	**0**	**0**	**0**	**175**	**131**	**1215**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 8
Intersection Name: Walker/Beach
Peak Hour: AM

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**208**	**219**	**64**	**33**	**149**	**38**	**21**	**202**	**50**	**50**	**161**	**129**	**1324**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*1*	*0*	*9*	*7*	*34*	*0*	*29*	*7*	*5*	*10*	*73*	*0*	*175*
Background Conditions	**209**	**219**	**73**	**40**	**183**	**38**	**50**	**209**	**55**	**60**	**234**	**129**	**1499**
	0	0	0	0	1	0	0	0	1	1	1	0	
Project Trips (Background)	*1*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*4*	*1*	*1*	*0*	*10*
Project Trips	*1*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*4*	*1*	*1*	*0*	*10*
Background Plus Project Conditions	**210**	**219**	**73**	**40**	**186**	**38**	**50**	**209**	**59**	**61**	**235**	**129**	**1509**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**254**	**229**	**83**	**50**	**199**	**52**	**60**	**219**	**86**	**75**	**254**	**146**	**1707**
	0	0	0	0	1	0	0	0	1	1	1	0	
Project Trips (Cumulative)	*1*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*4*	*1*	*1*	*0*	*10*
Cumulative Plus Project Conditions	**255**	**229**	**83**	**50**	**202**	**52**	**60**	**219**	**90**	**76**	**255**	**146**	**1717**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 9
Intersection Name: SB SR 1/Riverside
Peak Hour: AM

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**218**	**0**	**408**	**0**	**281**	**0**	**0**	**0**	**0**	**144**	**168**	**0**	**1219**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*21*	*0*	*33*	*0*	*3*	*0*	*0*	*0*	*0*	*18*	*5*	*0*	*80*
Background Conditions	**239**	**0**	**441**	**0**	**284**	**0**	**0**	**0**	**0**	**162**	**173**	**0**	**1299**
	-6	0	0	0	1	0	0	0	0	-2	0	0	
Project Trips (Background)	*13*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*2*	*5*	*0*	*23*
Project Trips	*13*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*2*	*5*	*0*	*23*
Background Plus Project Conditions	**252**	**0**	**441**	**0**	**287**	**0**	**0**	**0**	**0**	**164**	**178**	**0**	**1322**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**263**	**0**	**496**	**0**	**319**	**0**	**0**	**0**	**0**	**201**	**193**	**0**	**1472**
	-6	0	0	0	1	0	0	0	0	-2	0	0	
Project Trips (Cumulative)	*13*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*2*	*5*	*0*	*23*
Cumulative Plus Project Conditions	**276**	**0**	**496**	**0**	**322**	**0**	**0**	**0**	**0**	**203**	**198**	**0**	**1495**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 10
Intersection Name: NB SR 1/Riverside
Peak Hour: AM

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**631**	**317**	**0**	**342**	**3**	**154**	**0**	**440**	**107**	**1994**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*0*	*0*	*0*	*25*	*36*	*0*	*52*	*0*	*3*	*0*	*33*	*5*	*154*
Background Conditions	**0**	**0**	**0**	**656**	**353**	**0**	**394**	**3**	**157**	**0**	**473**	**112**	**2148**
	0	0	0	-6	0	0	-3	0	1	0	0	0	
Project Trips (Background)	*0*	*0*	*0*	*1*	*0*	*0*	*1*	*0*	*3*	*0*	*0*	*5*	*10*
Project Trips	*0*	*0*	*0*	*1*	*0*	*0*	*1*	*0*	*3*	*0*	*0*	*5*	*10*
Background Plus Project Conditions	**0**	**0**	**0**	**657**	**353**	**0**	**395**	**3**	**160**	**0**	**473**	**117**	**2158**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**0**	**0**	**0**	**670**	**419**	**0**	**448**	**13**	**240**	**0**	**551**	**137**	**2478**
	0	0	0	-6	0	0	-3	0	1	0	0	0	
Project Trips (Cumulative)	*0*	*0*	*0*	*1*	*0*	*0*	*1*	*0*	*3*	*0*	*0*	*5*	*10*
Cumulative Plus Project Conditions	**0**	**0**	**0**	**671**	**419**	**0**	**449**	**13**	**243**	**0**	**551**	**142**	**2488**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 1
Intersection Name: Harkings Slough Rd/SR 1 NB Off-Ramp
Peak Hour: PM

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**441**	**0**	**514**	**0**	**14**	**0**	**66**	**0**	**1035**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*0*	*0*	*0*	*0*	*34*	*0*	*31*	*0*	*0*	*0*	*5*	*0*	*70*
Background Conditions	**0**	**0**	**0**	**0**	**475**	**0**	**545**	**0**	**14**	**0**	**71**	**0**	**1105**
	0	0	0	0	**2**	0	**-1**	0	0	0	0	0	
Project Trips (Background)	*0*	*0*	*0*	*0*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*4*
Project Trips	*0*	*0*	*0*	*0*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*4*
Background Plus Project Conditions	**0**	**0**	**0**	**0**	**478**	**0**	**546**	**0**	**14**	**0**	**71**	**0**	**1109**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**0**	**0**	**0**	**0**	**533**	**0**	**571**	**0**	**24**	**0**	**82**	**0**	**1210**
	0	0	0	0	**2**	0	**-1**	0	0	0	0	0	
Project Trips (Cumulative)	*0*	*0*	*0*	*0*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*4*
Cumulative Plus Project Conditions	**0**	**0**	**0**	**0**	**536**	**0**	**572**	**0**	**24**	**0**	**82**	**0**	**1214**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 2
Intersection Name: Green Valley/Main
Peak Hour: PM

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**127**	**433**	**225**	**279**	**600**	**198**	**120**	**447**	**335**	**317**	**895**	**342**	**4318**
	0	0	0	0	0	0	0	0	0	0	**1**	0	
Approved and Pending Project Trips	*11*	*11*	*21*	*21*	*43*	*15*	*6*	*16*	*0*	*0*	*37*	*15*	*196*
Background Conditions	**138**	**444**	**246**	**300**	**643**	**213**	**126**	**463**	**335**	**317**	**932**	**357**	**4514**
	0	0	0	**3**	0	0	0	0	0	0	0	0	
Project Trips (Background)	*0*	*0*	*1*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*5*
Project Trips	*0*	*0*	*1*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*5*
Background Plus Project Conditions	**138**	**444**	**247**	**304**	**643**	**213**	**126**	**463**	**335**	**317**	**932**	**357**	**4519**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**160**	**454**	**272**	**310**	**909**	**234**	**136**	**473**	**375**	**327**	**1032**	**367**	**5049**
	0	0	0	**3**	0	0	0	0	0	0	0	0	
Project Trips (Cumulative)	*0*	*0*	*1*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*5*
Cumulative Plus Project Conditions	**160**	**454**	**273**	**314**	**909**	**234**	**136**	**473**	**375**	**327**	**1032**	**367**	**5054**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 3
Intersection Name: Ohlone/Main
Peak Hour: PM

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**142**	**183**	**103**	**48**	**625**	**128**	**118**	**293**	**330**	**191**	**959**	**232**	**3352**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*8*	*11*	*6*	*5*	*58*	*8*	*19*	*3*	*21*	*23*	*45*	*6*	*213*
Background Conditions	**150**	**194**	**109**	**53**	**683**	**136**	**137**	**296**	**351**	**214**	**1004**	**238**	**3565**
	0	0	0	0	0	-1	2	2	3	0	0	0	
Project Trips (Background)	*0*	*1*	*0*	*0*	*0*	*1*	*2*	*2*	*4*	*1*	*0*	*0*	*11*
Project Trips	*0*	*1*	*0*	*0*	*0*	*1*	*2*	*2*	*4*	*1*	*0*	*0*	*11*
Background Plus Project Conditions	**150**	**195**	**109**	**53**	**683**	**137**	**139**	**298**	**355**	**215**	**1004**	**238**	**3576**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**175**	**208**	**119**	**63**	**831**	**167**	**147**	**317**	**538**	**310**	**1030**	**268**	**4173**
	0	0	0	0	0	-1	2	2	3	0	0	0	
Project Trips (Cumulative)	*0*	*1*	*0*	*0*	*0*	*1*	*2*	*2*	*4*	*1*	*0*	*0*	*11*
Cumulative Plus Project Conditions	**175**	**209**	**119**	**63**	**831**	**168**	**149**	**319**	**542**	**311**	**1030**	**268**	**4184**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 4
Intersection Name: Main/Riverside
Peak Hour: PM

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**34**	**673**	**86**	**43**	**376**	**392**	**339**	**684**	**340**	**607**	**496**	**58**	**4128**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*5*	*16*	*16*	*13*	*7*	*0*	*0*	*7*	*9*	*5*	*5*	*7*	*90*
Background Conditions	**39**	**689**	**102**	**56**	**383**	**392**	**339**	**691**	**349**	**612**	**501**	**65**	**4218**
	0	0	0	0	-2	0	0	0	0	3	-1	0	
Project Trips (Background)	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*2*	*4*	*2*	*0*	*9*
Project Trips	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*2*	*4*	*2*	*0*	*9*
Background Plus Project Conditions	**39**	**689**	**102**	**56**	**384**	**392**	**339**	**691**	**351**	**616**	**503**	**65**	**4227**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**51**	**766**	**112**	**66**	**442**	**427**	**368**	**719**	**435**	**685**	**515**	**75**	**4661**
	0	0	0	0	-2	0	0	0	0	3	-1	0	
Project Trips (Cumulative)	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*2*	*4*	*2*	*0*	*9*
Cumulative Plus Project Conditions	**51**	**766**	**112**	**66**	**443**	**427**	**368**	**719**	**437**	**689**	**517**	**75**	**4670**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 5
Intersection Name: Ohlone/Loma Vista
Peak Hour: PM

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**88**	**266**	**26**	**20**	**3**	**6**	**17**	**274**	**17**	**12**	**2**	**38**	**769**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*6*	*46*	*1*	*2*	*0*	*0*	*1*	*32*	*2*	*2*	*0*	*6*	*98*
Background Conditions	**94**	**312**	**27**	**22**	**3**	**6**	**18**	**306**	**19**	**14**	**2**	**44**	**867**
	0	-2	0	0	0	0	0	9	0	0	0	0	
Project Trips (Background)	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*11*	*0*	*0*	*0*	*0*	*15*
Project Trips	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*11*	*0*	*0*	*0*	*0*	*15*
Background Plus Project Conditions	**94**	**316**	**27**	**22**	**3**	**6**	**18**	**317**	**19**	**14**	**2**	**44**	**882**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**106**	**407**	**39**	**37**	**13**	**19**	**35**	**487**	**35**	**27**	**12**	**59**	**1276**
	0	-2	0	0	0	0	0	9	0	0	0	0	
Project Trips (Cumulative)	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*11*	*0*	*0*	*0*	*0*	*15*
Cumulative Plus Project Conditions	**106**	**411**	**39**	**37**	**13**	**19**	**35**	**498**	**35**	**27**	**12**	**59**	**1291**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 6
Intersection Name: Ohlone/Lighthouse
Peak Hour: PM

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**75**	**178**	**39**	**22**	**0**	**5**	**7**	**223**	**83**	**35**	**2**	**60**	**729**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*4*	*19*	*11*	*12*	*0*	*8*	*20*	*26*	*2*	*1*	*0*	*5*	*108*
Background Conditions	**79**	**197**	**50**	**34**	**0**	**13**	**27**	**249**	**85**	**36**	**2**	**65**	**837**
	0	-2	0	0	0	0	0	9	0	0	0	0	
Project Trips (Background)	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*11*	*0*	*0*	*0*	*0*	*15*
Project Trips	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*11*	*0*	*0*	*0*	*0*	*15*
Background Plus Project Conditions	**79**	**201**	**50**	**34**	**0**	**13**	**27**	**260**	**85**	**36**	**2**	**65**	**852**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**93**	**375**	**69**	**51**	**0**	**24**	**37**	**305**	**102**	**57**	**12**	**75**	**1200**
	0	-2	0	0	0	0	0	9	0	0	0	0	
Project Trips (Cumulative)	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*11*	*0*	*0*	*0*	*0*	*15*
Cumulative Plus Project Conditions	**93**	**379**	**69**	**51**	**0**	**24**	**37**	**316**	**102**	**57**	**12**	**75**	**1215**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 7
Intersection Name: Ohlone/Beach
Peak Hour: PM

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**95**	**0**	**144**	**213**	**129**	**0**	**0**	**0**	**0**	**0**	**345**	**144**	**1070**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*18*	*0*	*23*	*43*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*108*
Background Conditions	**113**	**0**	**167**	**256**	**129**	**0**	**0**	**0**	**0**	**0**	**345**	**168**	**1178**
	5	0	6	-4	0	0	0	0	0	0	0	-5	
Project Trips (Background)	*15*	*0*	*15*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*8*	*43*
Project Trips	*15*	*0*	*15*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*8*	*43*
Background Plus Project Conditions	**128**	**0**	**182**	**261**	**129**	**0**	**0**	**0**	**0**	**0**	**345**	**176**	**1221**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**259**	**0**	**254**	**288**	**228**	**0**	**0**	**0**	**0**	**0**	**392**	**206**	**1627**
	5	0	6	-4	0	0	0	0	0	0	0	-5	
Project Trips (Cumulative)	*15*	*0*	*15*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*8*	*43*
Cumulative Plus Project Conditions	**274**	**0**	**269**	**293**	**228**	**0**	**0**	**0**	**0**	**0**	**392**	**214**	**1670**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 8
Intersection Name: Walker/Beach
Peak Hour: PM

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**142**	**259**	**65**	**61**	**116**	**48**	**45**	**250**	**57**	**113**	**269**	**241**	**1666**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*0*	*0*	*0*	*0*	*15*	*4*	*1*	*7*	*9*	*6*	*11*	*1*	*54*
Background Conditions	**142**	**259**	**65**	**61**	**131**	**52**	**46**	**257**	**66**	**119**	**280**	**242**	**1720**
	0	0	0	0	-1	0	0	0	-1	4	2	1	
Project Trips (Background)	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*1*	*4*	*3*	*1*	*10*
Project Trips	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*1*	*4*	*3*	*1*	*10*
Background Plus Project Conditions	**142**	**259**	**65**	**61**	**132**	**52**	**46**	**257**	**67**	**123**	**283**	**243**	**1730**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**208**	**269**	**75**	**71**	**204**	**62**	**56**	**267**	**115**	**143**	**402**	**266**	**2138**
	0	0	0	0	-1	0	0	0	-1	4	2	1	
Project Trips (Cumulative)	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*1*	*4*	*3*	*1*	*10*
Cumulative Plus Project Conditions	**208**	**269**	**75**	**71**	**205**	**62**	**56**	**267**	**116**	**147**	**405**	**267**	**2148**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 9
Intersection Name: SB SR 1/Riverside
Peak Hour: PM

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**235**	**0**	**404**	**0**	**194**	**0**	**0**	**0**	**0**	**211**	**348**	**0**	**1392**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*18*	*0*	*6*	*0*	*6*	*0*	*0*	*0*	*0*	*12*	*6*	*0*	*48*
Background Conditions	**253**	**0**	**410**	**0**	**200**	**0**	**0**	**0**	**0**	**223**	**354**	**0**	**1440**
	-4	0	-3	0	-1	0	0	0	0	1	4	0	
Project Trips (Background)	*7*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*5*	*10*	*0*	*23*
Project Trips	*7*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*5*	*10*	*0*	*23*
Background Plus Project Conditions	**260**	**0**	**410**	**0**	**201**	**0**	**0**	**0**	**0**	**228**	**364**	**0**	**1463**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**286**	**0**	**424**	**0**	**331**	**0**	**0**	**0**	**0**	**439**	**400**	**0**	**1880**
	-4	0	-3	0	-1	0	0	0	0	1	4	0	
Project Trips (Cumulative)	*7*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*5*	*10*	*0*	*23*
Cumulative Plus Project Conditions	**293**	**0**	**424**	**0**	**332**	**0**	**0**	**0**	**0**	**444**	**410**	**0**	**1903**
	0	0	0	0	0	0	0	0	0	0	0	0	

Traffix Node Number: 10
Intersection Name: NB SR 1/Riverside
Peak Hour: PM

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**488**	**345**	**0**	**380**	**4**	**71**	**0**	**620**	**145**	**2053**
	0	0	0	0	0	0	0	0	0	0	0	0	
Approved and Pending Project Trips	*0*	*0*	*0*	*4*	*10*	*0*	*27*	*0*	*6*	*0*	*3*	*6*	*56*
Background Conditions	**0**	**0**	**0**	**492**	**355**	**0**	**407**	**4**	**77**	**0**	**623**	**151**	**2109**
	0	0	0	1	0	0	-1	0	-1	0	0	4	
Project Trips (Background)	*0*	*0*	*0*	*5*	*0*	*0*	*1*	*0*	*1*	*0*	*0*	*10*	*17*
Project Trips	*0*	*0*	*0*	*5*	*0*	*0*	*1*	*0*	*1*	*0*	*0*	*10*	*17*
Background Plus Project Conditions	**0**	**0**	**0**	**497**	**355**	**0**	**408**	**4**	**78**	**0**	**623**	**161**	**2126**
	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	**0**	**0**	**0**	**506**	**564**	**0**	**424**	**5**	**145**	**0**	**695**	**191**	**2530**
	0	0	0	1	0	0	-1	0	-1	0	0	4	
Project Trips (Cumulative)	*0*	*0*	*0*	*5*	*0*	*0*	*1*	*0*	*1*	*0*	*0*	*10*	*17*
Cumulative Plus Project Conditions	**0**	**0**	**0**	**511**	**564**	**0**	**425**	**5**	**146**	**0**	**695**	**201**	**2547**
	0	0	0	0	0	0	0	0	0	0	0	0	