Appendix J

Non-CEQA Level of Service Report

Etiwanda Commerce Center Non-CEQA Transportation Study

Prepared for:
City of Rancho Cucamonga

September 2024

OC23-0990

FEHR PEERS

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Executive Summary

Fehr & Peers prepared this transportation study for the proposed Etiwanda Commerce Center (Project) in Rancho Cucamonga, California. The proposed Project will construct industrial and warehouse space at the northwest corner of Etiwanda Avenue and 6th Street. This study evaluated 20 intersections to determine if the Project would be consistent with the Level of Service (LOS) policies in *City of Rancho Cucamonga Traffic Impact Analysis Guidelines (2020)* (City's TIA Guidelines). Project Vehicle Miles Traveled (VMT) analysis per California Environmental Quality Act (CEQA) Senate Bill 743 (SB 743) requirements was prepared but is not included as part of this report and will be provided in the Project's environmental document.

Project Description

The project will construct a total of 1,214,131 square feet of industrial and warehouse uses consisting of the following:

- 327,815 square feet of general warehousing
- 764,903 square feet of high cube fulfillment, non-sorting warehousing
- 121,413 square feet of high cube cold storage warehousing

The Project is anticipated to generate a net total of 2,886 Passenger Car Equivalent (PCE) trips daily (242 AM and 257 PM).

Level of Service (LOS) Analysis

The following scenarios were analyzed for the LOS analysis:

- Existing (2023) Conditions
- Opening Year (2026) Without Project
- Opening Year (2026) With Project
- Opening Year (2026) With Project With Improvements
- Cumulative Year (2050) Without Project
- Cumulative Year (2050) With Project
- Cumulative Year (2050) With Project With Improvements

LOS deficiencies were identified at one intersection under Opening Year (2026) scenarios and at one intersection under Cumulative Year (2050) scenarios. Improvements are recommended that can be implemented within the existing right-of-way.

Consistency with Transportation Plans and Policies

The Project does not conflict with adopted policies, plans, or programs regarding transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, the Project would result in a **no considerable effects** related to active transportation.

1. Introduction

Fehr & Peers has completed a transportation analysis for the proposed Etiwanda Commerce Center (Project) located at the northwest corner of Etiwanda Avenue and 6th Street in the City of Rancho Cucamonga, California (City). This report summarizes the methodology, findings, and conclusions of the analysis. The analysis comprises of a Level of Service (LOS) assessment and identification of recommended improvements for deficient intersections. This report does not summarize the Project's impact on Vehicle Miles Traveled (VMT).

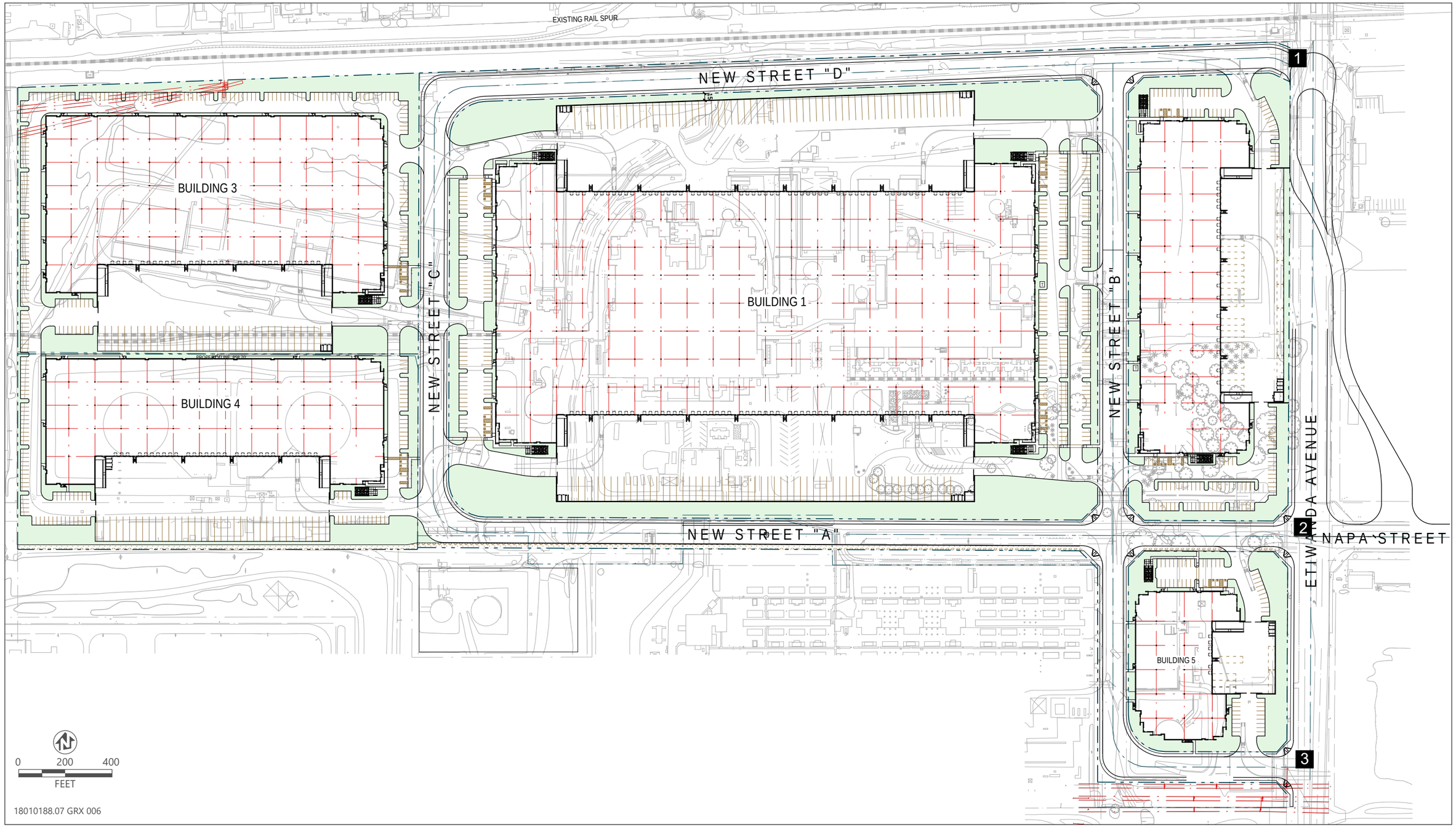
This chapter outlines the project description, geographic scope of the transportation impact analysis, and analysis scenarios. This assessment is consistent with the requirements outlined in the *City of Rancho Cucamonga Traffic Impact Analysis Guidelines (2020)* (City's TIA Guidelines).

Project Description

The Project is bounded by the Atchison Topeka and Santa Fe Railway (AT/SF Railway) to the north, Etiwanda Avenue to the east, and industrial land uses to the south and west. **Figure 1** shows the Project site plan and its proposed vehicle circulation network, which includes the following three Project access driveways:

- Two Right In/Out Only Unsignalzied Driveways on Etiwanda Avenue (Driveways One and Three in **Figure 1**)
- One Full Access Signalized Driveway on Etiwanda Avenue (Driveway Two in **Figure 1**)

The Project proposes the construction of five warehouse buildings totaling 1,214,131 square feet (SF). The tenants of the proposed buildings are not known at this time, but the buildings are planned to operate as high-cube fulfillment non-sorting space (approximately 764,903 SF), general warehouse space (approximately 327,815 SF), and high-cube cold storage space (approximately 121,413 SF) according to the Project's Notice of Preparation (NOP).



Source: Image produced and provided by RGA Architecture, Inc. in 2021, adapted by Ascent in 2023

7/23/2024

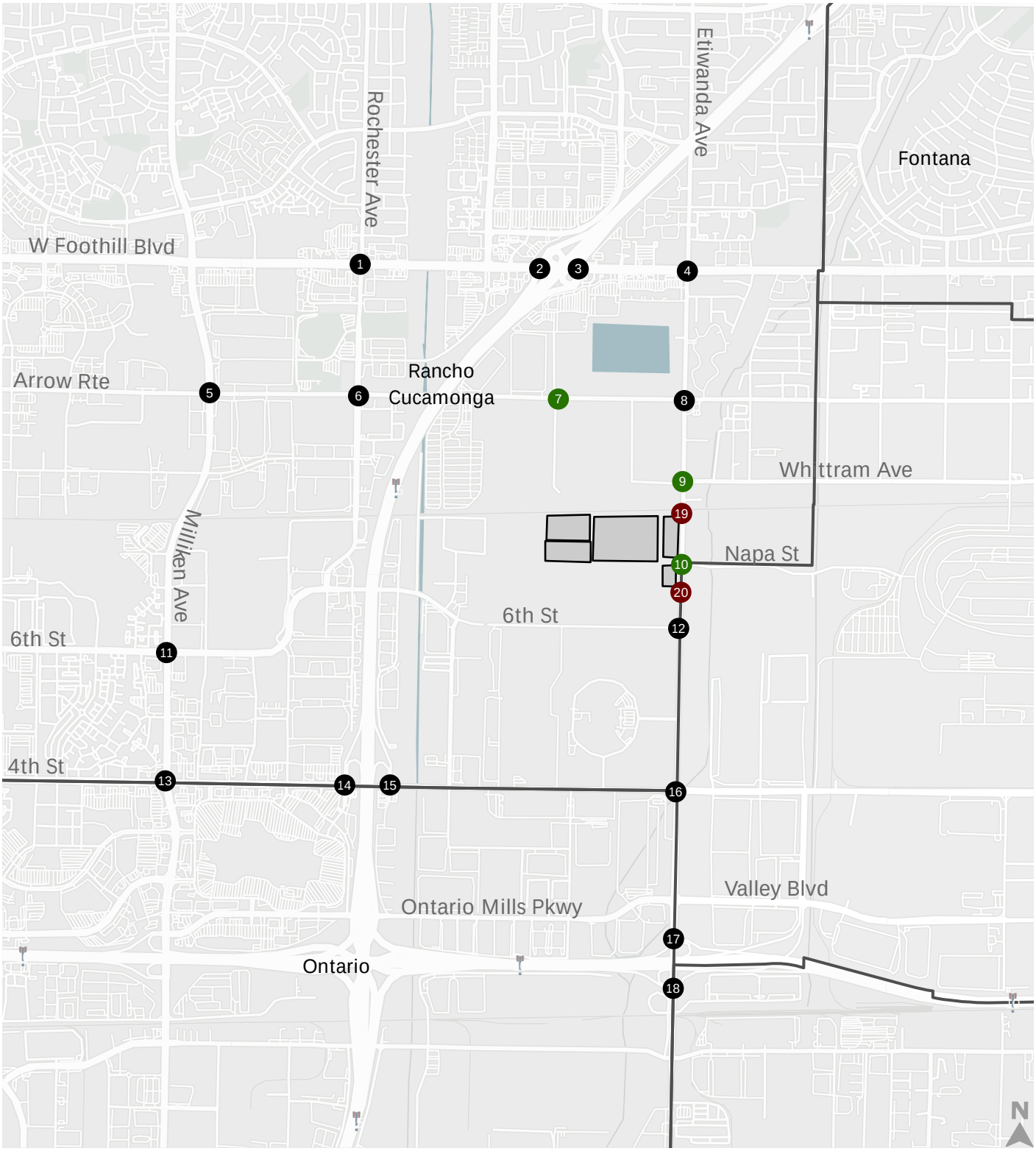
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Figure 1
Project Site Plan

Study Area

The City's guidelines state that an intersection must be included in the LOS assessment if the project adds more than 50 peak hour trips to the intersection. The Project study intersections are listed below. The Project does not add more than 50 peak hour trips to some of the intersections included in the study area. These intersections were conservatively included, as they are key intersections in the southeastern industrial quadrant and should be studied to ensure the area can efficiently accommodate the anticipated growth. **Figure 2** shows the Project Study Area.

1. Rochester Avenue and Foothill Boulevard (Existing)
2. I-15 Southbound Ramps and Foothill Boulevard (Existing)
3. I-15 Northbound Ramps and Foothill Boulevard (Existing)
4. Etiwanda Avenue and Foothill Boulevard (Existing)
5. Miliken Avenue and Arrow Route (Existing)
6. Rochester Avenue and Arrow Route (Existing)
7. Yellowwood Road/Juneberry Drive and Arrow Route (Existing)
8. Etiwanda Avenue and Arrow Route (Existing)
9. Etiwanda Avenue and Whittram Avenue (Existing)
10. Etiwanda Avenue and Napa Street/Driveway 2 (Existing)
11. Miliken Avenue and 6th Street (Existing)
12. Etiwanda Avenue and 6th Street (Existing)
13. Miliken Avenue and Fourth Street (Existing)
14. I-15 Southbound Ramps/Ontario Mills Drive and Fourth Street (Existing)
15. I-15 Northbound Ramps/Commercial Driveway and Fourth Street (Existing)
16. Etiwanda Avenue and Fourth Street (Existing)
17. Etiwanda Avenue and I-10 Westbound Ramps (Existing)
18. Etiwanda Avenue and I-10 Eastbound Ramps (Existing)
19. Etiwanda Avenue and Driveway 1 (Future Intersection)
20. Etiwanda Avenue and Driveway 3 (Future Intersection)



Project Site

Existing Intersections

Project Driveways (Non-Existing)

Project Driveways (Existing)

Figure 2

Etiwanda Commerce Center
Study Intersections

Analysis Scenarios

Fehr & Peers studied peak hour intersection LOS at the previously identified study intersections for the following scenarios:

- Existing (2023) - Existing (2023) traffic volumes and lane geometries were used to evaluate existing conditions.
- Opening Year (2026) No Project - This consists of traffic volumes during the Project's opening year without traffic volumes generated by the Project. The opening year volumes were developed using a growth rate, which was determined using SBTAM+, and include the volume of all approved land use development projects within a 5-mile radius of Project Site.
- Opening Year (2026) Plus Project - Traffic generated by the Project was added to Opening Year conditions.
- Opening Year (2026) Plus Project Plus Improvements - This scenario consists of the Opening Year Plus Project traffic volumes and the proposed improvements needed to bring LOS to acceptable standards.
- Future Year (2050) No Project – Consists of future year forecasts developed for the study area using the San Bernardino Transportation Analysis Model (SBTAM+). This sceanrio accounts for funded improvements and cumulative projects withinin the study area.
- Future Year (2050) Plus Project - Traffic generated by the Project was added to Future Year conditions.
- Future Year (2050) Plus Project Plus Improvements - This scenario consists of the Future Year Plus Project traffic volumes and the proposed improvements needed to bring LOS to acceptable standards.

Report Organization

The report is divided into the chapters described below:

Chapter 1 – Introduction discusses the project description and location, study area, and analysis scenarios.

Chapter 2 – Analysis Methodology describes the methodology used for developing future year forecasts, conducting the Level of Service (LOS) and freeway off-ramp queuing analyses, and determining Project deficiencies.

Chapter 3 – Existing Conditions describes the transportation system in the project vicinity, including the surrounding roadway network, existing bicycle, pedestrian, and transit facilities, morning and evening peak hour intersection turning movement volumes, and existing intersection operations.

Chapter 4 – Project Characteristics presents relevant project information, such as the Project trip generation, distribution, and assignment.

Chapter 5 – Opening Year (2026) Conditions describes all opening year analysis scenarios' traffic forecasts and LOS results. This chapter also discusses opening year Project deficiencies.

Chapter 6 – Future Year (2050) Conditions describes all future year analysis scenarios' traffic forecasts and LOS results. This chapter also discusses future year Project deficiencies.

Chapter 7 – Freeway Off-Ramp Queuing describes the results of the freeway off-ramp queuing analysis for all analysis scenarios.

Chapter 8 – Left Turn Queueing describes the results of the site access left turn queueing analysis for all plus project scenarios.

Chapter 9 – Improvements describes the improvements recommended to improve Project deficiencies identified under Opening Year (2026) and Future Year (2050) Plus Project Conditions.

2. Analysis Methodology

This chapter discusses the analysis methodologies and assumptions used to evaluate the Project and is consistent with the Scoping Memorandum that was submitted to the City of Rancho Cucamonga on March 13, 2024. **Appendix A** presents the approved Scoping Memorandum. The analysis is consistent with the requirements outlined in the City's TIA Guidelines.

Level of Service (LOS) Analysis Methodology

Intersection operating conditions in the study area were evaluated using the Transportation Research Board (TRB) *Highway Capacity Manual* (HCM) *6th Edition* methodology, which is considered the state-of-the-practice methodology for evaluating intersection operations and is consistent with the City of Rancho Cucamonga and the County of San Bernardino requirements.[1] The HCM 6th Edition methodology for signalized intersections estimates the average control delay for vehicles at the intersection. After the quantitative delay estimates are complete, the methodology assigns a qualitative letter grade that represents the operations of the intersection. These grades range from LOS A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for signalized and unsignalized intersections are provided in **Table 1**.

Table 1: Intersection Level of Service (LOS) Grades

Level of Service	Description	Signalized Delay (Seconds)	Unsignalized Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths	> 10.0 to 20.0	> 10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear	> 20.0 to 35.0	> 15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable	> 35.0 to 55.0	> 25.0 to 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences	> 55.0 to 80.0	> 35.0 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	> 80.0	> 50.0

Source: Highway Capacity Manual 6th Edition (Transportation Research Board, 2022).

[1] Synchro 11 prepares delay estimates and reports referencing the HCM 6th Edition Methodology, which are consistent with HCM 7th Edition Methodology for isolated intersection analysis used in this study.

Fehr & Peers used the Synchro 11 software package to facilitate the HCM calculations. The following parameters are consistent with the City's TIA Guidelines and were utilized in the LOS analysis:

- Existing 24-hour vehicle classification counts were used to convert all analysis scenario non-PCE traffic volumes to PCE traffic volumes
- Existing signal timings were used in all Existing (2023) and Opening Year (2026) analysis scenarios. Signal timings were optimized under the Future Year (2050) conditions. If a signal is part of a coordinated system, the existing coordinated cycle length was maintained for future scenarios
- Existing Peak Hour Factors (PHFs) were used in all Existing (2023) and Opening Year (2026) analysis scenarios. A PHF of 0.95 was used in all Future Year (2050) scenarios, unless the existing PHF was greater than 0.95.
- Saturation flow rates were set to the flow rates recommended in the City's Guidelines for all Existing, Opening Year, and Future Year analysis scenarios.
- Lost time of 2 seconds per phase.

Project Deficiency Criteria

The Cities of Rancho Cucamonga and Ontario have adopted LOS standards of LOS D or better and LOS E or better, respectively. A LOS deficiency was identified if the addition of Project traffic degrades operations from acceptable conditions or increases delay at a study location previously operating below acceptable standards under No Project Conditions.

Caltrans no longer defines acceptable LOS standards with their latest adoption of the Vehicle Miles Traveled-Focused Transportation Impact Study Guide (TISG), May 2020. This study assumed Caltrans controlled intersections were deficient if they met the City of Rancho Cucamonga or City of Ontario Project deficiency criteria.

Improvements were identified under opening and future year so that intersection operations conform with the Cities of Rancho Cucamonga and Ontario LOS standards, respecitvely. For unsignalized intersections with LOS deficinecies, peak hour signal warrants outlined in the CA-MUTCD were reviewed to identify if any of these locations satisfy singlaization requirements.

Off-Ramp Queueing Methodology

Caltrans typically requests queuing assessment at the ramp terminal intersections to ensure that queues would not extend back to the freeway mainline and potentially result in a safety concern. As such, in addition to estimating LOS at freeway ramp terminal intersections, a queuing assessment was conducted using Synchro 11 to determine if off-ramp queues spill back to the freeway mainline. 95th percentile queues were compared against existing ramp storage capacities. Recommendations to improve off-ramp queuing were provided if necessary.

Site Access Queueing Methodology

Left turn queues were analyzed for all site access intersections for the inbound and outbound turning movements. Queues were estimated using HCM 6th methodology in Synchro 11. Queues are reported to the nearest 25 feet. Queues at existing intersections were compared against turn pocket storage lengths and turn pocket extensions were identified if necessary.

Traffic Volume Forecasting Methodology

Opening Year (2026) Forecasting

Initial Opening Year (2026) non-PCE and PCE forecasts were developed using an interpolation of Existing (2023) and Future Year (2050) non-PCE and PCE forecasts. A two-percent annual growth rate was used. Non-PCE and PCE peak hour trips from approved developments were then added to the initial Opening Year non-PCE and PCE forecasts, respectively, to develop the Opening Year (2026) No Project non-PCE and PCE forecasts.

Fehr & Peers coordinated with the following jurisdictions to obtain lists of approved development projects within a 5-mile radius of the Project site:

- City of Rancho Cucamonga
- City of Fontana
- City of Ontario
- City of Eastvale
- County of San Bernardino

The list of pending and approved projects is provided in **Appendix B**, and all approved development projects were assumed to be in operation by 2026. ITE *Trip Generation, 11th Edition* rates were applied to each project that was anticipated to affect peak hour intersection operations. The non-PCE and PCE trip generation estimates for the approved projects are also provided in **Appendix B**. The approved development non-PCE and PCE trips were assigned to the study area based on professional judgement and knowledge of the land uses and their typical peak hour travel patterns.

Future Year (2050) Forecasting

The latest version of the San Bernardino County Transportation Analysis Model (SBTAM+) was used to develop Future Year (2050) non-PCE forecasts. These forecasts were converted to PCE forecasts using 24-hour vehicle classification counts from 2023 and PCE factors documented in the City's guidelines.

SBTAM+ is based off the SCAG regional travel demand model (which utilizes the 2024 SCAG RTP/SCS and forecasts traffic volumes on roadway segments for the entire six-county SCAG region). The SCAG model was refined to provide additional detail for San Bernardino County and was calibrated for use in San Bernardino County by ensuring that the model can replicate existing traffic volumes on County roadways after refinement. SBTAM+ is validated to 2019 with a planning horizon year of 2050 and is considered the most appropriate tool for testing changes in land use and roadway network in San Bernardino County.

The Base and Future Year models can produce intersection volume forecasts. National Cooperative Highway Research Program (NCHRP) Report 765 prescribes a variety of methods to develop turning movement forecasts from travel demand model outputs. In this study, the absolute difference between the Base and Future Year model outputs were used in conjunction with Existing (2023) non-PCE traffic forecasts to develop Future Year (2050) non-PCE forecasts. This method, known as the difference method, is a state of the practice approach consistent with NCHRP Report 765.

3. Existing Year (2023) Conditions

This chapter describes transportation facilities in the Project study area, including the surrounding roadway network, transit, pedestrian, and bicycle facilities in the project site vicinity. Existing (2023) Project site conditions, traffic forecasts, and intersection operations are also described.

Existing Roadway Facilities

Regional access to the site is provided by Interstate 10 and 15 (I-10 and I-15). Local access to the site is provided by Foothill Boulevard, Arrow Route, 6th Street, Fourth Street/San Bernardino Avenue, Milliken Avenue, Rochester Avenue, and Etiwanda Avenue. The section below discusses the roadways that would provide access to the site and are most likely to experience direct traffic impacts, if any, from the proposed Project.

Regional Access Facilities

- Interstate 10 Freeway (I-10): I-10 is the main east-west facility through San Bernardino County. It extends the entire length of San Bernardino County, from its western border with Los Angeles County to its eastern border with Riverside County. I-10 is an eight- to ten-lane divided freeway near the Project and provides access to the Project at the Etiwanda Avenue interchange.
- Interstate 15 Freeway (I-15): I-15 is the main north-south facility through San Bernardino County. It extends the entire length of San Bernardino County, from its southern border with Riverside County to the California-Nevada State Line. I-15 is an eight- to twelve-lane divided freeway near the Project and provides access to the Project via the Foothill Boulevard and Fourth Street interchanges.

Local Access Roads

- Foothill Boulevard: Foothill Boulevard is a six-lane east-west facility to the North of the Project site that provides access to I-15. Foothill Boulevard is designated as a Transit Corridor by the City of Rancho Cucamonga's Adopted General Plan, *Plan RC (2021)*.
- Arrow Route: Arrow Route is a three- to four-lane east-west facility immediately North of the Project site. It is designated as an Arterial Roadway by *Plan RC*.
- 6th Street: 6th Street is a four- to six-lane east-west facility to the South of the Project site. It is currently not a through street, with a gap closure planned for after the Project opening date. 6th Street is designated as a Bicycle Corridor by *Plan RC*.
- Fourth Street/San Bernardino Avenue: Fourth Street is a four- to six-lane east-west facility to the South of the Project site that provides access to I-15. To the east of the Rancho Cucamonga City Limits, the road is known as San Bernardino Avenue. Fourth Street is designated as an Arterial Highway by *Plan RC*.

- Milliken Avenue: Milliken Avenue is a six- to eight- lane north-south facility to the West of the Project site. It is designated as an Arterial Roadway by *Plan RC*.
- Rochester Avenue: Rochester Avenue is a four-lane north-south facility to the West of the Project site. It is designated as an Arterial Roadway by *Plan RC*.
- Etiwanda Avenue: Etiwanda Avenue is a three- to four-lane north-south facility immediately East of the Project Site. It includes an at-grade rail crossing with the BNSF and Metrolink railroad. Etiwanda Avenue is designated as an Arterial Roadway by *Plan RC*.

Bicycle Facilities

According to the Community Mobility chapter of *Plan RC (2021)*, the City's existing bicycle network is comprised of 34.5 miles of bike paths/trails (Class I), 31.75 miles of bike lanes (Class II), and 34.25 miles of bike routes (Class III). California Manual on Uniform Traffic Control Devices (CA MUTCD) also permits cycle tracks (Class IV), which are currently not part of the City's bicycle network. These facilities are described below.

Exiting Class II bicycle facilities are provided within the study area along Foothill Boulevard, Arrow Route, Milliken Avenue, Rochester Avenue, and portions of Etiwanda Avenue. The Community Mobility chapter identifies future enhanced bicycle infrastructure along Foothill Boulevard and 6th Street.

Class I Bikeways (Bike Paths)

Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.



CLASS I - Multi-Use Path

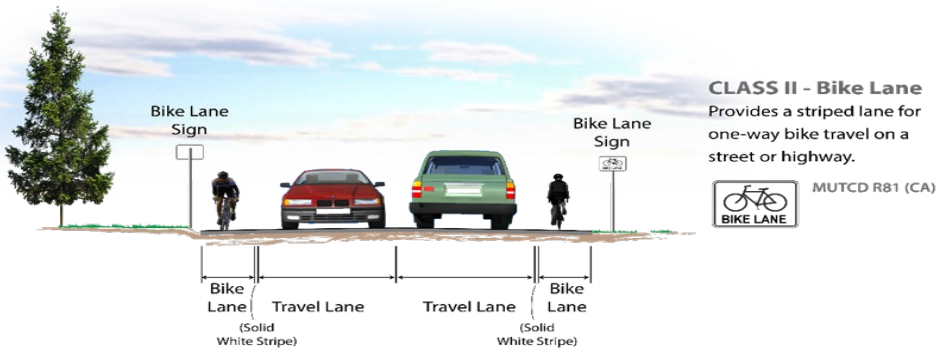
Provides a completely separated right-of-way for exclusive use of bicycles and pedestrians with crossflow minimized.



MUTCD R44A (CA)

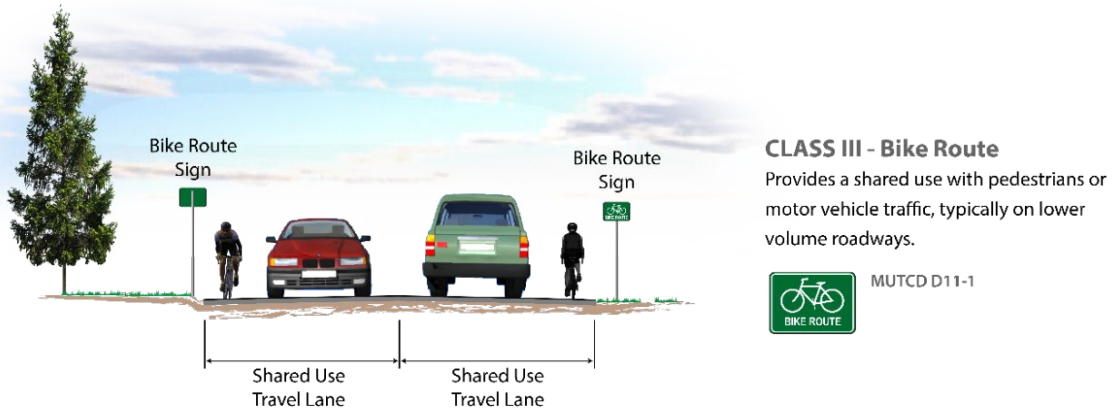
Class II Bikeways (Bike Lanes)

Class II bicycle facilities are striped lanes that provide bike travel and can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.



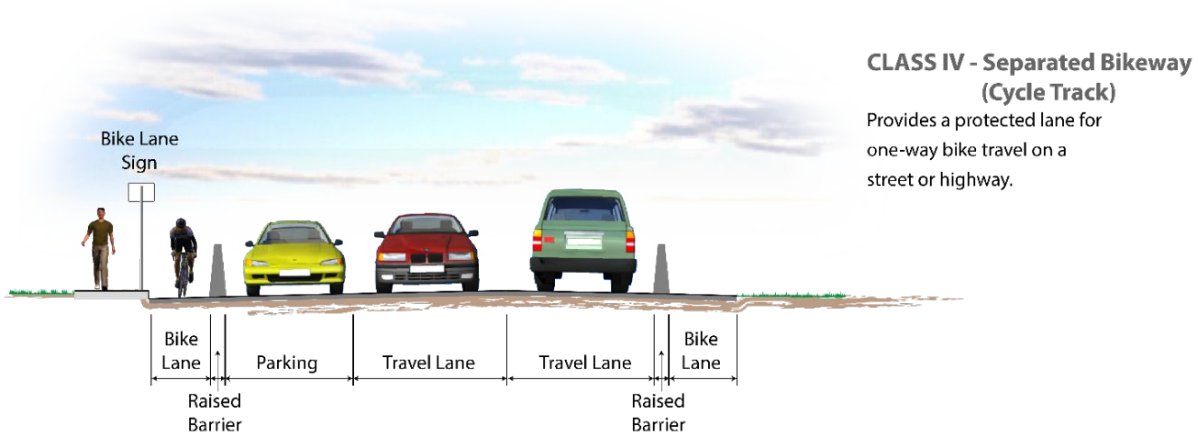
Class III Bikeways (Bike Routes)

Class III Bikeways are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage by the side of the street and sometimes stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.



Class IV Bikeways (Cycle Tracks)

Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g., grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.



Pedestrian Facilities

Within the study area, sidewalk facilities are provided along Foothill Boulevard, Milliken Avenue, Rochester Avenue, Arrow Route and Etiwanda Avenue north of the BNSF/Metrolink. Sidewalks are intermittent or non-existent along Etiwanda Avenue south of the BNSF/Metrolink railroad, 6th Street, and Fourth Street.

At existing signalized intersections, adjacent to the Project, crosswalks and pedestrian push-button actuated signals are provided. Mid-block crosswalks and crosswalks at unsignalized intersections are not provided.

Existing Transit Service

Transit service in the area is offered by Metrolink and Omnitrans. The Project site is not adjacent to any existing public transit services, with the closest bus stop located approximately one mile to the North along Foothill Boulevard. Detailed transit information is described below.

Metrolink

Commuter train service in the City of Rancho Cucamonga is provided by Metrolink, which operates six commuter rail lines throughout Southern California. The Rancho Cucamonga Metrolink Station is located approximately 2.5 miles west of the Project site along 8th Street, west of Milliken Avenue, where passenger trains run daily from downtown Los Angeles to downtown San Bernardino. Rancho Cucamonga is served by the San Bernardino Line, which links San Bernardino to Union Station in downtown Los Angeles. The Metrolink railroad runs east-west through the southern section of the city. This same rail line is occasionally used by freight trains when the Union Pacific Railroad line (running east-west south of the I-10 freeway) is closed or restricted for limited periods. Local freight train traffic in the city includes switches on various spur lines serving the industrial areas at the southern section of the City.

Omnitrans

OmniTrans Transit Agency provides local transit service throughout San Bernardino County, including the City of Rancho Cucamonga. Bus transit services are available in the city through fixed-route and demand-response services. Bus routes that run through the city connect to the neighboring cities of Fontana, Upland, Ontario, Montclair, Eastvale and Chino. Within Rancho Cucamonga, bus routes run on major roadways, including Fourth Street, Milliken Avenue, and Foothill Boulevard.

The following transit routes operate within the study area:

- Route 66: Route 66 follows Foothill Boulevard from the Montclair Transit Center to the Fontana Transit Center, serving key destinations in the City of Rancho Cucamonga including the Epicenter Stadium and Victoria Gardens. Bus tops are provided at Milliken Avenue, Rochester Avenue, Day Creek Boulevard, and Etiwanda Avenue. The route operates Monday through Friday between 4 AM and 11:30 PM, Saturdays between 6 AM and 10 PM, and Sundays between 7 AM and 8 PM. Typical headways are every 20 minutes during peak hours, every 30 minutes during off-peak hours, and every 30-50 minutes on weekends.
- Route 82: Route 82 within the City of Rancho Cucamonga follows Milliken Avenue from Victoria Gardens. The route continues along Jurupa Avenue, Sierra Avenue, Citrus Avenue, and Sierra Lakes Parkway in Fontana. Service is provided to the Rancho Cucamonga Metrolink Station. The route operates approximately every 60 minutes on weekdays between 4:30 AM and 10:30 PM and every 65 minutes on weekends between 7 AM and 8 PM.
- Route 61: Route 61 connects Pomona with Ontario International Airport, Ontario Mills Mall and the South Fontana Transit Center along Holt Boulevard, Fourth Street, and San Bernardino Avenue. Bus stops within the study area are provided at Fourth Street and Etiwanda Avenue. Service runs every 20 to 30 minutes from 4 AM to 10:30 PM on weekdays, 5:30 AM to 10:30 PM on Saturdays, and 5:30 AM to 8 Pm on Sundays.

Existing Year (2023) Traffic Volumes

Data Collection

Traffic counts were collected in November 2023 during morning peak period (7AM – 9AM) and evening peak period (4 PM - 6 PM) at the 18 existing study intersections listed in Chapter One. Counts were collected during fair weather, while school was in session, and during a typical (non-holiday) Tuesday. The turning movement counts are provided in **Appendix C**. Existing (2023) traffic volumes are provided in **Figure 3** along with existing lane configurations and traffic control. Truck volumes were converted to PCE volumes using vehicle classification data collected at the study intersections, as shown in **Figure 4**. **Appendix D** documents the Existing (2023) PCE forecast calculations.

AM peak hour traffic counts were adjusted at the Etiwanda Avenue/Foothill Boulevard and Etiwanda Avenue/Arrow Route intersections due to the active construction when data was collected. Eastbound Foothill Boulevard east of Etiwanda Avenue was closed, with the primary detour route being Etiwanda

Avenue south and Arrow Route east. Adjustments were made to the 2023 counts when construction was active based on a previously collected count in 2017 when all movements were active and construction related closures were present. No adjustments were made to the PM peak hour traffic counts as Foothill Boulevard was open during this time.

Existing Year (2023) Intersection Operations

The Existing (2023) PCE volumes, shown in **Figure 4**, and existing lane configurations were used to evaluate operations at the study locations under peak hour conditions. Signal timing data was obtained from the appropriate jurisdictions for all signalized intersections.

The LOS results are summarized in **Table 2** and detailed LOS worksheets are provided in **Appendix E**. **Table 2** also shows the V/C ratios for Intersection 10 as it will facilitate access to the Project under plus project conditions. The V/C ratio worksheets are shown in **Appendix I**. As shown in **Table 2**, all intersections operate at or above acceptable standards under Existing (2023) conditions.

Table 2: Existing (2023) Intersection Level of Service

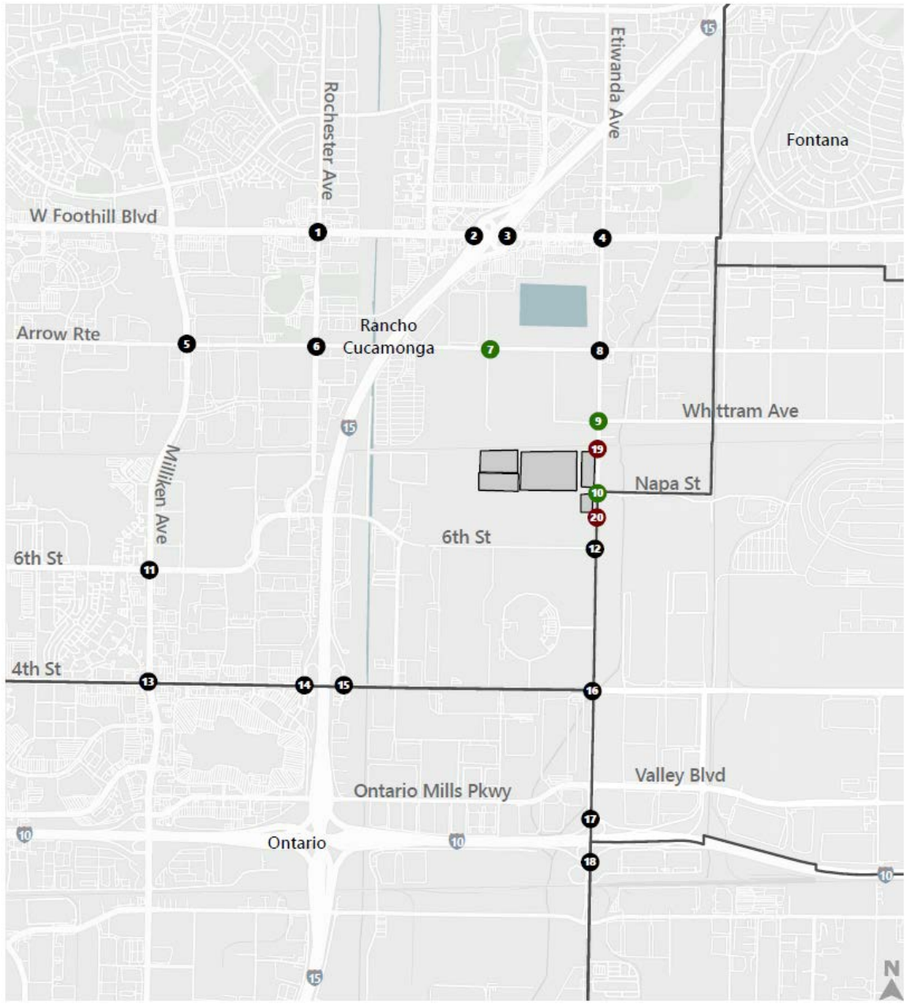
Intersection	Jurisdiction	Control	Peak Hour	Existing (2023)	
				Average Delay / LOS	V/C
1. Rochester Avenue and Foothill Boulevard	City of Rancho Cucamonga	Signalized	AM	C / 30.4	-
			PM	D / 42.7	-
2. I-15 SB Ramps and Foothill Boulevard	City of Rancho Cucamonga/Caltrans	Signalized	AM	A / 7.3	-
			PM	A / 9.7	-
3. I-15 NB Ramps and Foothill Boulevard	City of Rancho Cucamonga/Caltrans	Signalized	AM	B / 14.6	-
			PM	A / 8.1	-
4. Etiwanda Avenue and Foothill Boulevard	City of Rancho Cucamonga	Signalized	AM	D / 40.5	-
			PM	D / 47.5	-
5. Milliken Avenue and Arrow Route	City of Rancho Cucamonga	Signalized	AM	C / 25.9	-
			PM	D / 35.2	-
6. Rochester Avenue and Arrow Route	City of Rancho Cucamonga	Signalized	AM	C / 34.7	-
			PM	D / 54.3	-
7. Yellowwood Road/ Juneberry Drive and Arrow Route	City of Rancho Cucamonga	Signalized	AM	A / 6.0	-
			PM	A / 5.6	-
8. Etiwanda Avenue and Arrow Route	City of Rancho Cucamonga	Signalized	AM	C / 21.5	-
			PM	C / 24.3	-
9. Etiwanda Avenue and Whittram Avenue	City of Rancho Cucamonga	Signalized	AM	B / 12.9	-
			PM	B / 17.4	-

Intersection	Jurisdiction	Control	Peak Hour	Existing (2023)	
				Average Delay / LOS	V/C
10. Etiwanda Avenue and Napa Street	City of Rancho Cucamonga	Signalized	AM	A / 6.2	0.46
			PM	A / 9.6	0.62
11. Milliken Avenue and 6th Street	City of Rancho Cucamonga	Signalized	AM	B / 16.2	-
			PM	C / 24.4	-
12. Etiwanda Avenue and 6th Street	City of Rancho Cucamonga	Side-Street-Stop-Control	AM	D / 34.3 (EB)	-
			PM	D / 29.0 (EB)	-
13. Milliken Avenue and Fourth Street	City of Ontario	Signalized	AM	C / 30.1	-
			PM	D / 42.5	-
14. I-15 SB Ramps/Ontario Mills Drive and Fourth Street	City of Ontario/Caltrans	Signalized	AM	C / 29.0	-
			PM	C / 24.4	-
15. I-15 NB Ramps/ Commercial Driveway and Fourth Street	City of Ontario/Caltrans	Signalized	AM	C / 26.0	-
			PM	C / 21.4	-
16. Etiwanda Avenue and Fourth Street	City of Rancho Cucamonga	Signalized	AM	C / 26.7	-
			PM	C / 27.9	-
17. Etiwanda Avenue and I-10 WB Ramps	City of Ontario/Caltrans	Signalized	AM	B / 16.1	-
			PM	B / 10.8	-
18. Etiwanda Avenue and I-10 EB Ramps	City of Ontario/Caltrans	Signalized	AM	B / 15.5	-
			PM	B / 11.1	-

Notes:

1. Whole intersection weighted average stopped delay expressed in seconds per vehicle for signalized intersections. Worst lane delay expressed in seconds per vehicle for side-street-stop-control intersections.
2. Delay operations were calculated using HCM 6th methodologies.
3. **Bold** represents a LOS deficiency.

Source: Fehr & Peers, 2024.



LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site
- City Boundary
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

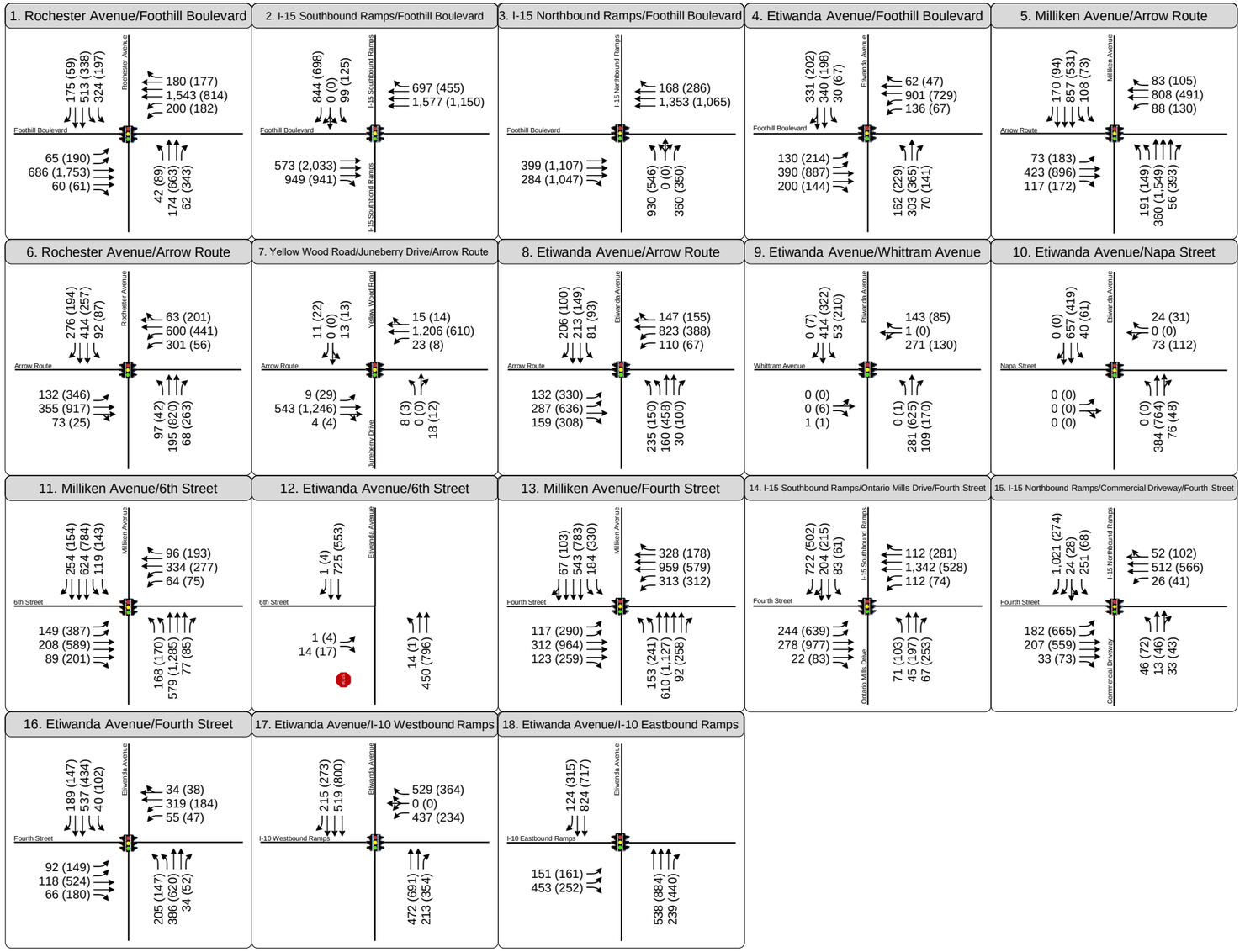
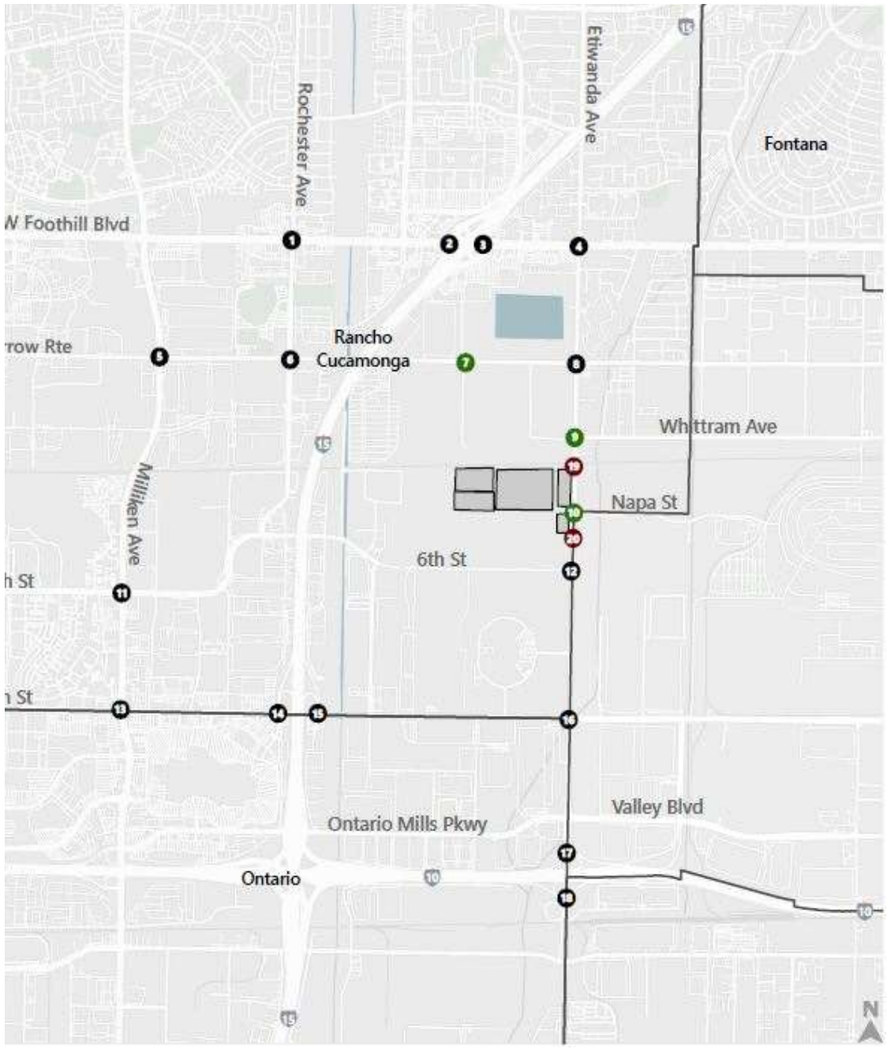
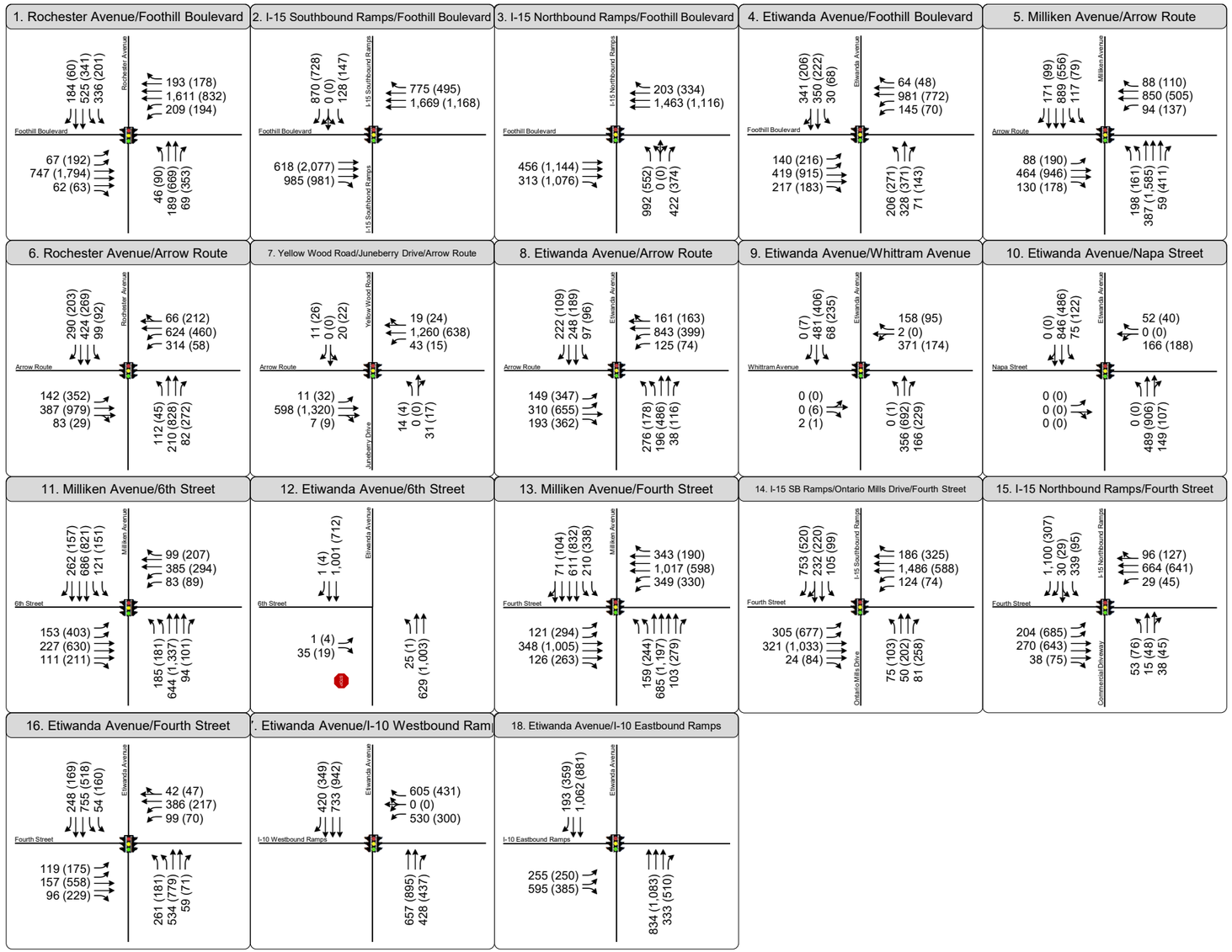


Figure 3
Existing (2023) Non-PCE Turning Movements and Lane Configurations





LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site
- City Boundary
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 4
Existing Conditions (2023) PCE Traffic Volumes and Lane Configuration

4. Project Characteristics

This chapter provides an overview of the proposed Project components and addresses the proposed Project's trip generation, distribution, and assignment characteristics, allowing for an evaluation of the Project's effect on the surrounding roadway network. The amount of traffic associated with the Project was estimated using a three-step process:

1. **Trip Generation** – The *amount* of vehicle traffic entering/exiting the project site was estimated.
2. **Trip Distribution** – The *direction* trips would use to approach and depart the site was projected.
3. **Trip Assignment** – Trips were then *assigned* to specific roadway segments and intersection turning movements.

Project Trip Generation

Trip generation refers to the process of estimating the amount of vehicular traffic a project would add to the surrounding roadway system. Estimates for the proposed Project were created for the daily condition and for the peak one-hour period during the morning (AM) and evening (PM) commute when traffic volumes on the adjacent streets are typically the highest.

The number of weekday morning and evening peak hour trips generated by the Project were estimated using methods published in *Trip Generation, 11th Edition (Institute of Transportation Engineers [ITE], 2021)*. A combination of Warehousing (ITE Code 150), High Cube Fulfillment Center Non-Sort (ITE Code 155), and High-Cube Cold Storage Warehouse (ITE Code 157) trip generation rates were used to estimate daily and peak hour trips for the Project. **Table 3** shows the trip generation rates for ITE Codes 150, 155, and 157.

Since the Project is an industrial development, trips were converted into PCE trips. The vehicle fleet mix for the Project was assumed to be consistent with the Heavy Warehouse vehicle fleet mix documented in the *Truck Trip Generation Study, City of Fontana, County of San Bernardino, State of California* (August 2023). **Table 4** shows the estimated non-Passenger Car Equivalent (PCE) trip generation, **Table 5** shows the non-PCE trip generation by vehicle classification, and **Table 6** shows the estimated PCE trip generation by vehicle classification.

Table 3: Trip Generation Rates

ITE Code	Land Use	Daily Rate	AM Peak Hour			PM Peak Hour		
			In	Out	Rate	In	Out	Rate
150	General Warehouse	1.71	77%	23%	0.17	28%	72%	0.18
155	High Cube Fulfillment Center (Non-Sort)	1.81	81%	19%	0.15	39%	61%	0.16
157	High Cube Cold Storage Warehouse	2.12	77%	23%	0.11	28%	72%	0.12

Source: Trip Generation Manual 11th Edition (Institute of Transportation Engineers, 2021).

Table 4: Non-PCE Project Trip Generation

ITE Code	Land Use	Quantity	Units	Daily Total	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
150	General Warehouse	327.815	KSF	561	43	13	56	17	42	59
155	High Cube Fulfillment Center (Non-Sort)	764.903	KSF	1,384	93	22	115	48	74	122
157	High Cube Cold Storage Warehouse	121.413	KSF	257	10	3	13	4	11	15
Total Non-PCE Project Trips				**2,202**	**146**	**38**	**184**	**69**	**127**	**196**

Note: 1 KSF = 1,000 square feet.
Source: Trip Generation Manual 11th Edition (Institute of Transportation Engineers, 2021).

Table 5: Non-PCE Project Trip Generation with Vehicle Classification

Vehicle Type	Vehicle Mix	Daily Total	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Passenger Vehicle	79.6%	1,752	116	30	146	55	101	156
2-Axel Trucks	3.50%	76	5	1	6	2	5	7
3-Axel Trucks	4.60%	102	7	2	9	3	6	9
4+-Axel Trucks	12.3%	272	18	5	23	9	15	24
Total Non-PCE Project Trips		**2,202**	**146**	**38**	**184**	**69**	**127**	**196**

Source(s):
1. Trip Generation Manual 11th Edition (Institute of Transportation Engineers, 2021).
2. Truck Trip Generation Study, City of Fontana, County of San Bernardino, State of California, 2003.

Table 6: PCE Trip Generation with Vehicle Classification

Vehicle Type	Vehicle Mix	PCE Factors	Daily Total	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Passenger Vehicle	79.6%	1.0	1,752	116	30	146	55	101	156
2-Axel Trucks	3.50%	1.5	114	8	1	9	3	8	11
3-Axel Trucks	4.60%	2.0	204	14	4	18	6	12	18
4+-Axel Trucks	12.3%	3.0	816	54	15	69	27	45	72
Total PCE Project Trips			**2,886**	**192**	**50**	**242**	**91**	**166**	**257**

Source(s):

1. Trip Generation Manual 11th Edition (Institute of Transportation Engineers, 2021).
2. Truck Trip Generation Study, City of Fontana, County of San Bernardino, State of California, 2003.
3. PCE Factors derived from City of Rancho Cucamonga Traffic Impact Guidelines, 2020.

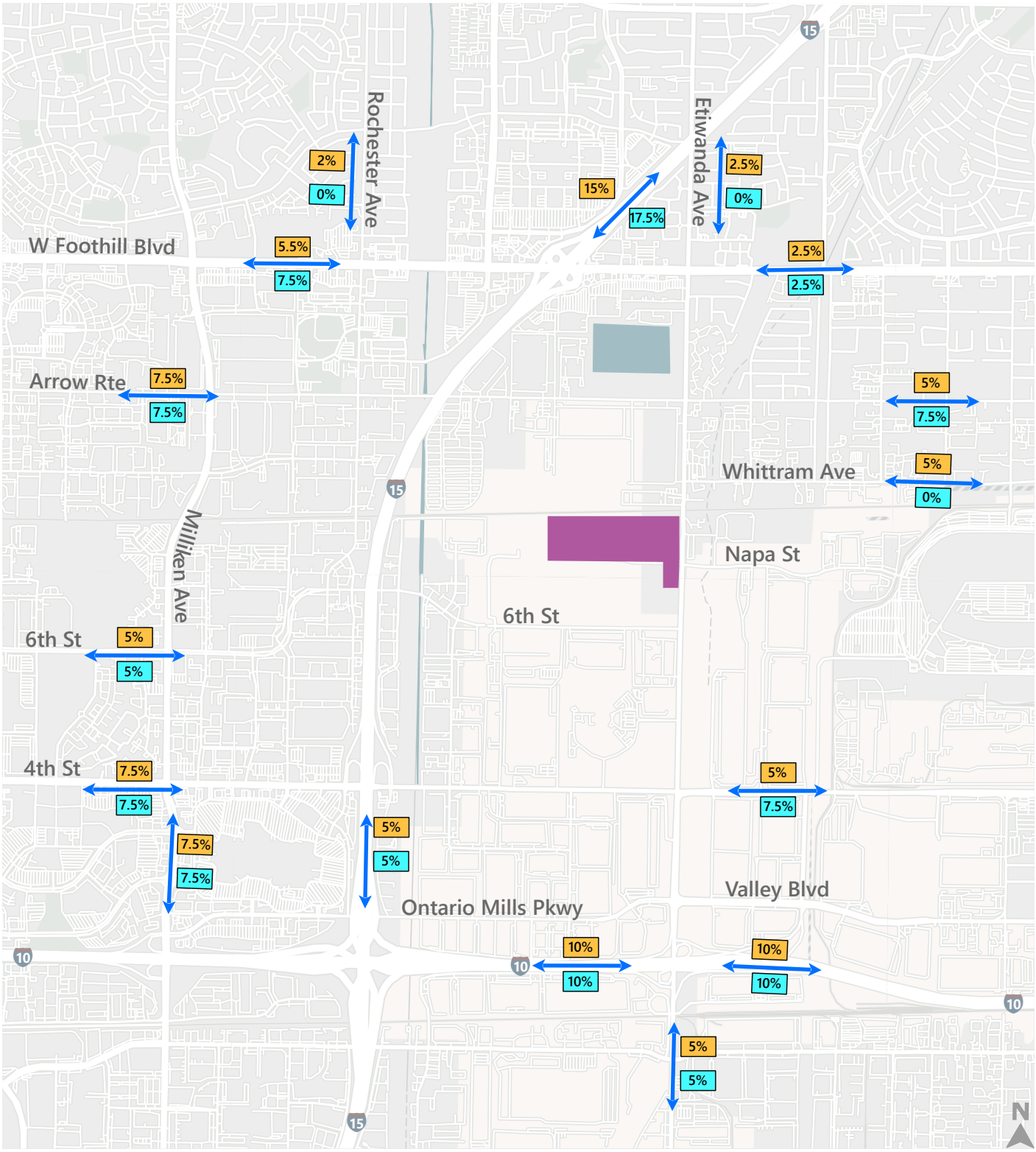
Project Trip Distribution

Trip distribution refers to the directions of approach and departure that vehicles use to travel to and from the Project site. Separate trip distributions were developed for passenger cars and truck trips. Surrounding land uses, existing roadway network characteristics, local knowledge of the study area, and professional judgment were used to develop the trip distributions.

The passenger car and truck trip distributions for the Project are shown in **Figure 5**.

Project Trip Assignment

The passenger car, non-PCE truck, and PCE truck trip generation estimates, shown in **Tables 5** and **6**, were applied to the corresponding passenger car and truck trip distributions, shown in **Figure 2**, to estimate the Project trip assignment. The Project trip assignment is expected to change once the 6th Street gap closure is constructed, which will provide direct access between Etiwanda Avenue and Milliken Avenue. The 6th Street gap closure is not anticipated to be constructed by the Project's opening year but is assumed to be constructed under future year conditions. Thus, trips assignments have been developed for with and without the 6th Street gap closure. The passenger car, non-PCE truck, PCE truck, combined non-PCE, and combined PCE trip assignments without the 6th Street gap closure are shown in **Figures 6**, **7**, **8**, **9**, and **10** respectively. The passenger car, non-PCE truck, PCE truck, combined non-PCE, and combined PCE trip assignments with the 6th Street gap closure are shown in **Figures 11**, **12**, **13**, **14**, and **15**, respectively.



Project Site

Trip Distribution

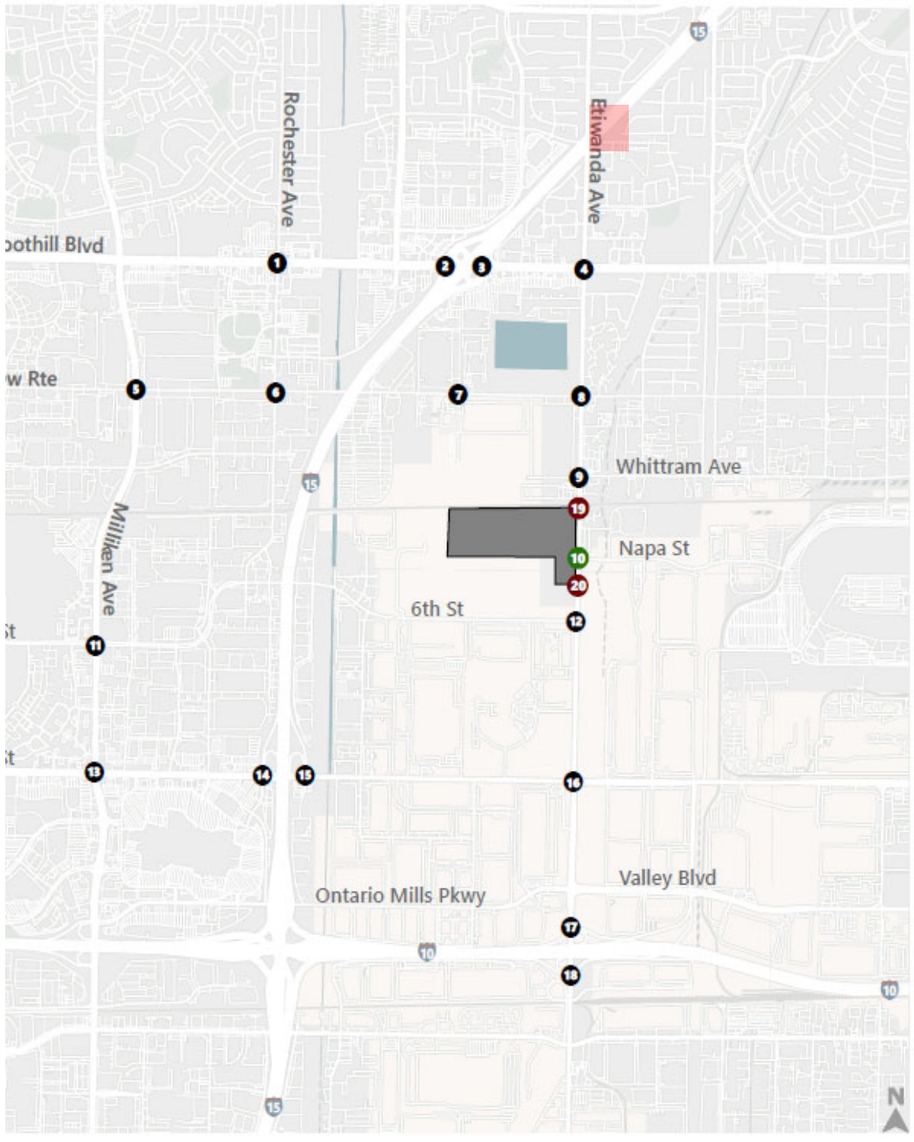
#% Passenger Car Trip Distribution Percentage

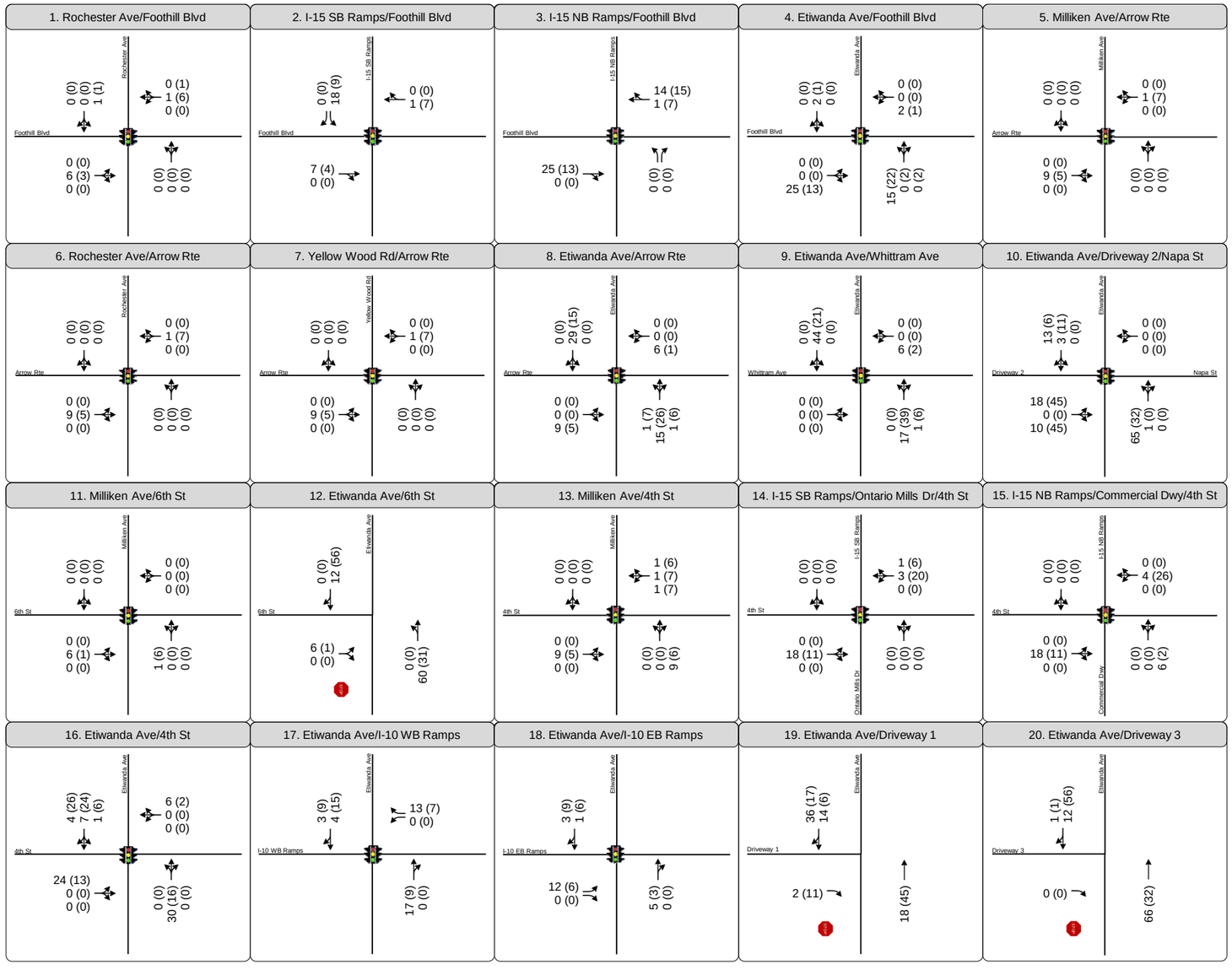
#% Truck Trip Distribution Percentage*

Note: Truck trips were assumed to only travel on existing truck routes.

Figure 5

Project Trip Distribution





LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site

AM (PM) Peak Hour Traffic Volume

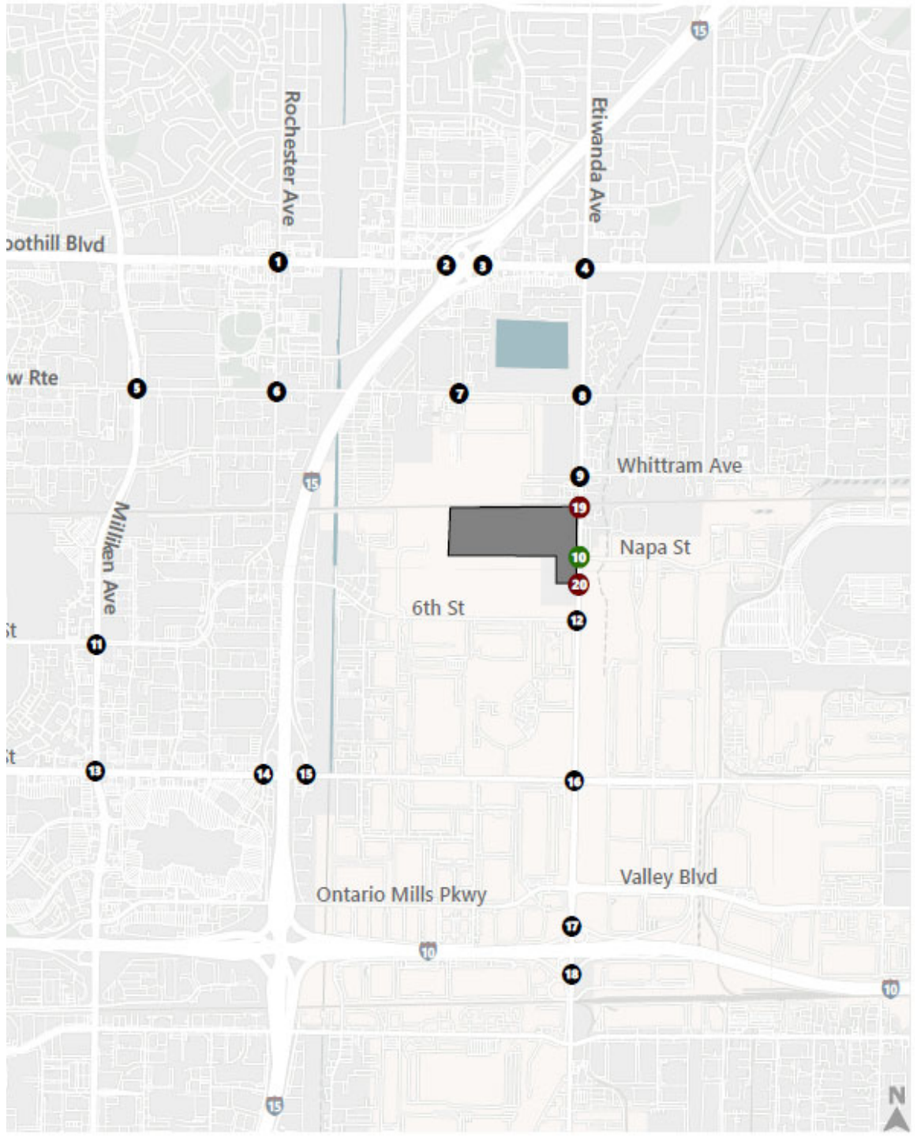
Lane Configuration

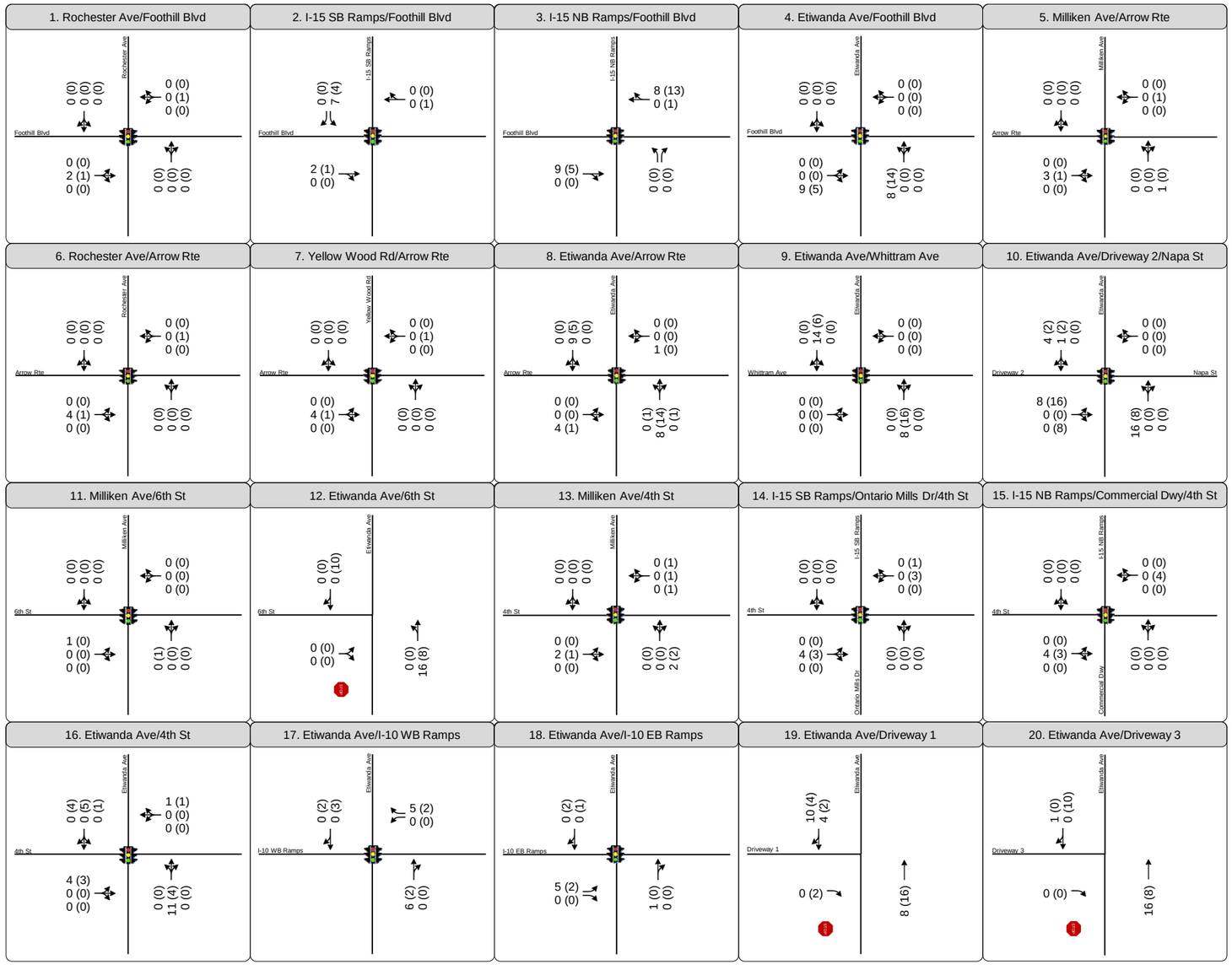
Stop Sign

Signalized

Figure 6

Opening Year (2026) Passenger Car Project Trip Assignment





LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site

AM (PM) Peak Hour Traffic Volume

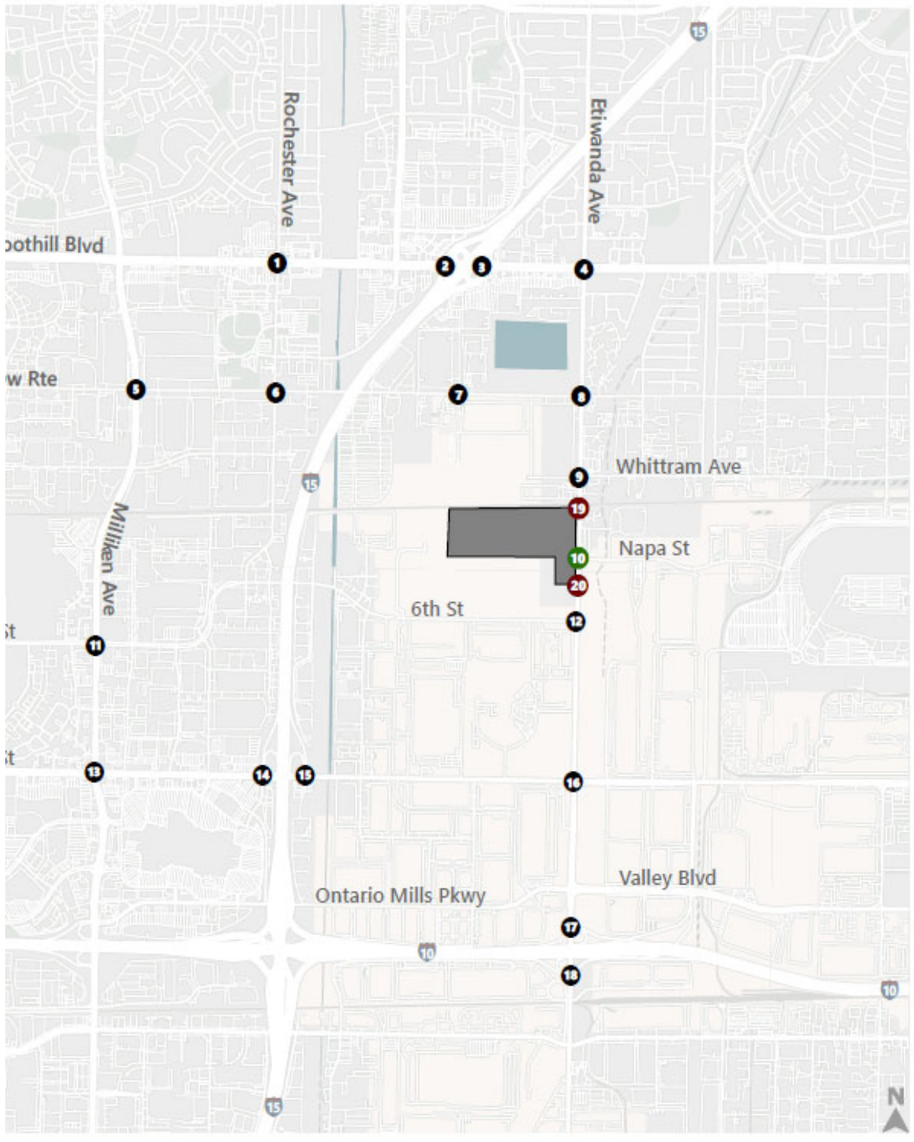
Lane Configuration

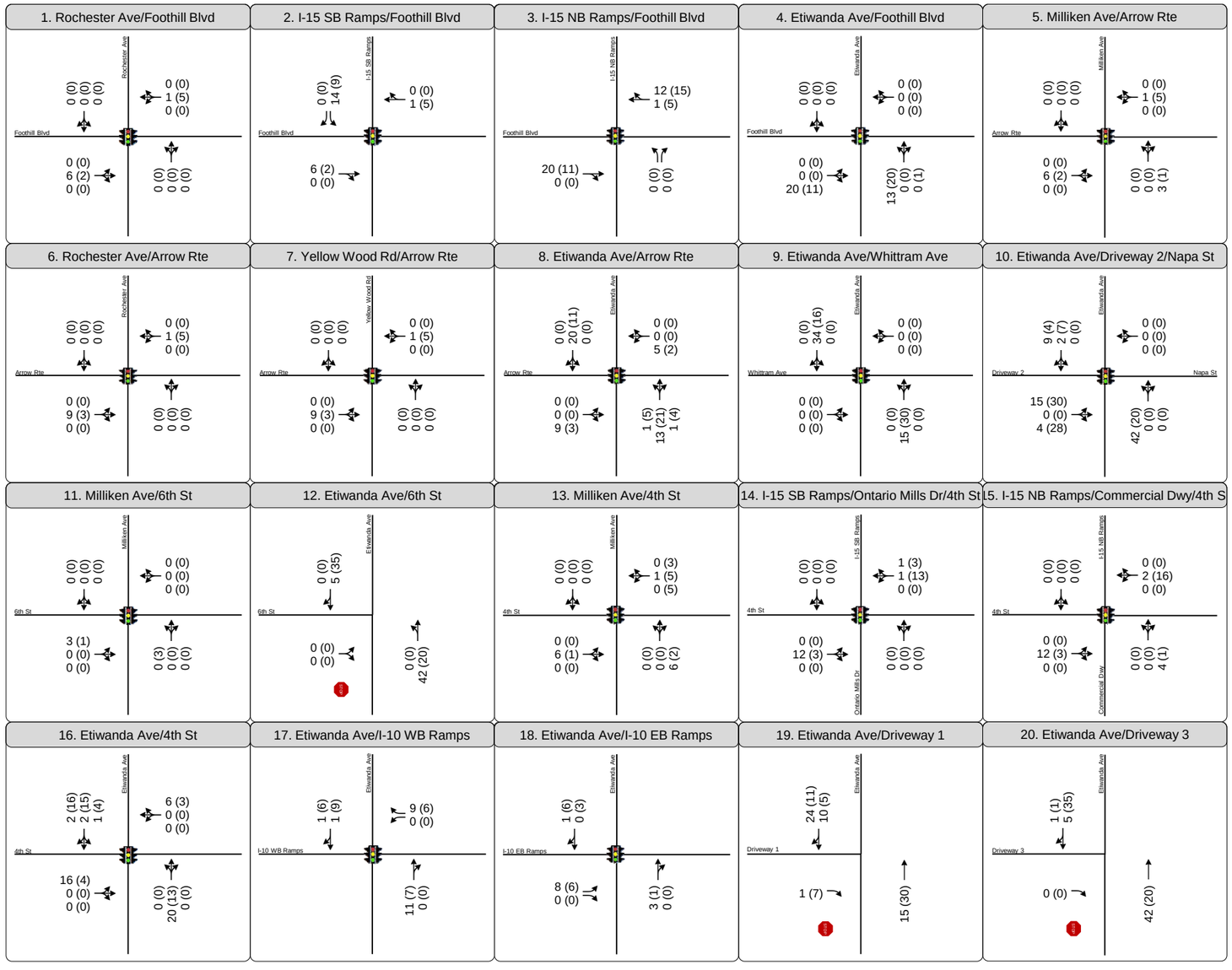
Stop Sign

Signalized

Figure 7

Opening Year (2026) Non-PCE Truck Project Trip Assignment





LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site

AM (PM) Peak Hour Traffic Volume

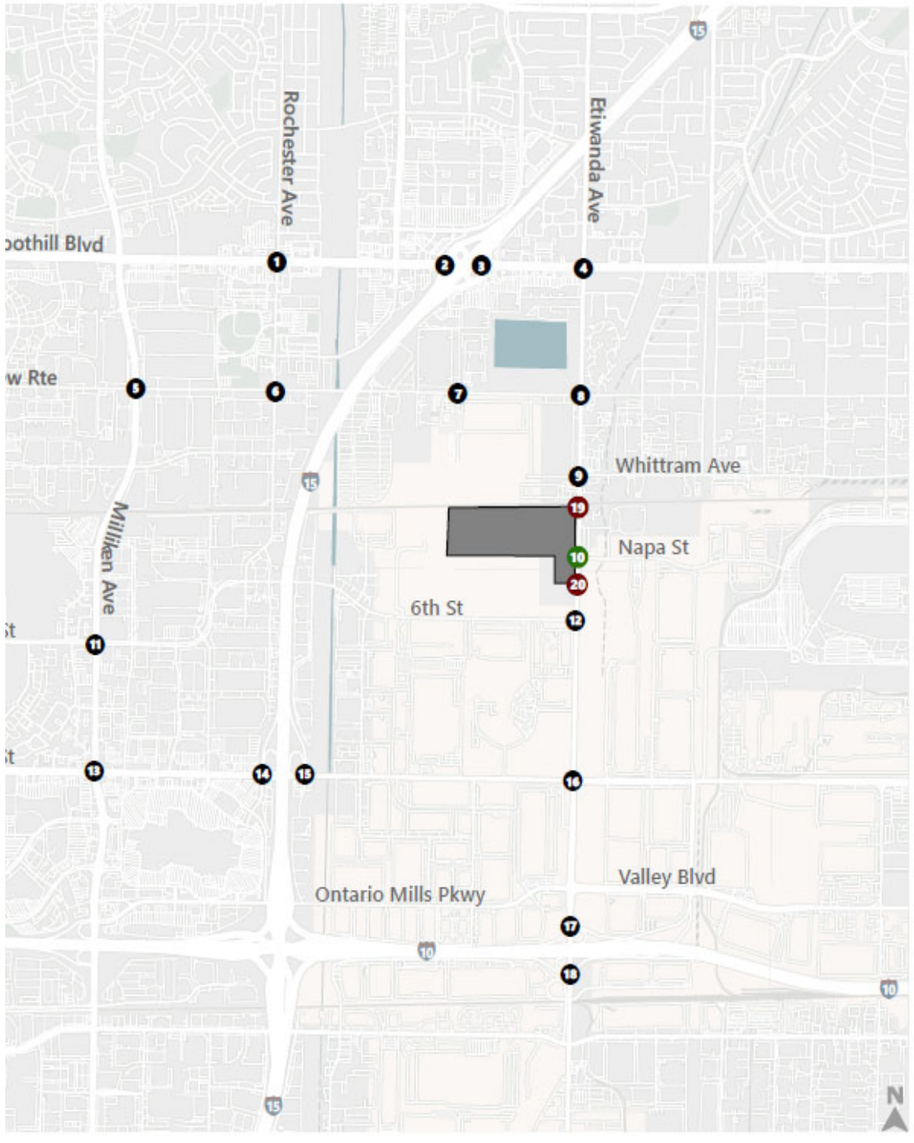
Lane Configuration

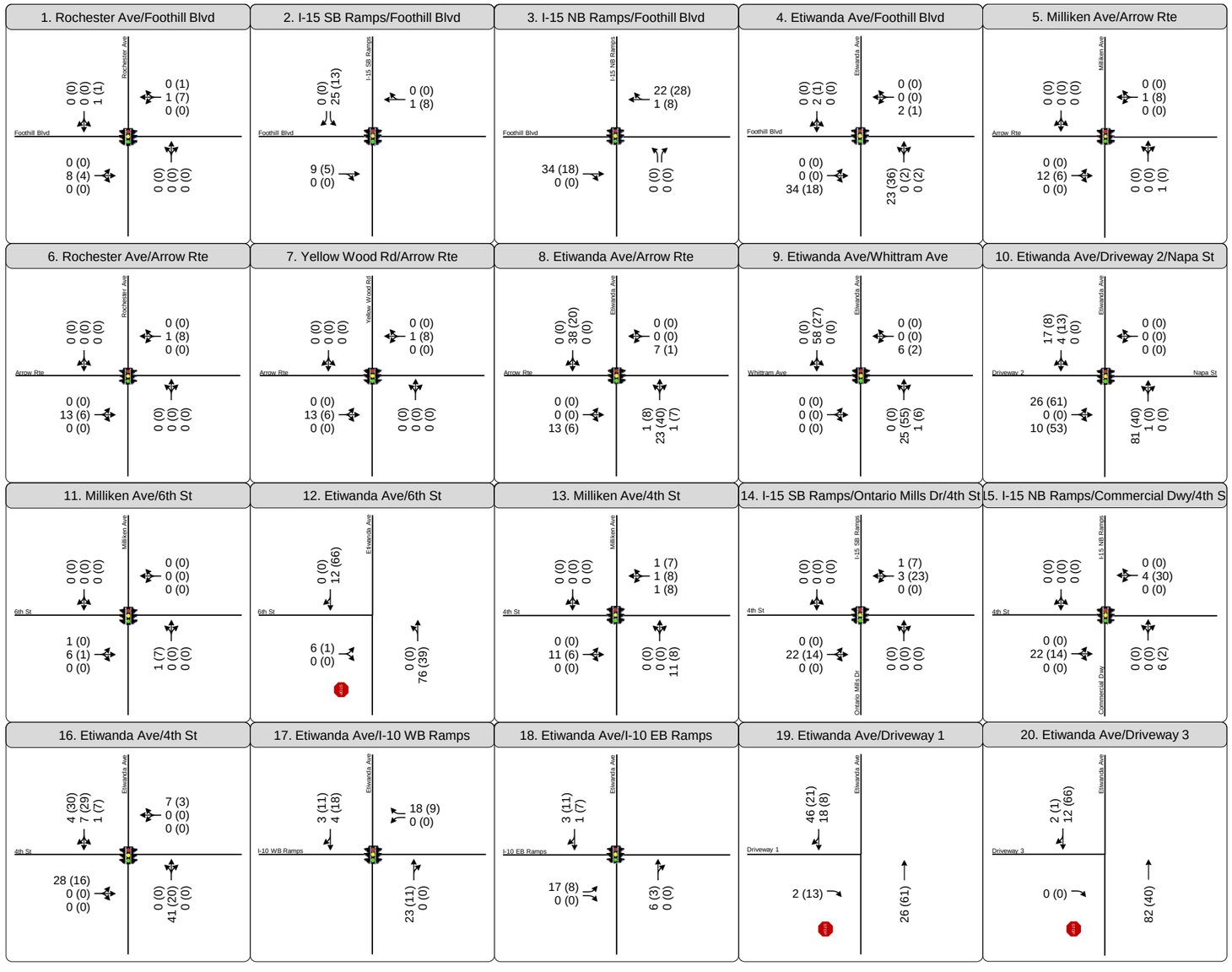
Stop Sign

Signalized

Figure 8

Opening Year (2026) PCE Truck Project Trip Assignment

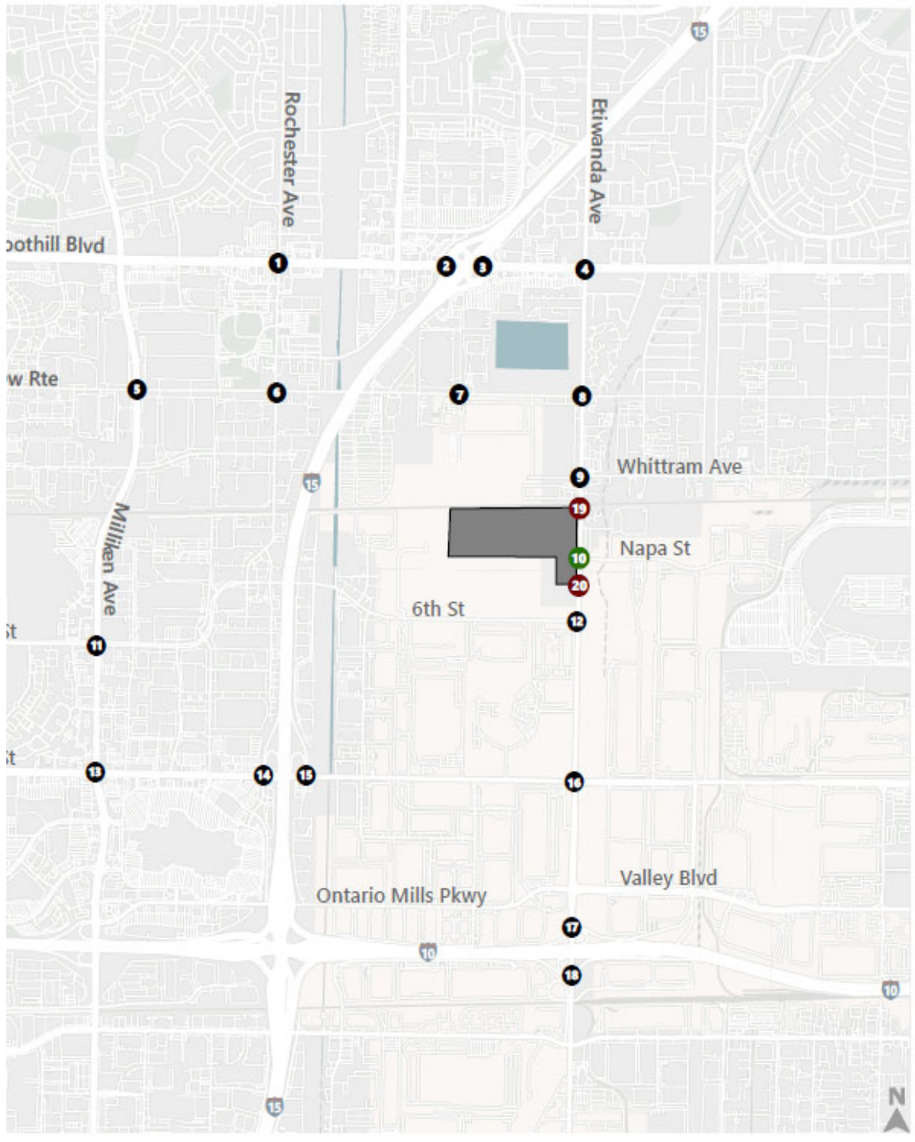


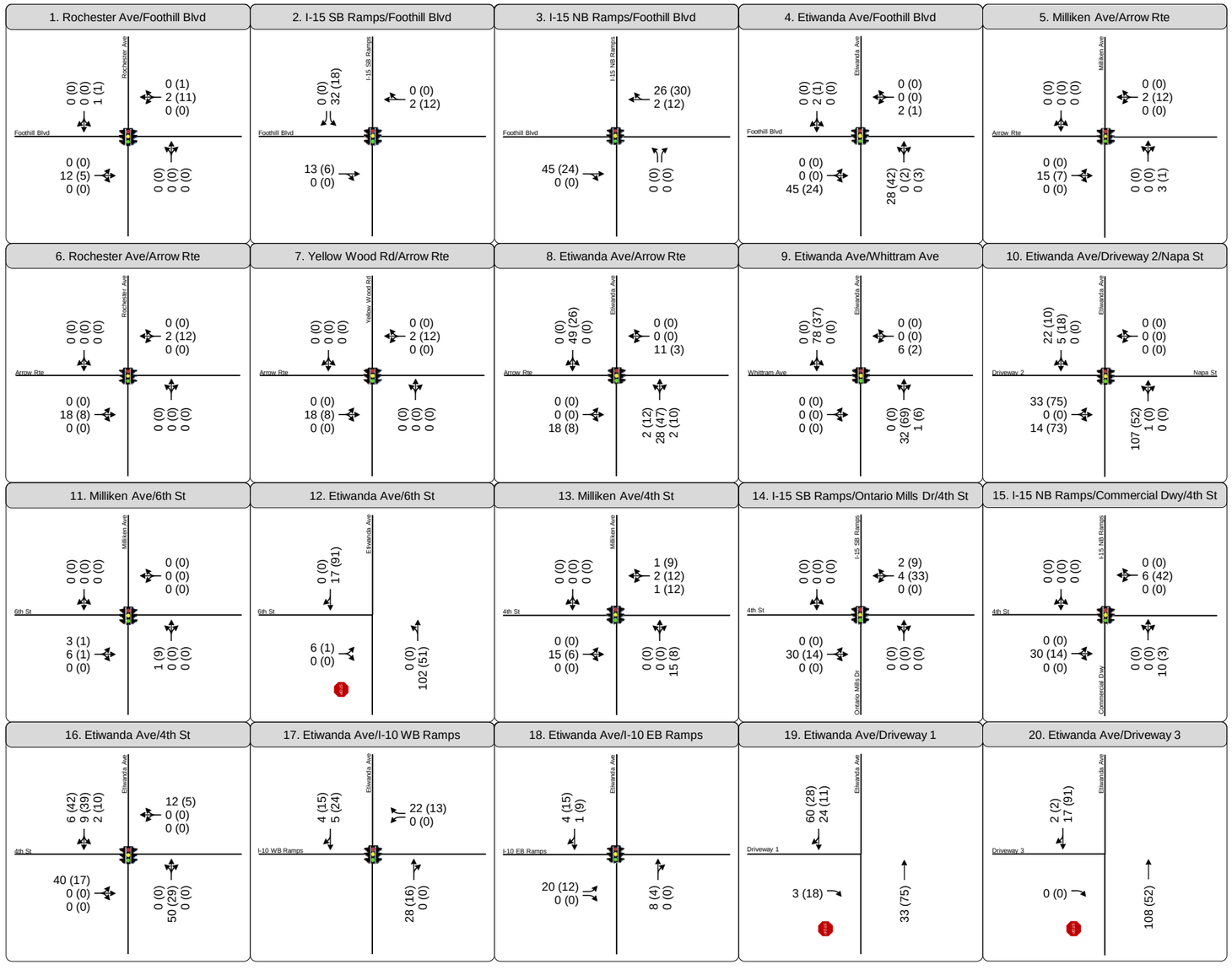


LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 9
Opening Year (2026) Combined Non-PCE Project Trip Assignment

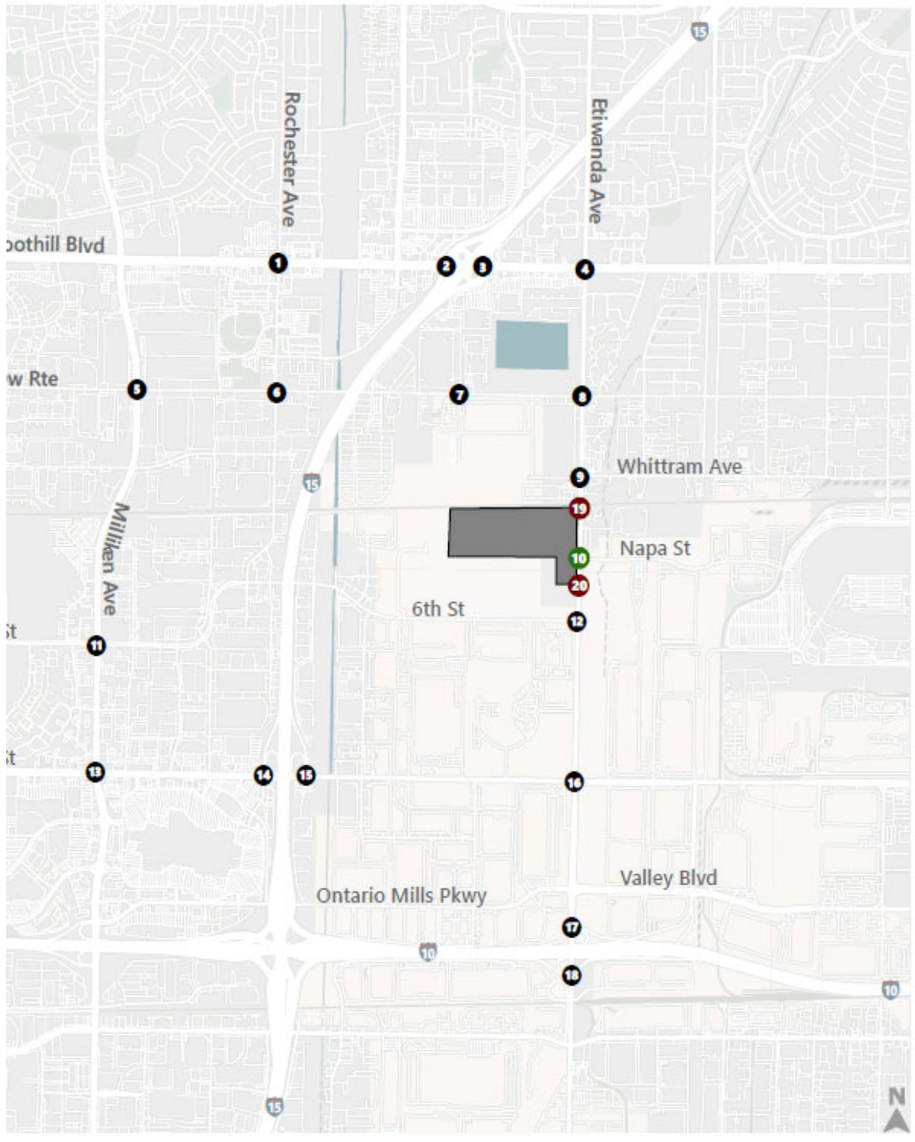


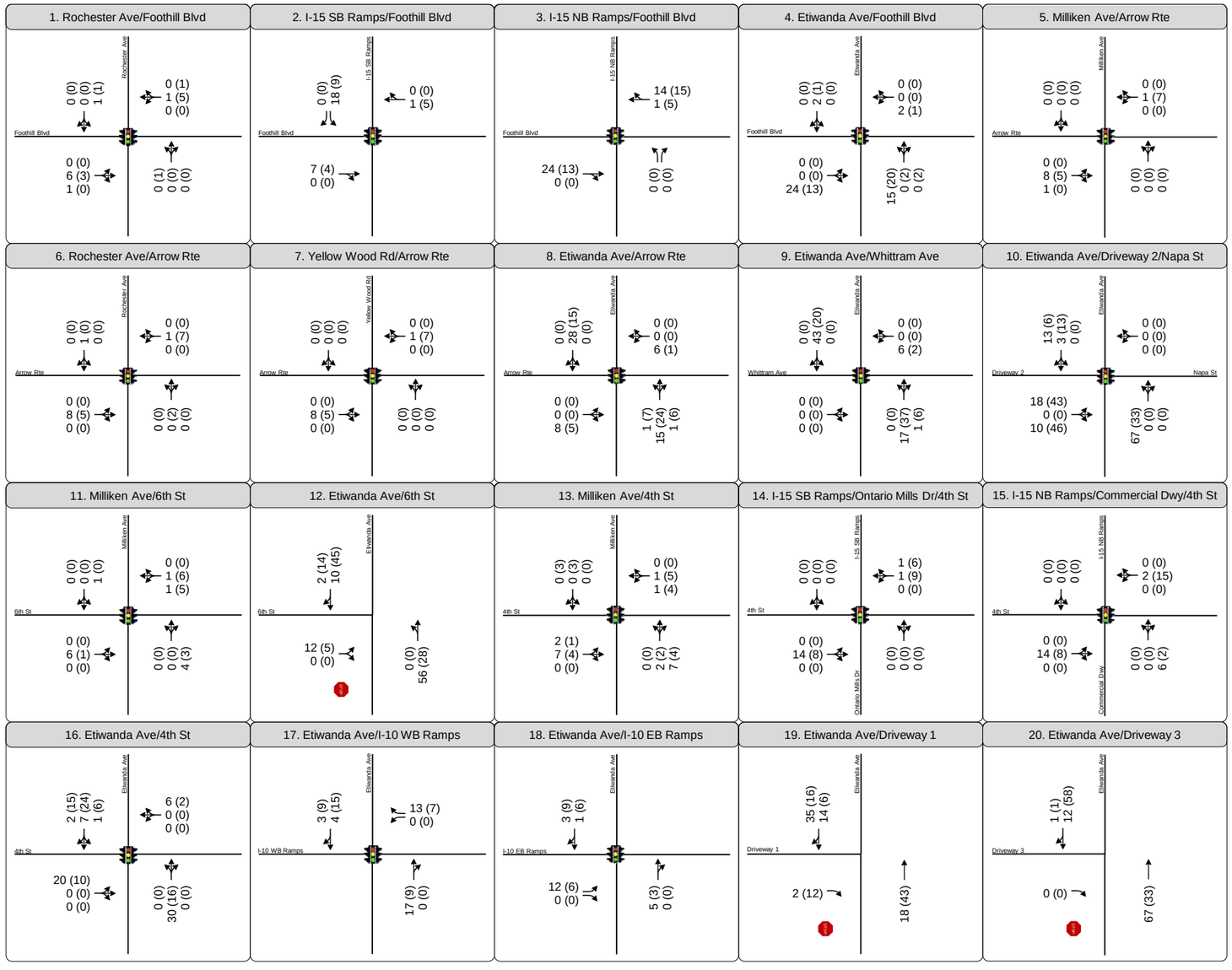


LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 10
Opening Year (2026) Combined PCE Project Trip Assignment

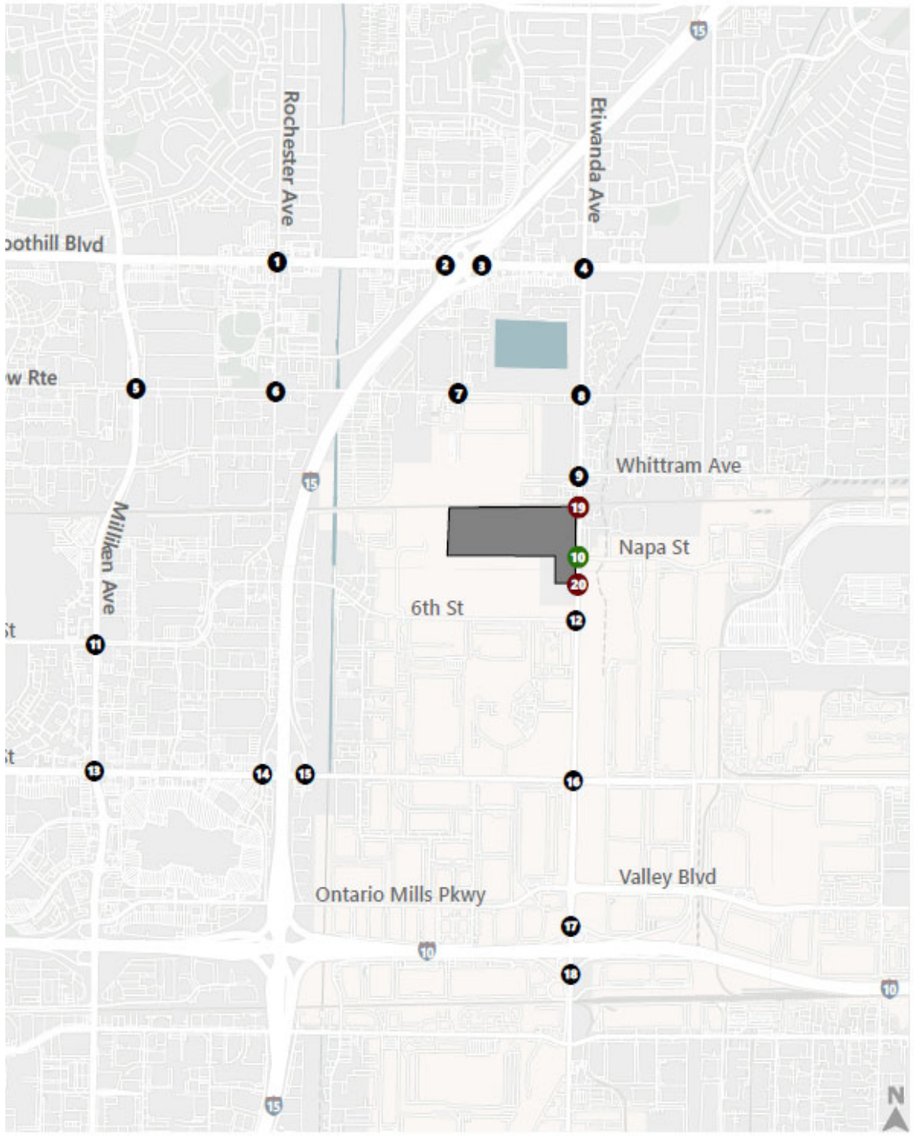


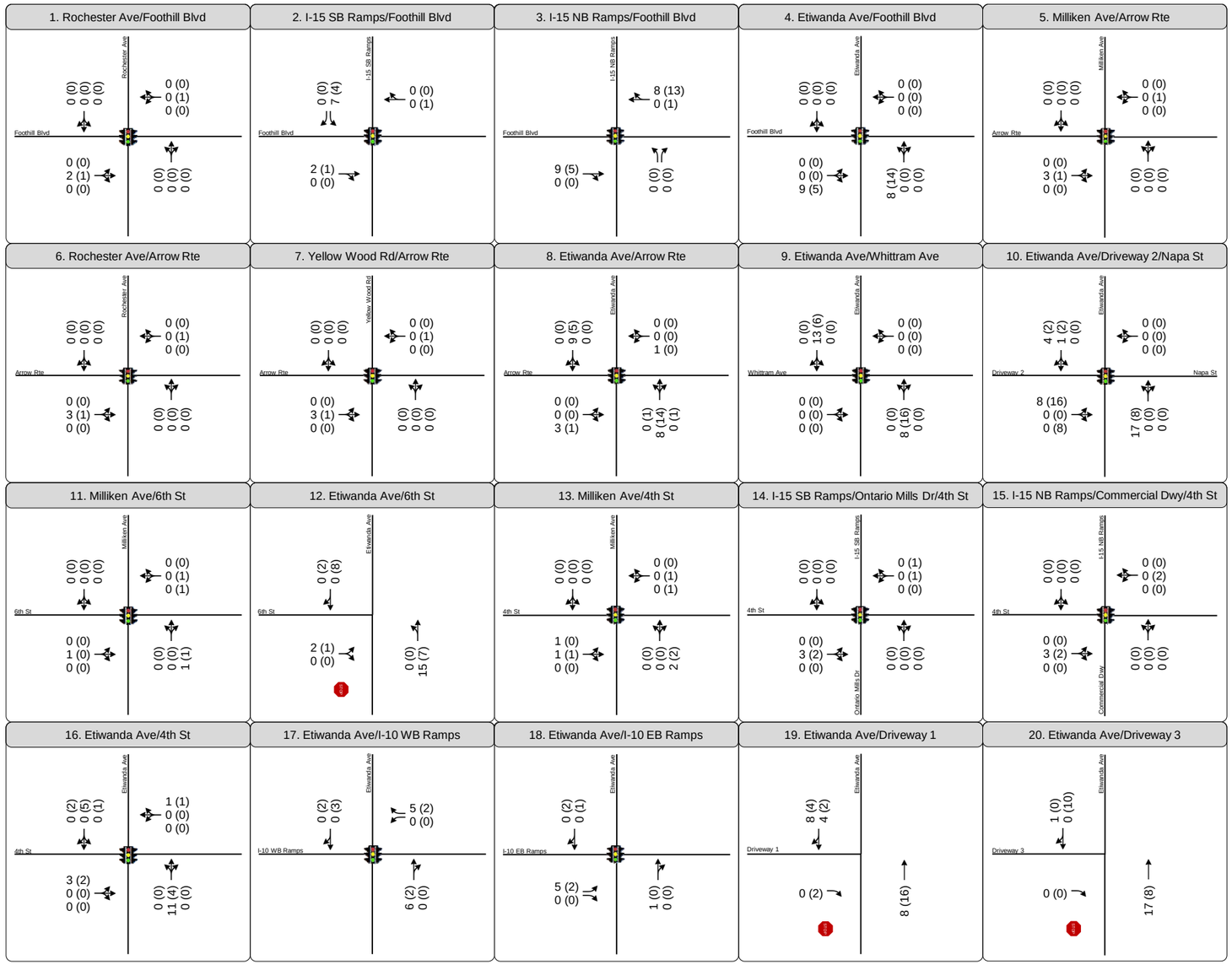


LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 11
Future Year (2050) Passenger Car Project Trip Assignment





LEGEND

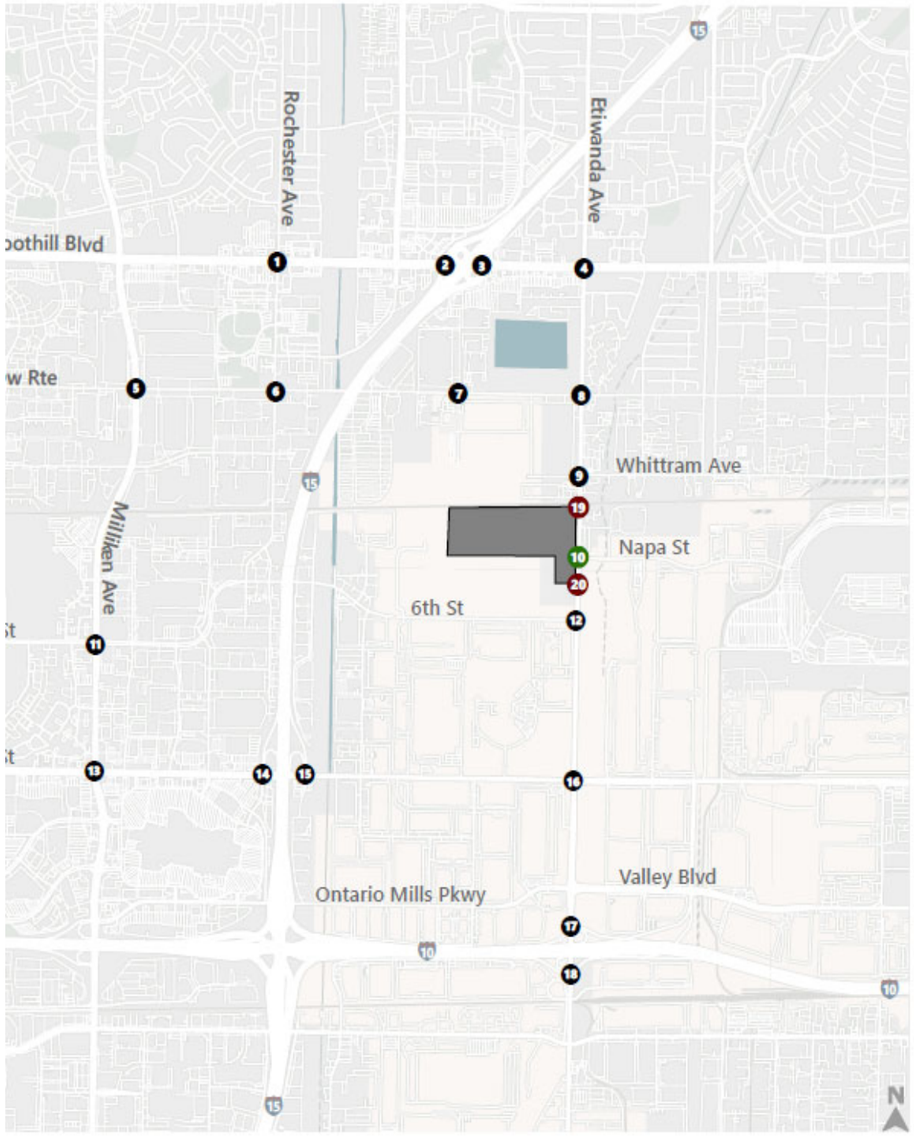
- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site

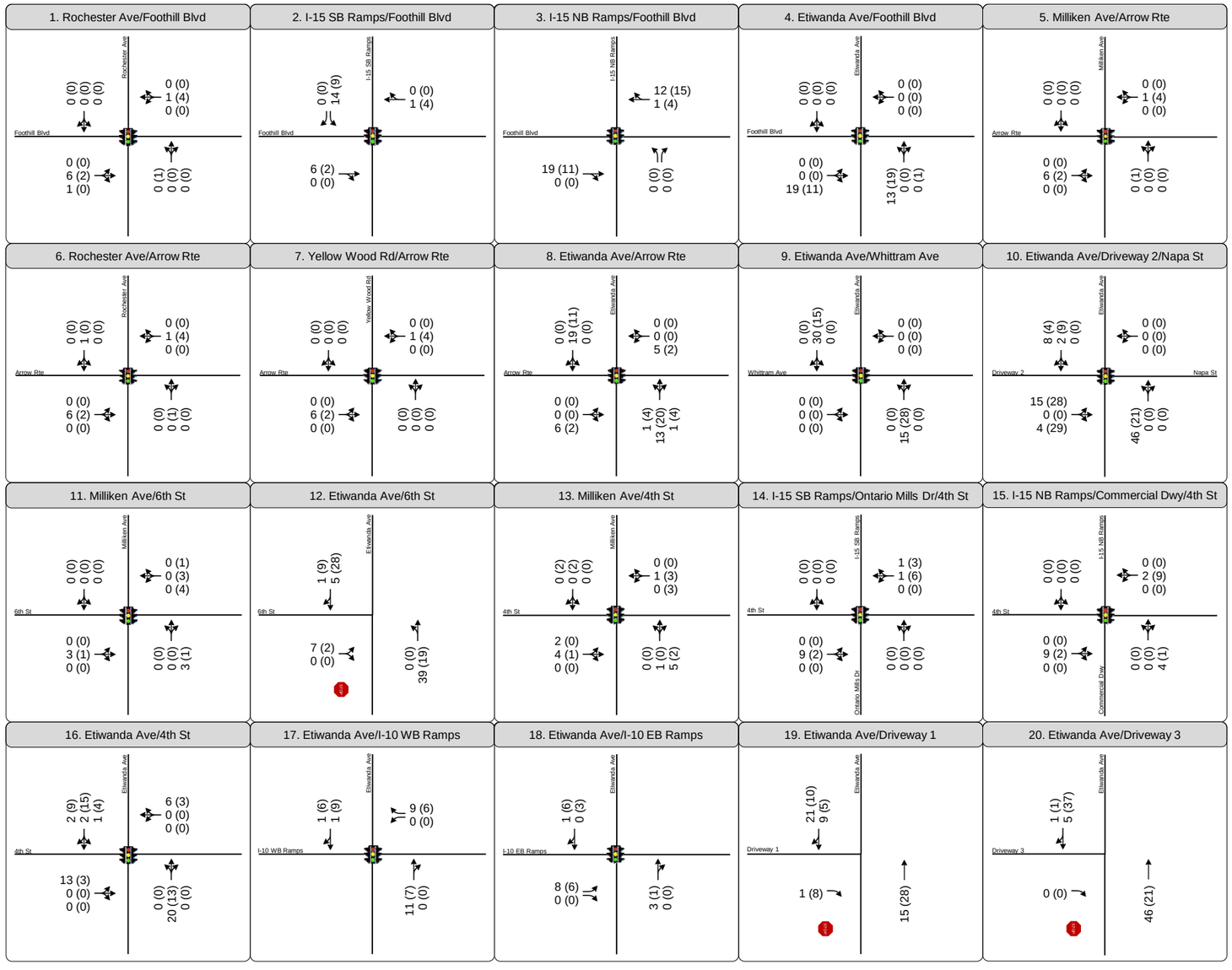
AM (PM) Peak Hour Traffic Volume

- Lane Configuration
- Stop Sign
- Signalized

Figure 12

Future Year (2050) Non-PCE Truck Project Trip Assignment





LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site

AM (PM) Peak Hour Traffic Volume

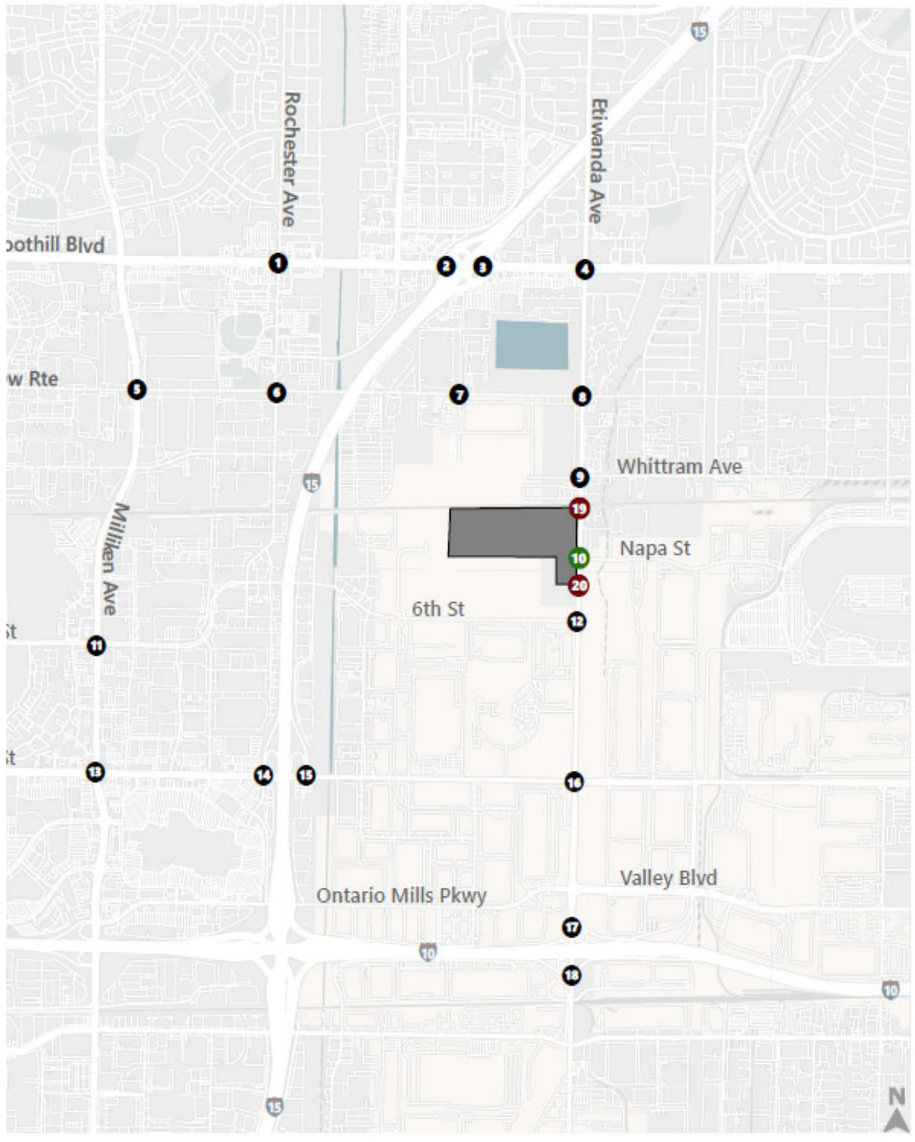
Lane Configuration

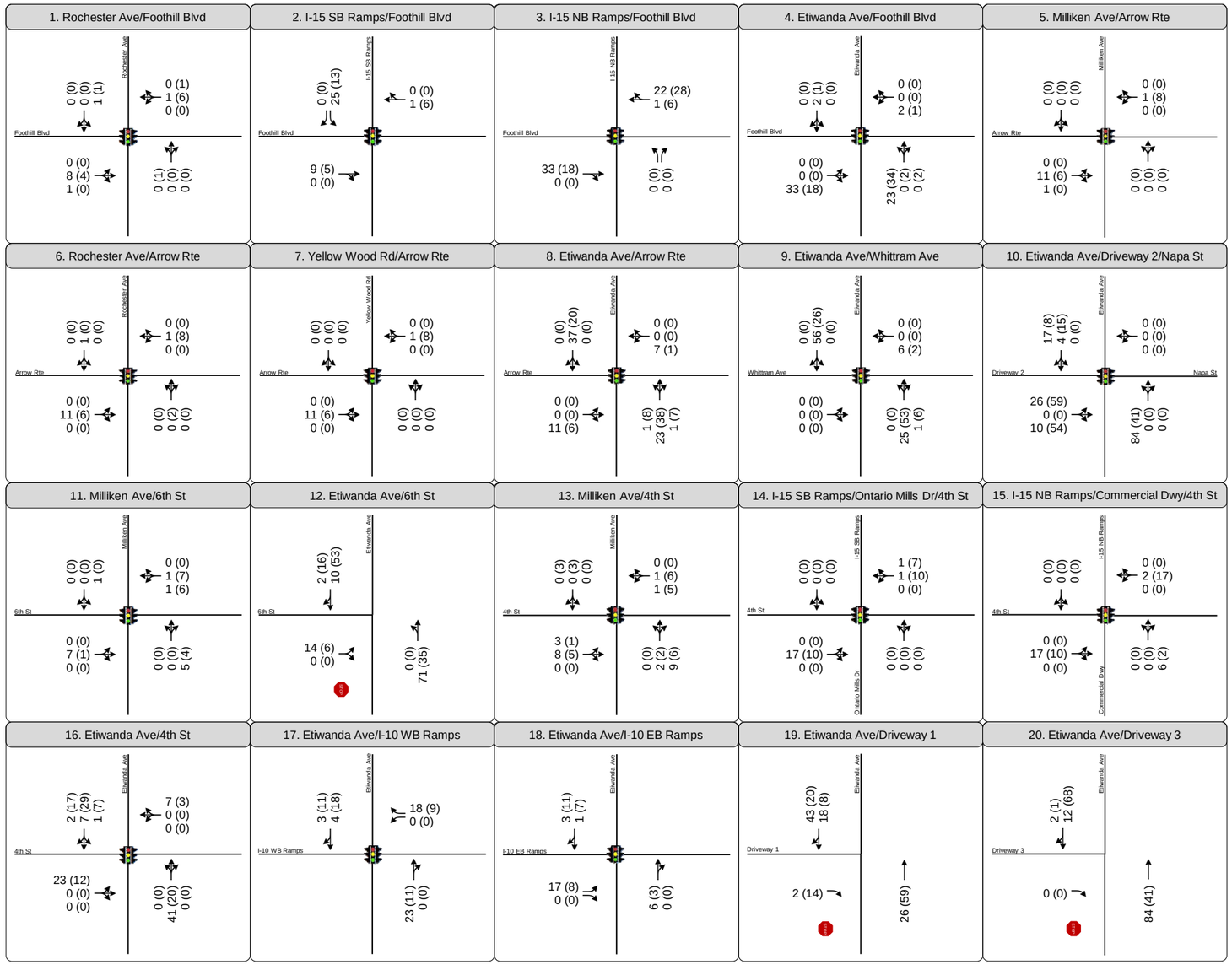
Stop Sign

Signalized

Figure 13

Future Year (2050) PCE Truck Trip Assignment

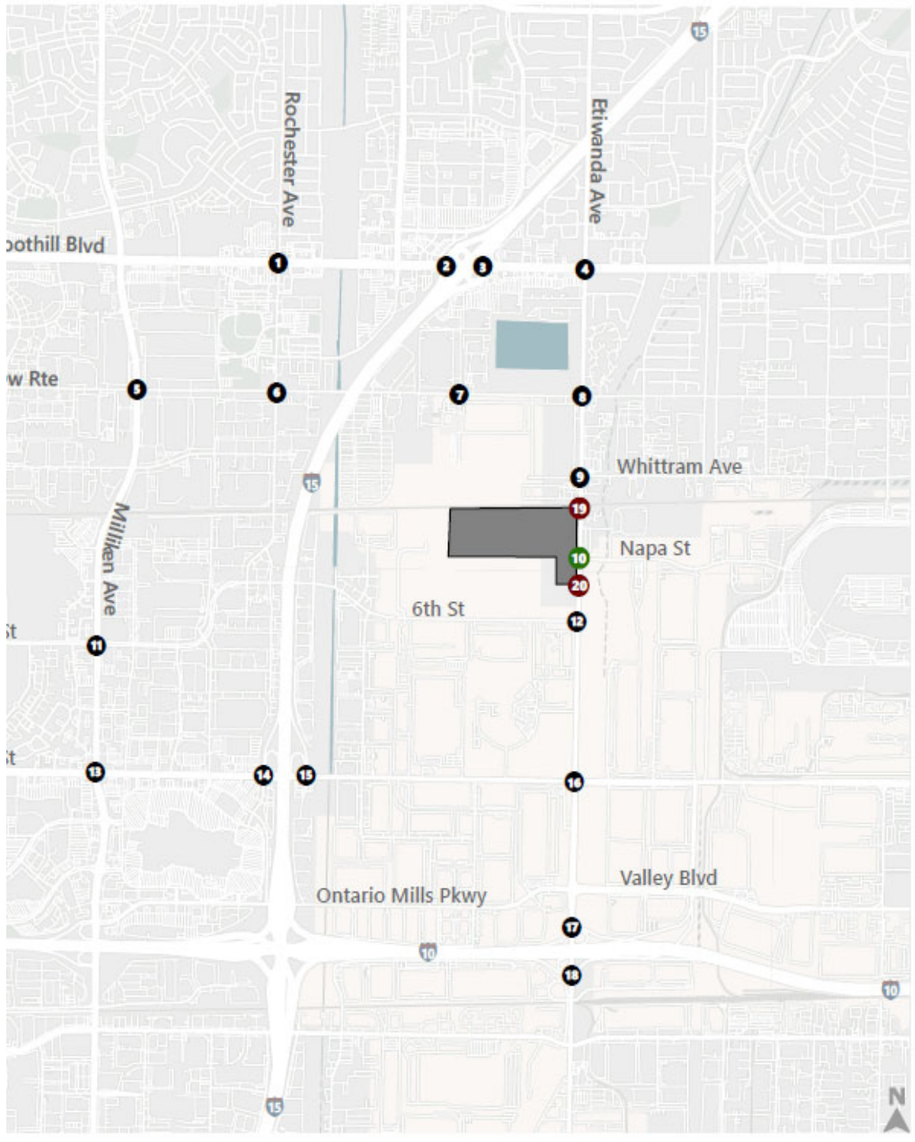


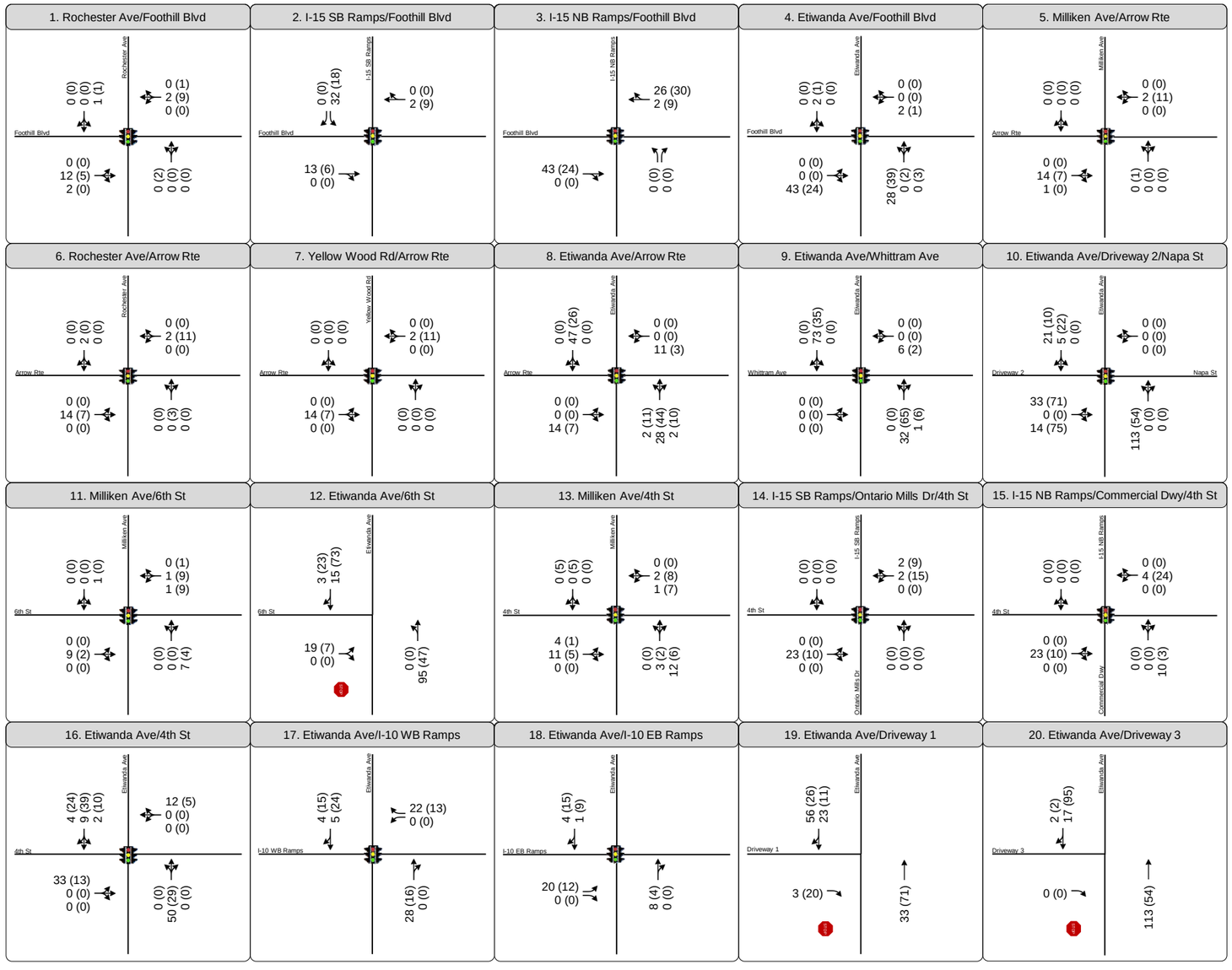


LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 14
Future Year (2050) Combined Non-PCE Project Trip Assignment





LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 15
Future Year (2050) Combined PCE Project Trip Assignment

5. Opening Year (2026) Without Project and With Project Conditions

This chapter summarizes the Opening Year (2026) No Project and Plus Project conditions as outlined in Chapter 1.

Opening Year (2026) Traffic Forecasts

Opening Year (2026) No Project non-PCE and PCE traffic forecasts were developed according to the methodology described in Chapter 2 and are shown in **Figures 16** and **17**, respectively, along with Opening Year (2026) lane configurations.

Opening Year (2026) Plus Project non-PCE traffic forecasts consist of the Opening Year (2026) No Project non-PCE forecasts, shown in **Figure 16**, plus the Opening Year (2026) proposed Project non-PCE trip assignment, shown in **Figure 9**. Opening Year (2026) Plus Project PCE traffic forecasts consist of the Opening Year (2026) No Project PCE forecasts shown in **Figure 17**, plus the Opening Year (2026) proposed Project PCE trip assignment, shown in **Figure 10**. Opening Year (2026) Plus Project non-PCE and PCE forecasts and lane configurations are shown in **Figures 18** and **19**, respectively.

The Opening Year (2026) proposed Project trip assignment assumes that 6th Street does not connect between Rochester Avenue and Etiwanda Avenue.

Planned Roadway Improvements

To accurately model the Opening Year (2026) roadway network in the study area, Fehr & Peers referenced the 2024 SCAG RTP/SCS list of financially constrained projects. No projects are expected to open prior to the Opening Year (2026).

Improvements are under construction at the following intersections that were incorporated into the Opening Year (2026) analysis:

- Intersection 4: Etiwanda Avenue and Foothill Boulevard
    - Widen the northbound approach to two northbound through lanes and two northbound left turn lanes
    - Maintain existing northbound right turn lane, extending turn pocket from 50 feet to 225 feet
    - Add eastbound receiving lane (three receiving lanes in total)
    - Signal timings for this intersection were optimized, maintaining cycle length and basic timings from existing conditions
- Intersection 12: Etiwanda Avenue and 6th Street

- Install Traffic Signal
- A protected northbound left turn phase was assumed for this intersection
- Signal timings for this intersection were optimized assuming the basic timings, such as yellow time and red time, were consistent with adjacent intersections

Opening Year (2026) Intersection Operations

The lane configurations and PCE traffic volumes presented on **Figures 17 and 19** and existing signal timings were used to evaluate operations at the study intersections under Opening Year (2026) No Project and Plus Project peak hour conditions. The results of each scenarios' intersection operations are summarized in **Table 7** and detailed LOS worksheets are provided in **Appendix E**. **Table 7** also shows the V/C ratios for Intersections 10, 19, and 20 as they facilitate access to the Project under plus project conditions. The V/C ratio worksheets for unsignalized and signalized intersections are shown in **Appendix E** and **I**, respectively.

As shown in **Table 7**, the Intersection 6: Rochester Avenue and Arrow Route is expected to operate below acceptable conditions under both Opening Year (2026) No Project and Opening Year (2026) Plus Project Scenarios in the AM Peak Hour. Improvements have been identified to reduce average delay to acceptable conditions, which are described in Chapter 9.

Table 7: Opening Year (2026) Intersection Level of Service

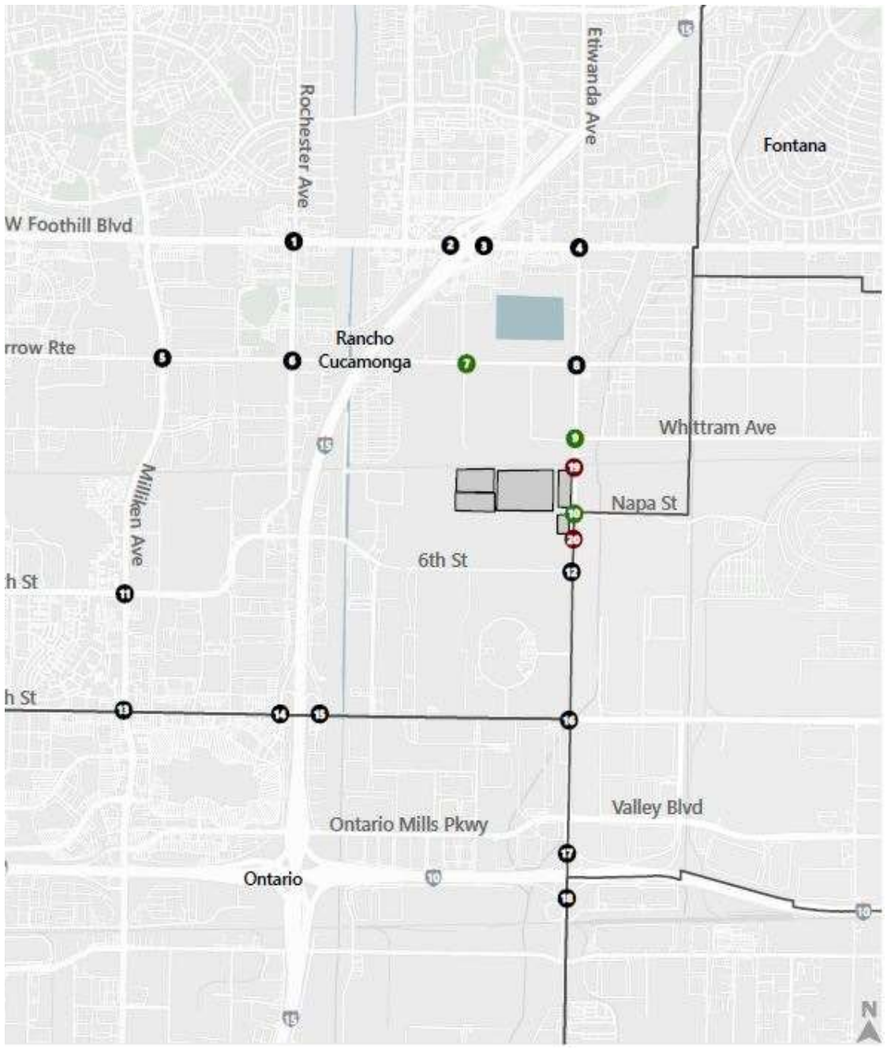
Intersection	Jurisdiction	Control	Peak Hour	Opening Year No Project Average Delay / LOS	Opening Year Plus Project Average Delay / LOS	Opening Year No Project V/C	Opening Year Plus Project V/C
1. Rochester Avenue and Foothill Boulevard	City of Rancho Cucamonga	Signalized	AM	C / 32.2	C / 32.3	-	-
			PM	D / 45.6	D / 45.7	-	-
2. I-15 SB Ramps and Foothill Boulevard	City of Rancho Cucamonga/Caltrans	Signalized	AM	A / 9.4	A / 9.7	-	-
			PM	B / 10.9	B / 11.1	-	-
3. I-15 NB Ramps and Foothill Boulevard	City of Rancho Cucamonga/Caltrans	Signalized	AM	C / 30.5	C / 30.7	-	-
			PM	A / 9.2	A / 9.2	-	-
4. Etiwanda Avenue and Foothill Boulevard	City of Rancho Cucamonga	Signalized	AM	D / 40.3	D / 41.3	-	-
			PM	D / 47.9	D / 50.6	-	-
5. Milliken Avenue and Arrow Route	City of Rancho Cucamonga	Signalized	AM	C / 26.6	C / 26.6	-	-
			PM	D / 37.7	D / 37.3	-	-
6. Rochester Avenue and Arrow Route	City of Rancho Cucamonga	Signalized	AM	D / 35.5	D / 35.7	-	-
			PM	**E / 57.8**	**E / 57.7**	**-**	**-**
7. Yellowwood Road/ Juneberry Drive and Arrow Route	City of Rancho Cucamonga	Signalized	AM	A / 6.1	A / 6.1	-	-
			PM	A / 5.7	A / 5.7	-	-
8. Etiwanda Avenue and Arrow Route	City of Rancho Cucamonga	Signalized	AM	D / 40.6	D / 41.8	-	-
			PM	C / 32.6	C / 34.5	-	-
9. Etiwanda Avenue and Whittram Avenue	City of Rancho Cucamonga	Signalized	AM	B / 15.0	B / 16.0	-	-
			PM	C / 21.9	C / 25.7	-	-
10. Etiwanda Avenue and Napa	City of Rancho Cucamonga	Signalized	AM	A / 6.6	B / 15.7	0.50	0.57
			PM	B / 10.2	C / 21.0	0.67	0.70
11. Milliken Avenue and 6th Street	City of Rancho Cucamonga	Signalized	AM	B / 16.6	B / 16.7	-	-
			PM	C / 26.4	C / 26.5	-	-
12. Etiwanda Avenue and 6th Street	City of Rancho Cucamonga	Signalized	AM	A / 6.3	A / 6.3	-	-
			PM	A / 5.3	A / 5.3	-	-
13. Milliken Avenue and Fourth Street	City of Ontario	Signalized	AM	C / 31.5	C / 31.5	-	-
			PM	D / 45.3	D / 45.8	-	-
14. I-15 SB Ramps/Ontario	City of Ontario/Caltrans	Signalized	AM	D / 35.0	C / 34.9	-	-
			PM	C / 26.3	C / 26.2	-	-

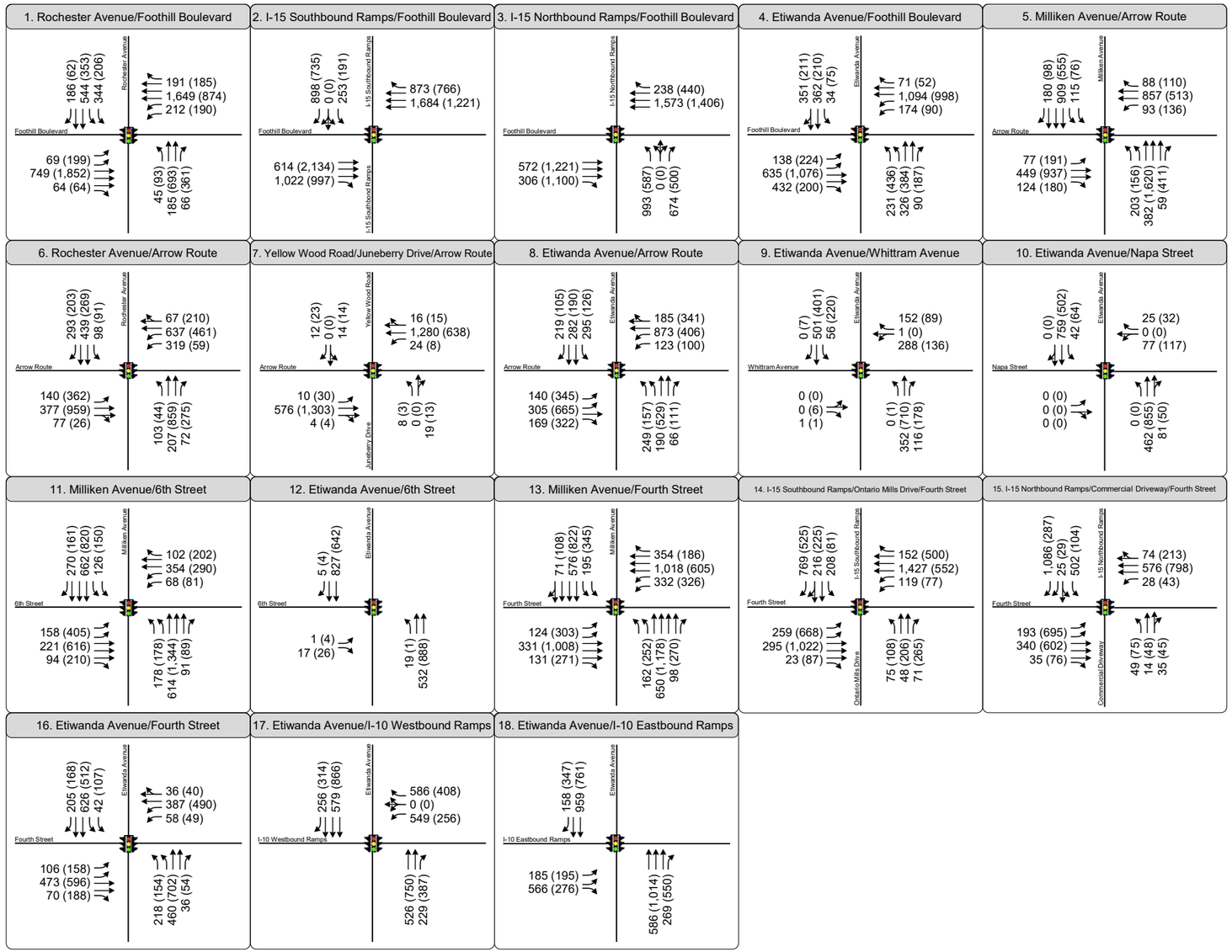
Intersection	Jurisdiction	Control	Peak Hour	Opening Year No Project Average Delay / LOS	Opening Year Plus Project Average Delay / LOS	Opening Year No Project V/C	Opening Year Plus Project V/C
15. I-15 NB Ramps and Fourth Street	City of Ontario/Caltrans	Signalized	AM	C / 30.7	C / 30.6	-	-
			PM	D / 54.8	E / 62.0	-	-
16. Etiwanda Avenue and Fourth Street	City of Rancho Cucamonga	Signalized	AM	C / 30.8	C / 30.8	-	-
			PM	C / 30.8	C / 31.1	-	-
17. Etiwanda Avenue and I-10 WB Ramps	City of Ontario/Caltrans	Signalized	AM	B / 16.8	B / 16.8	-	-
			PM	B / 11.5	B / 11.6	-	-
18. Etiwanda Avenue and I-10 EB Ramps	City of Ontario/Caltrans	Signalized	AM	C / 25.4	C / 25.3	-	-
			PM	B / 12.3	B / 12.4	-	-
19. Etiwanda Avenue and Driveway	City of Rancho Cucamonga	SSSC	AM	-	B / 13.1	-	0.007
			PM	-	B / 11.2	-	0.032
20. Etiwanda Avenue and Driveway	City of Rancho Cucamonga	SSSC	AM	-	B / 13.4	-	0.002
			PM	-	B / 11.6	-	0.002

Notes:

1. Whole intersection weighted average stopped delay expressed in seconds per vehicle for signalized intersections. Worst lane delay expressed in seconds per vehicle for side-street-stop-control intersections.
2. Delay operations were calculated using HCM 6th methodologies.
3. **Bold** represents a LOS deficiency. LOS Deficiency is defined as below LOS D in the City of Rancho Cucamonga and below LOS E in the City of Ontario.
4. SSSC is Side-Street-Stop-Control.

Source: Fehr & Peers, 2024.





LEGEND

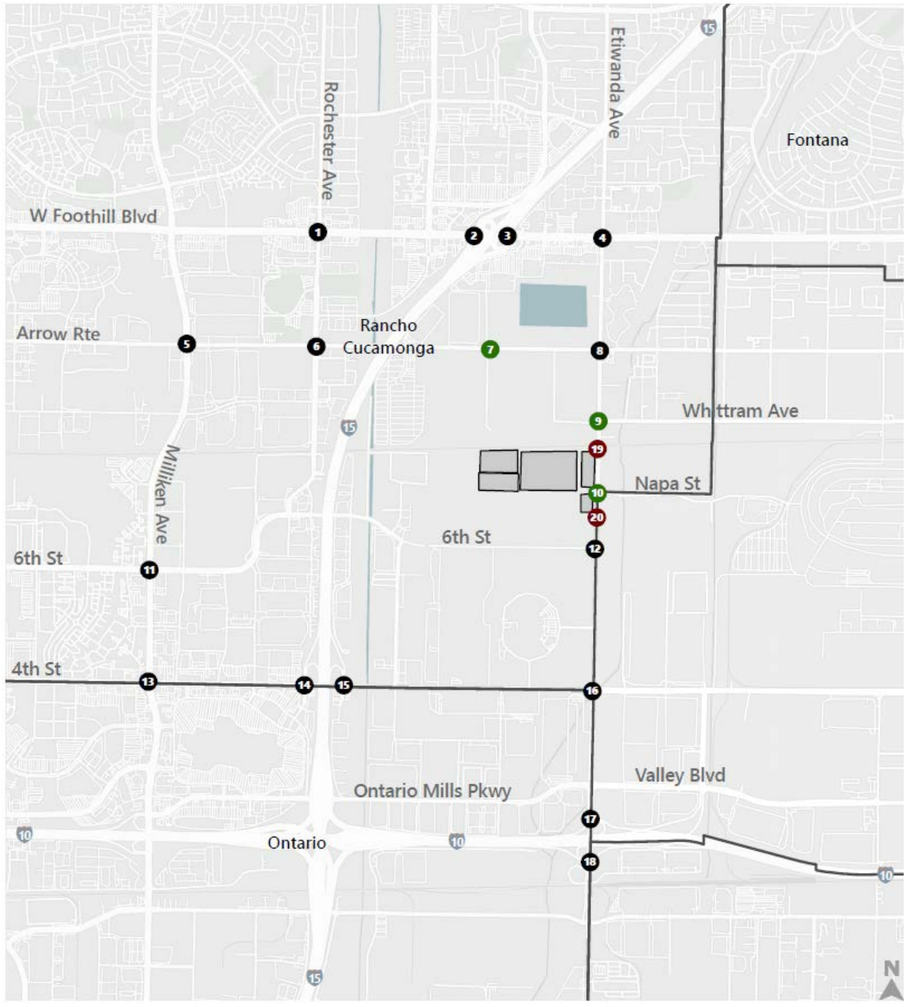
- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site
- City Boundary

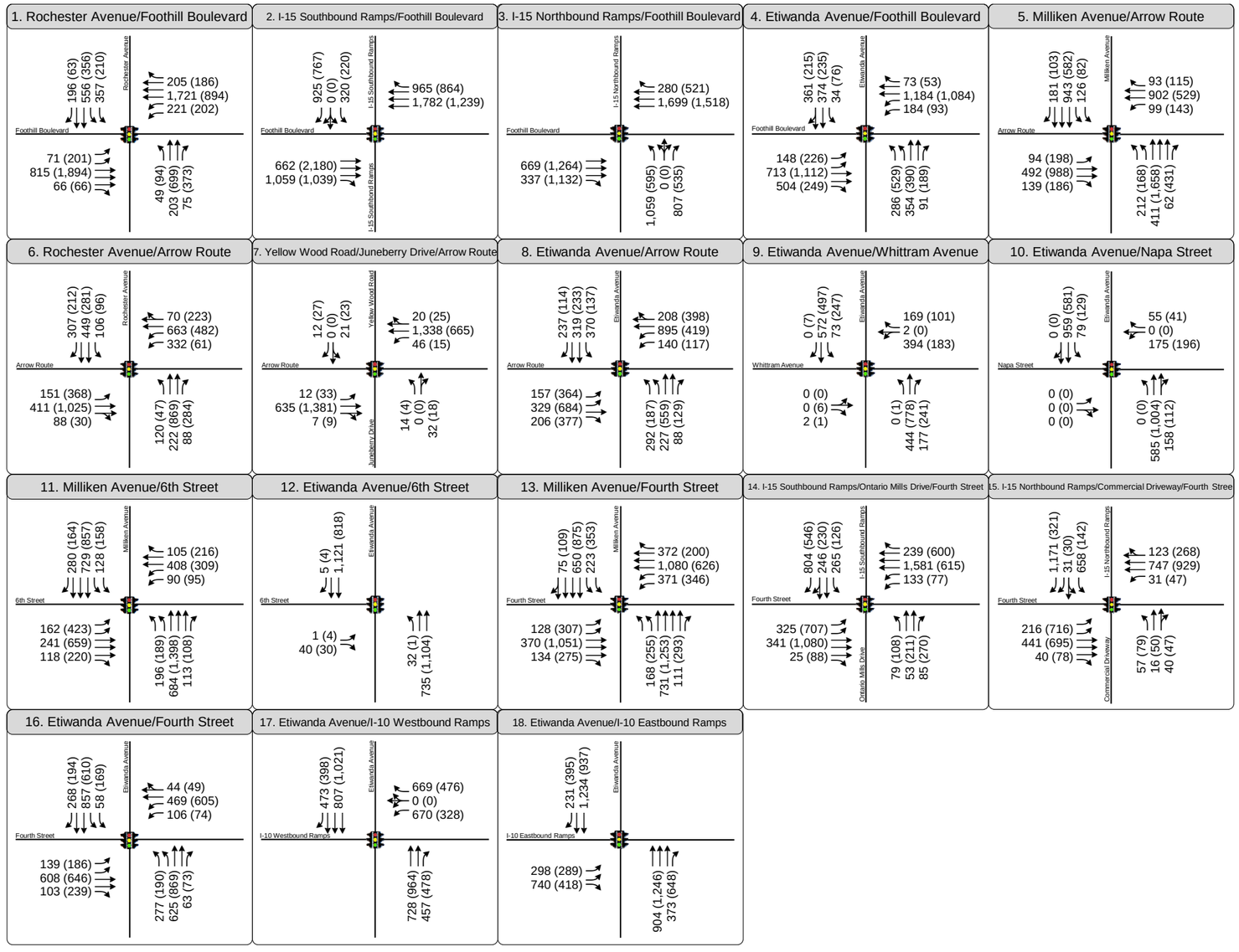
AM (PM) Peak Hour Traffic Volume

- Lane Configuration
- Stop Sign
- Signalized

Figure 16

Opening Year (2026) No Project Non-PCE Traffic Volumes and Lane Configurations

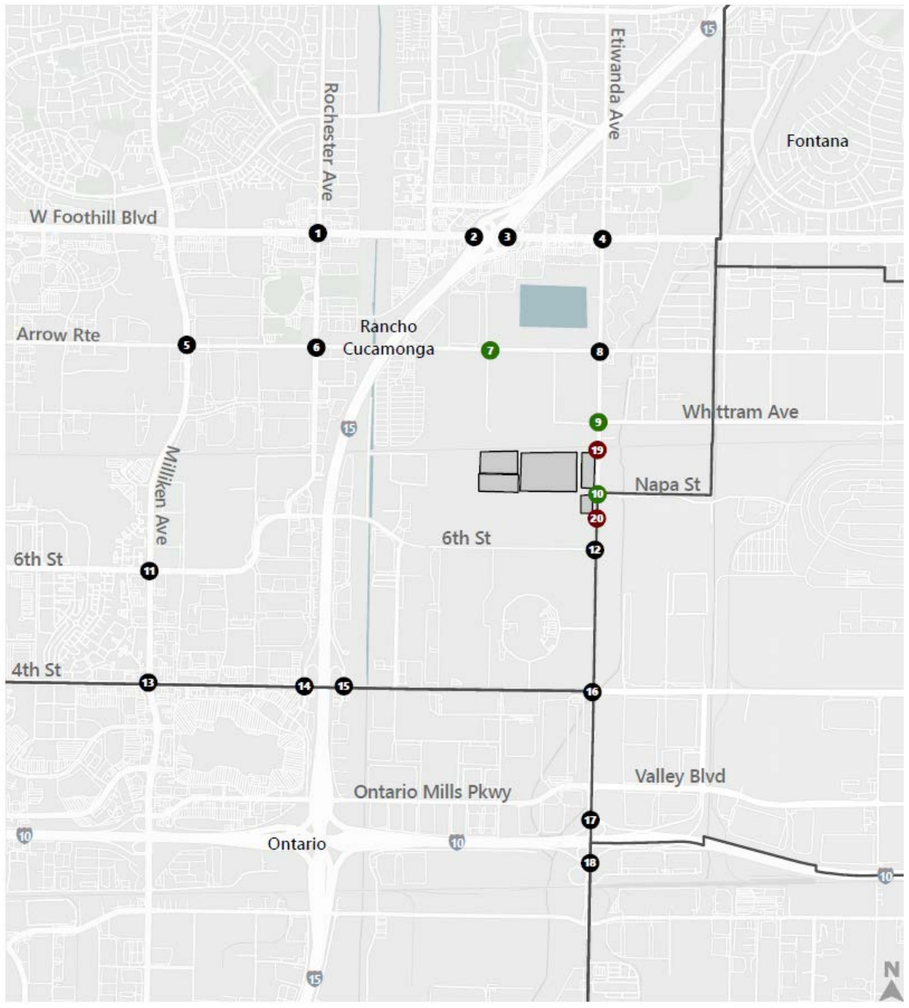


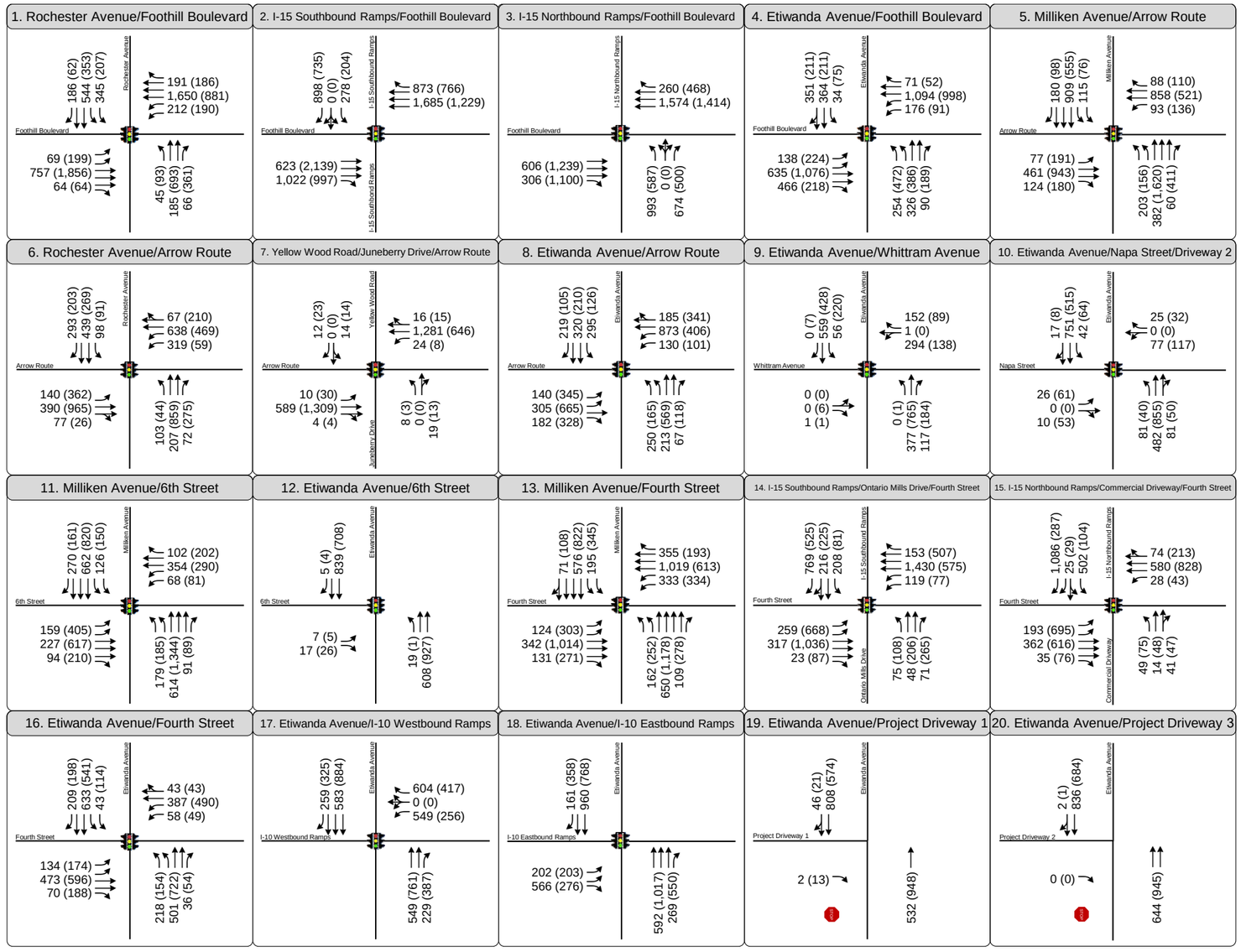


LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site
- City Boundary
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 17
Opening Year (2026) No Project PCE Traffic Forecasts and Lane Configurations

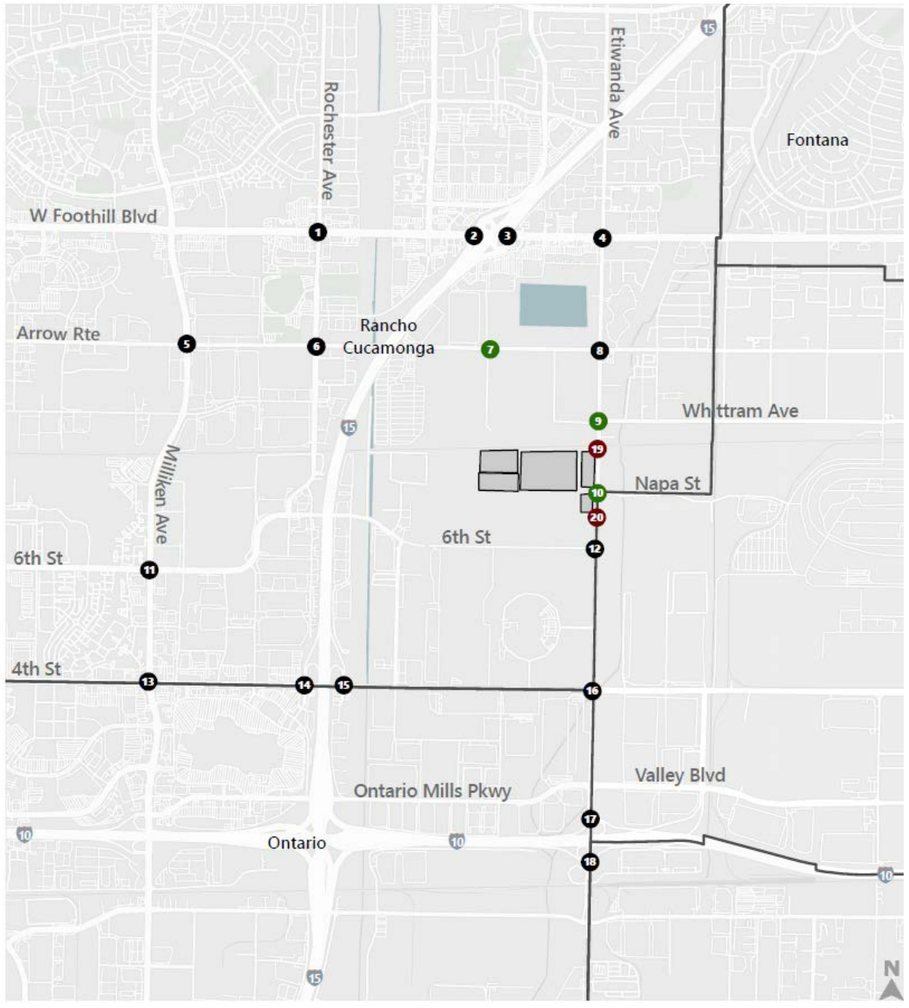


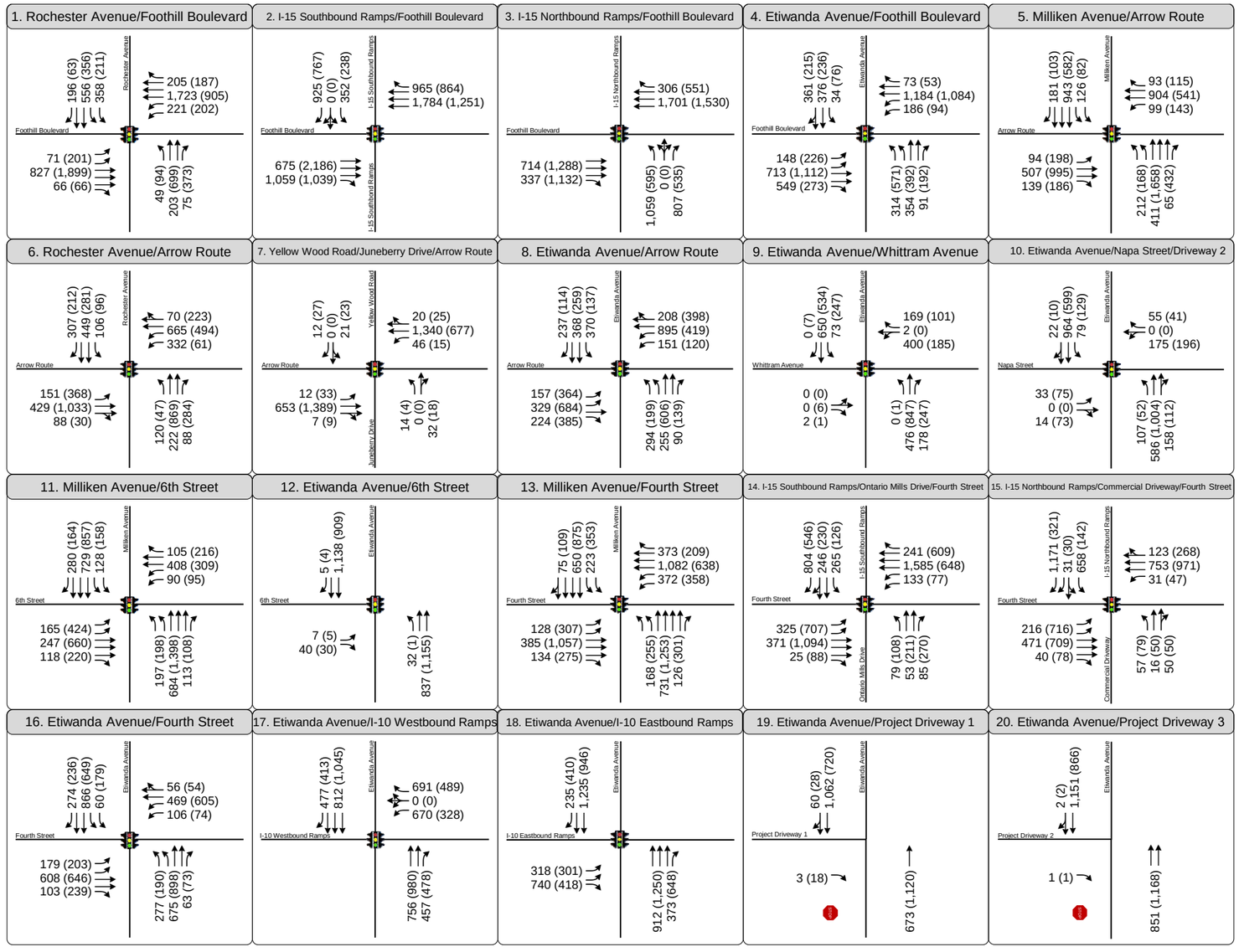


LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site
- City Boundary
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 18
Opening Year (2026) Plus Project Non-PCE Traffic Forecasts and Lane Configurations





LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site
- City Boundary

AM (PM) Peak Hour Traffic Volume

- Lane Configuration
- Stop Sign
- Signalized

Figure 19

Opening Year (2026) Plus Project PCE Traffic Forecasts and Lane Configurations

6. Future Year (2050) Without Project and With Project Conditions

This chapter summarizes the Future Year (2050) No Project and Plus Project conditions as outlined in Chapter 1.

Future Year (2050) Traffic Forecasts

Future Year (2050) No Project non-PCE and PCE traffic forecasts were developed according to the methodology described in Chapter 2 and are shown in **Figures 20** and **21**, respectively, along with Future Year (2050) lane configurations.

Future Year (2050) Plus Project non-PCE traffic forecasts consist of the Future Year (2050) No Project non-PCE forecasts, shown in **Figure 20**, plus the Future Year (2050) proposed Project non-PCE trip assignment, shown in **Figure 14**. Future Year (2050) Plus Project PCE traffic forecasts consist of the Future Year (2050) No Project PCE forecasts shown in **Figure 21**, plus the Future Year (2050) proposed Project PCE trip assignment, shown in **Figure 15**. Future Year (2050) Plus Project non-PCE and PCE forecasts and lane configurations are shown in **Figures 22** and **23**, respectively.

The Future Year (2050) proposed Project trip assignment assumes that 6th Street connects between Rochester Avenue and Etiwanda Avenue.

Planned Roadway Improvements

In addition to the improvements described in Chapter 5, financially constrained improvements in the 2024 RTP/SCS were reviewed to determine roadway configurations for the Future Year (2050) scenarios. The following projects were incorporated into the roadway configuration:

- RTP ID: 4120169 – Widen Etiwanda Avenue from two to four lanes from Arrow Route to 6th Street

Additional projects within the Project study area were identified in the 2024 RTP/SCS but were not incorporated into this study at the request of the City of Rancho Cucamonga:

- RTP ID: 200152 – Construct new interchange at I-15 and Arrow Route
- RTP ID: 201134 – Construct grade separation at Etiwanda Avenue and SCRRA railroad

The assumed future year lane configurations are shown in **Figures 20** through **23**.

Future Year (2050) Intersection Operations

Future Year (2050) lane configurations and PCE traffic forecasts presented on **Figures 21** and **23** were used to evaluate operations at the study intersections under Future Year (2050) No Project and Plus Project peak hour conditions. Signal timings at all study intersections were optimized under Future Year (2050) No Project Conditions. If an intersection is part of an existing coordinated system, the existing coordinated cycle length was maintained. Peak hour factors (PHF) were adjusted to 0.95, unless the existing PHF exceeded 0.95. The results of each scenarios' intersection operations are summarized in **Table 8** and detailed LOS worksheets are provided in **Appendix E**. **Table 8** also shows the V/C ratios for Intersections 10, 19, and 20 as they facilitate access to the Project under plus project conditions. The V/C ratio worksheets for unsignalized and signalized intersections are shown in **Appendix E** and **I**, respectively.

As shown in **Table 8**, Intersection 8: Etiwanda Avenue and Arrow Route is expected to operate below acceptable conditions during the AM Peak Hour under both Future Year (2050) No Project and Plus Project conditions. Improvements have been identified to reduce average delay to acceptable conditions which are described in Chapter 9.

Table 8: Future Year (2050) Intersection Level of Service

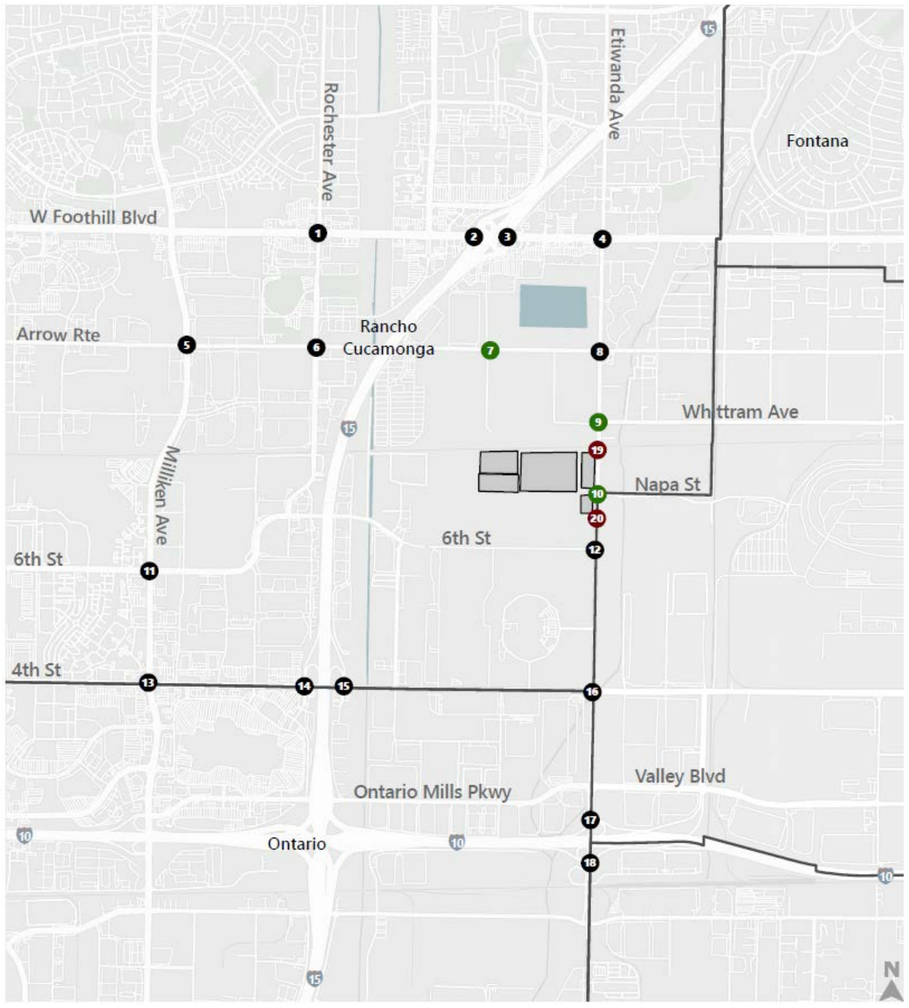
Intersection	Jurisdiction	Control	Peak Hour	Future Year No Project Average Delay / LOS	Future Year Plus Project Average Delay / LOS	Future Year No Project V/C	Future Year Plus Project V/C
1. Rochester Avenue and Foothill Boulevard	City of Rancho Cucamonga	Signalized	AM	C / 34.0	C / 34.0	-	-
			PM	D / 42.1	D / 42.3	-	-
2. I-15 SB Ramps and Foothill Boulevard	City of Rancho Cucamonga/Caltrans	Signalized	AM	A / 8.5	A / 8.8	-	-
			PM	B / 15.4	B / 15.6	-	-
3. I-15 NB Ramps and Foothill Boulevard	City of Rancho Cucamonga/Caltrans	Signalized	AM	C / 20.1	C / 20.1	-	-
			PM	A / 9.0	A / 9.0	-	-
4. Etiwanda Avenue and Foothill Boulevard	City of Rancho Cucamonga	Signalized	AM	D / 39.9	D / 41.3	-	-
			PM	D / 40.9	D / 37.9	-	-
5. Milliken Avenue and Arrow Route	City of Rancho Cucamonga	Signalized	AM	C / 30.6	C / 30.8	-	-
			PM	D / 45.0	D / 45.2	-	-
6. Rochester Avenue and Arrow Route	City of Rancho Cucamonga	Signalized	AM	C / 33.9	C / 31.5	-	-
			PM	D / 54.0	D / 54.7	-	-
7. Yellowwood Road/ Juneberry Drive and Arrow Route	City of Rancho Cucamonga	Signalized	AM	B / 14.4	B / 14.4	-	-
			PM	B / 11.9	B / 12.0	-	-
8. Etiwanda Avenue and Arrow Route	City of Rancho Cucamonga	Signalized	AM	**E / 65.9**	**E / 67.5**	**-**	**-**
			PM	D / 46.8	D / 47.6	-	-
9. Etiwanda Avenue and Whittram Avenue	City of Rancho Cucamonga	Signalized	AM	C / 26.6	C / 28.7	-	-
			PM	D / 44.5	D / 49.1	-	-
10. Etiwanda Avenue and Napa Street/Driveway	City of Rancho Cucamonga	Signalized	AM	A / 9.7	C / 20.4	0.73	0.74
			PM	B / 14.7	C / 30.7	0.86	0.87
11. Milliken Avenue and 6th Street	City of Rancho Cucamonga	Signalized	AM	C / 22.7	C / 22.7	-	-
			PM	C / 27.7	C / 28.0	-	-
12. Etiwanda Avenue and 6th Street	City of Rancho Cucamonga	Signalized	AM	A / 4.1	A / 4.4	-	-
			PM	A / 7.7	A / 8.0	-	-
13. Milliken Avenue and Fourth Street	City of Ontario	Signalized	AM	D / 39.7	D / 39.7	-	-
			PM	D / 49.9	D / 50.1	-	-
14. I-15 SB Ramps/Ontario Mills Drive and Fourth Street	City of Ontario/Caltrans	Signalized	AM	D / 37.3	D / 37.2	-	-
			PM	C / 26.9	C / 26.9	-	-

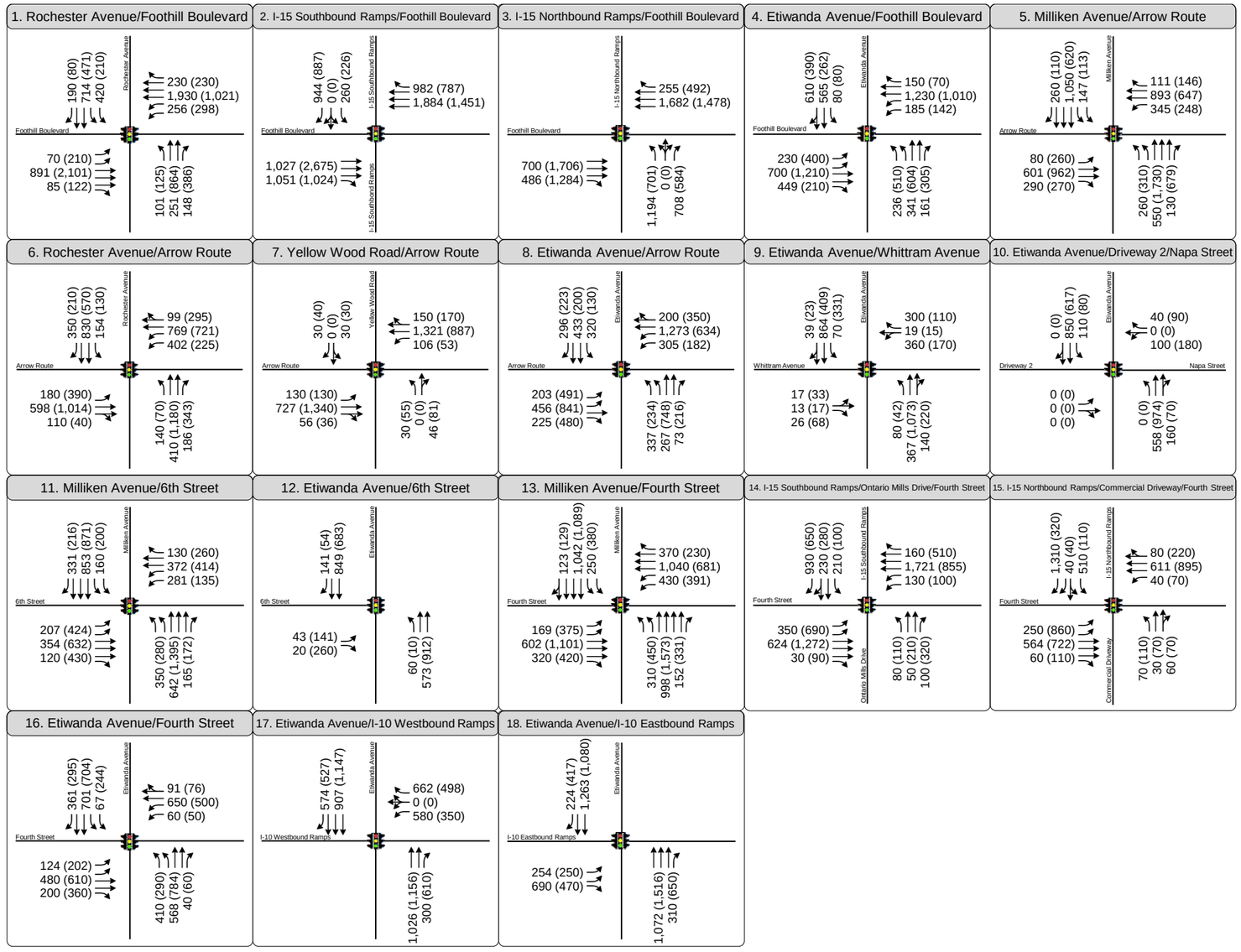
Intersection	Jurisdiction	Control	Peak Hour	Future Year No Project Average Delay / LOS	Future Year Plus Project Average Delay / LOS	Future Year No Project V/C	Future Year Plus Project V/C
15. I-15 NB Ramps/ Commercial Driveway and Fourth Street	City of Ontario/Caltrans	Signalized	AM	C / 31.6	C/ 31.6	-	-
			PM	D / 37.1	D / 37.1	-	-
16. Etiwanda Avenue and Fourth Street	City of Rancho Cucamonga	Signalized	AM	D / 42.8	D / 43.9	-	-
			PM	C / 34.7	D / 35.3	-	-
17. Etiwanda Avenue and I-10 WB Ramps	City of Ontario/Caltrans	Signalized	AM	B / 15.0	B / 15.2	-	-
			PM	B / 12 .1	B / 12.2	-	-
18. Etiwanda Avenue and I-10 EB Ramps	City of Ontario/Caltrans	Signalized	AM	D / 48.3	D / 48.1	-	-
			PM	C / 24.5	C / 24.6	-	-
19. Etiwanda Avenue and Driveway	City of Rancho Cucamonga	SSSC	AM	-	B / 14.9	-	0.009
			PM	-	B / 12.3	-	0.042
20. Etiwanda Avenue and Driveway	City of Rancho Cucamonga	SSSC	AM	-	B / 14.6	-	0.003
			PM	-	B / 13.3	-	0.002

Notes:

1. Whole intersection weighted average stopped delay expressed in seconds per vehicle for signalized intersections. Worst lane delay expressed in seconds per vehicle for side-street-stop-control intersections.
2. Delay operations were calculated using HCM 6th methodologies.
3. **Bold** represents a LOS deficiency.
4. SSSC is Side-Street-Stop-Control.

Source: Fehr & Peers, 2024.

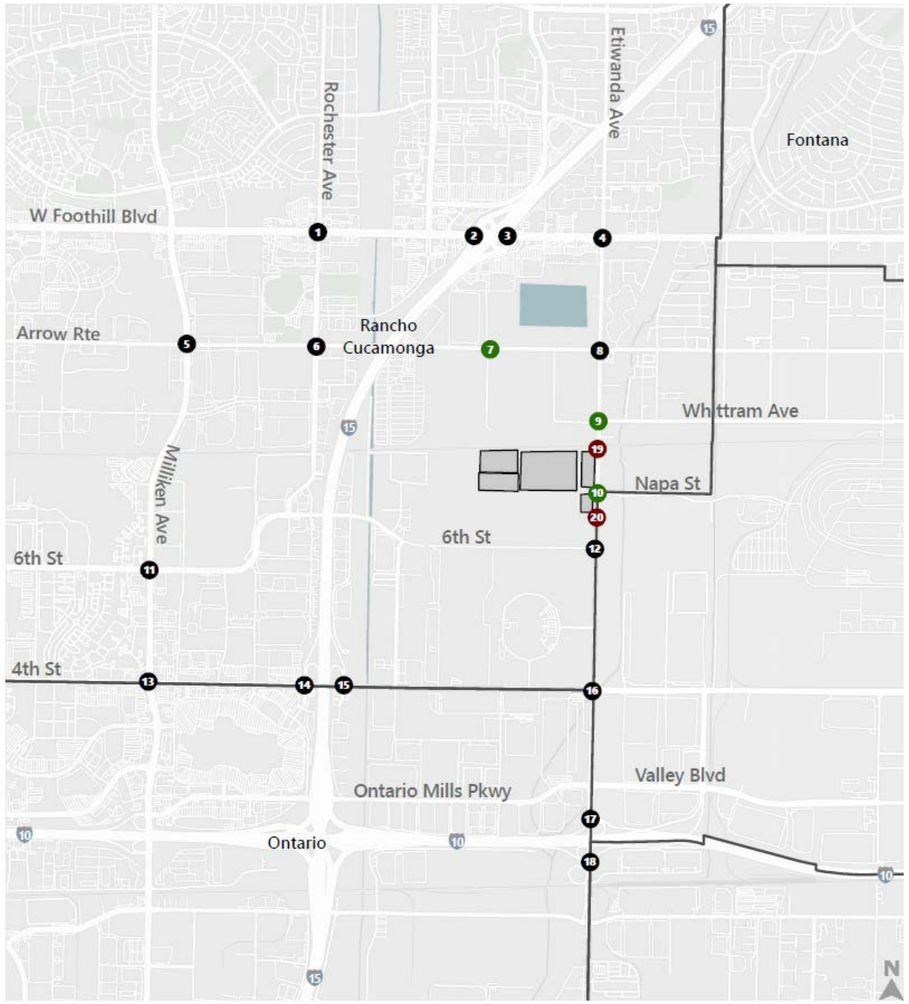


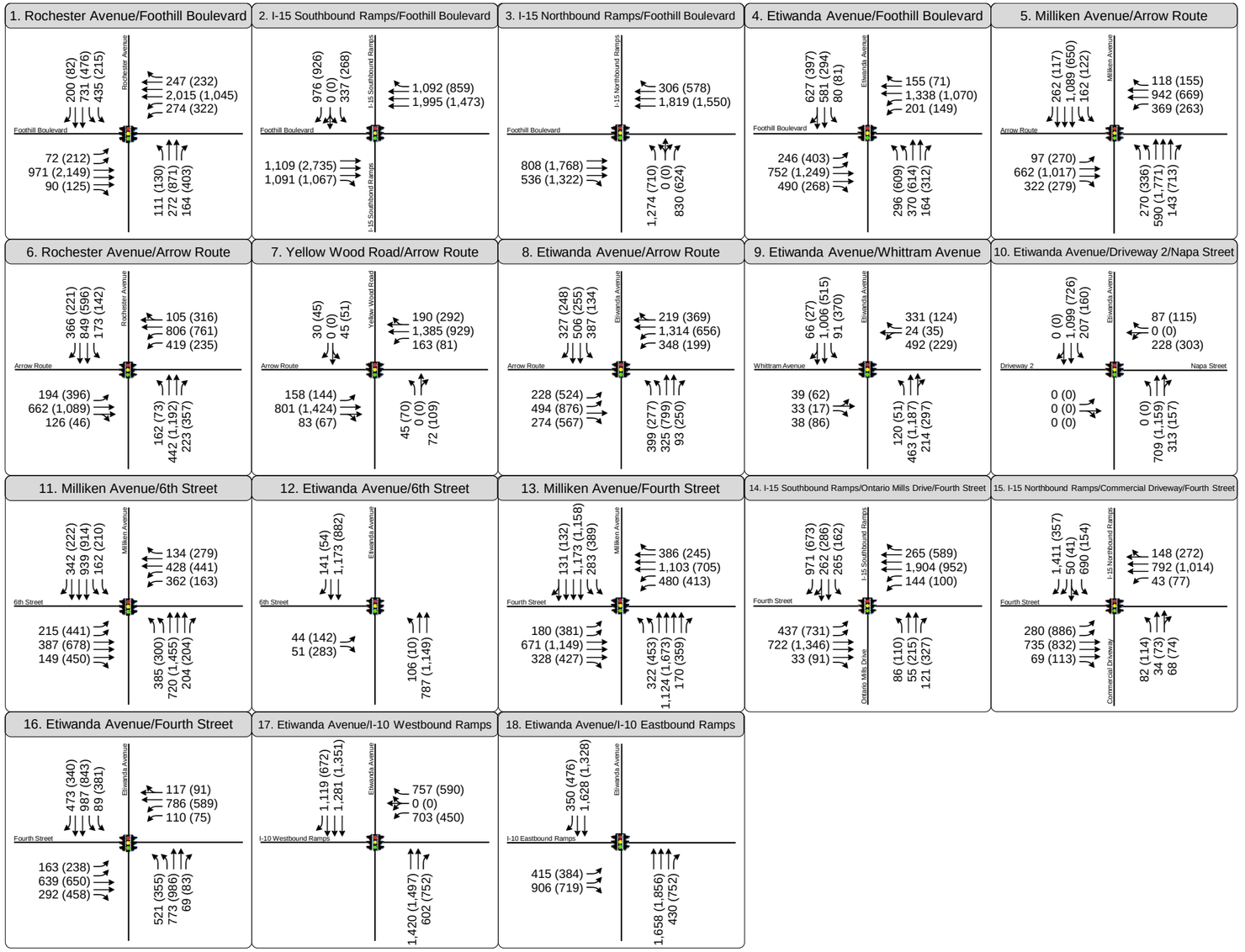


LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site
- City Boundary
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 20
Future Year (2050) No Project Non-PCE Traffic Forecasts and Lane Configurations

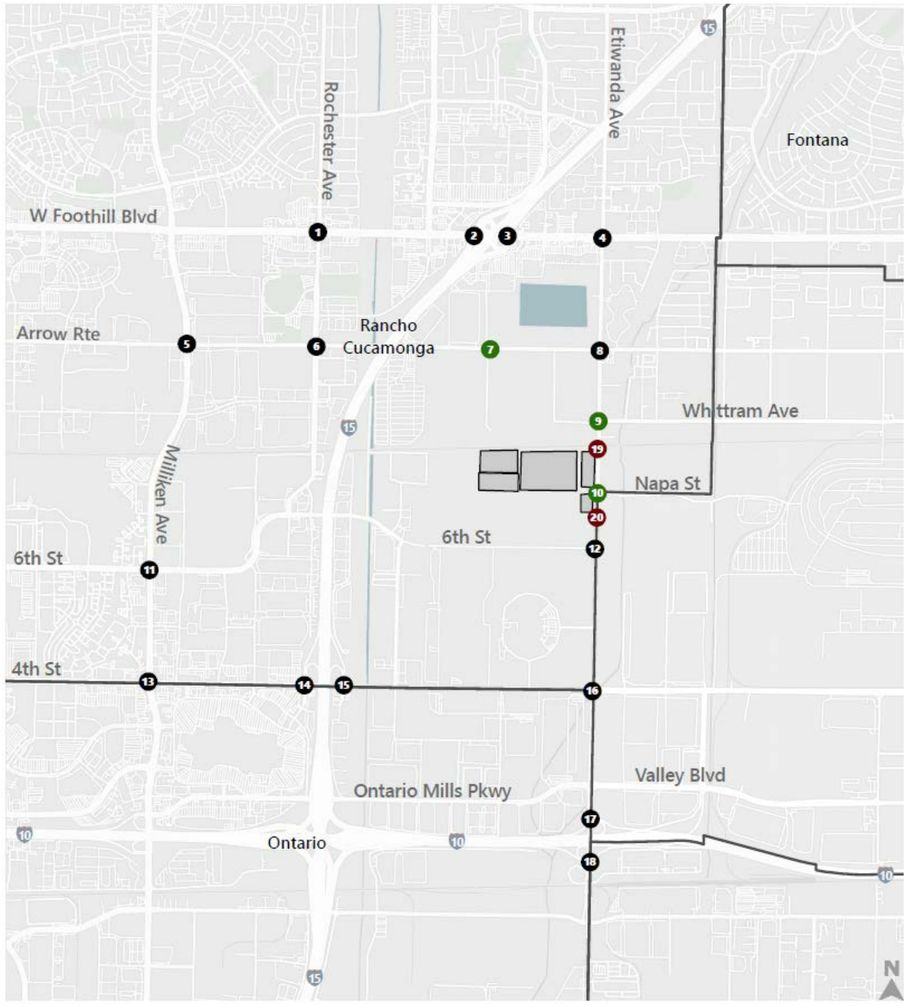


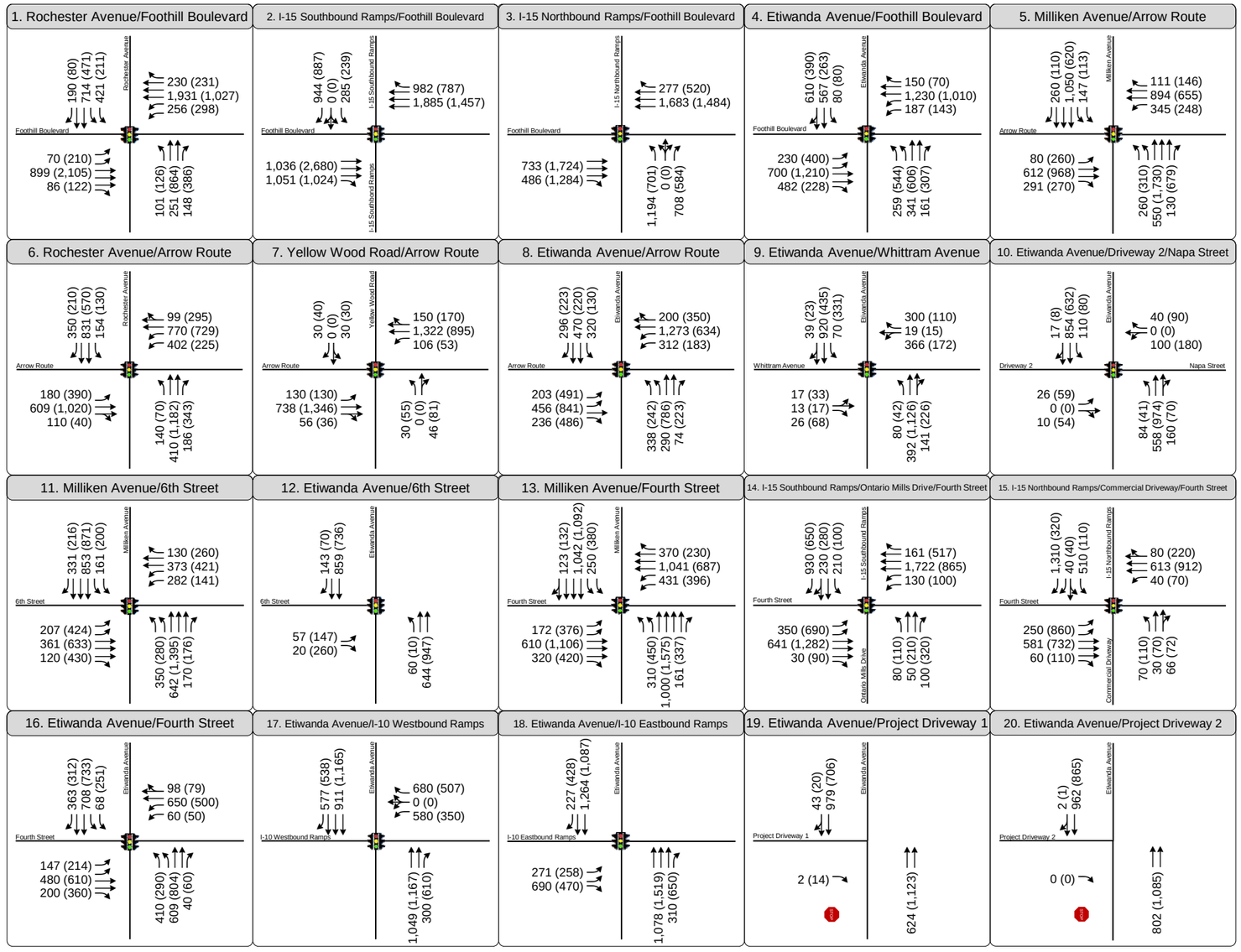


LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site
- City Boundary
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 21
Future Year (2050) No Project PCE Traffic Forecasts and Lane Configurations



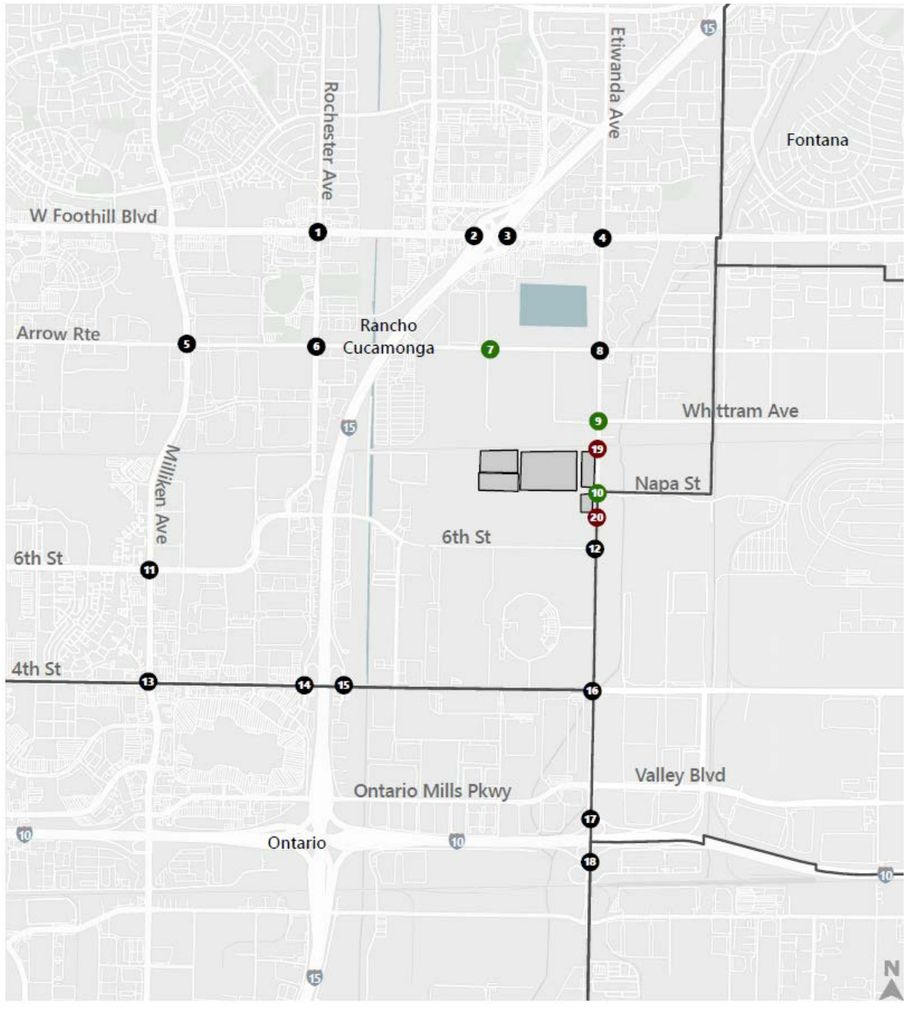


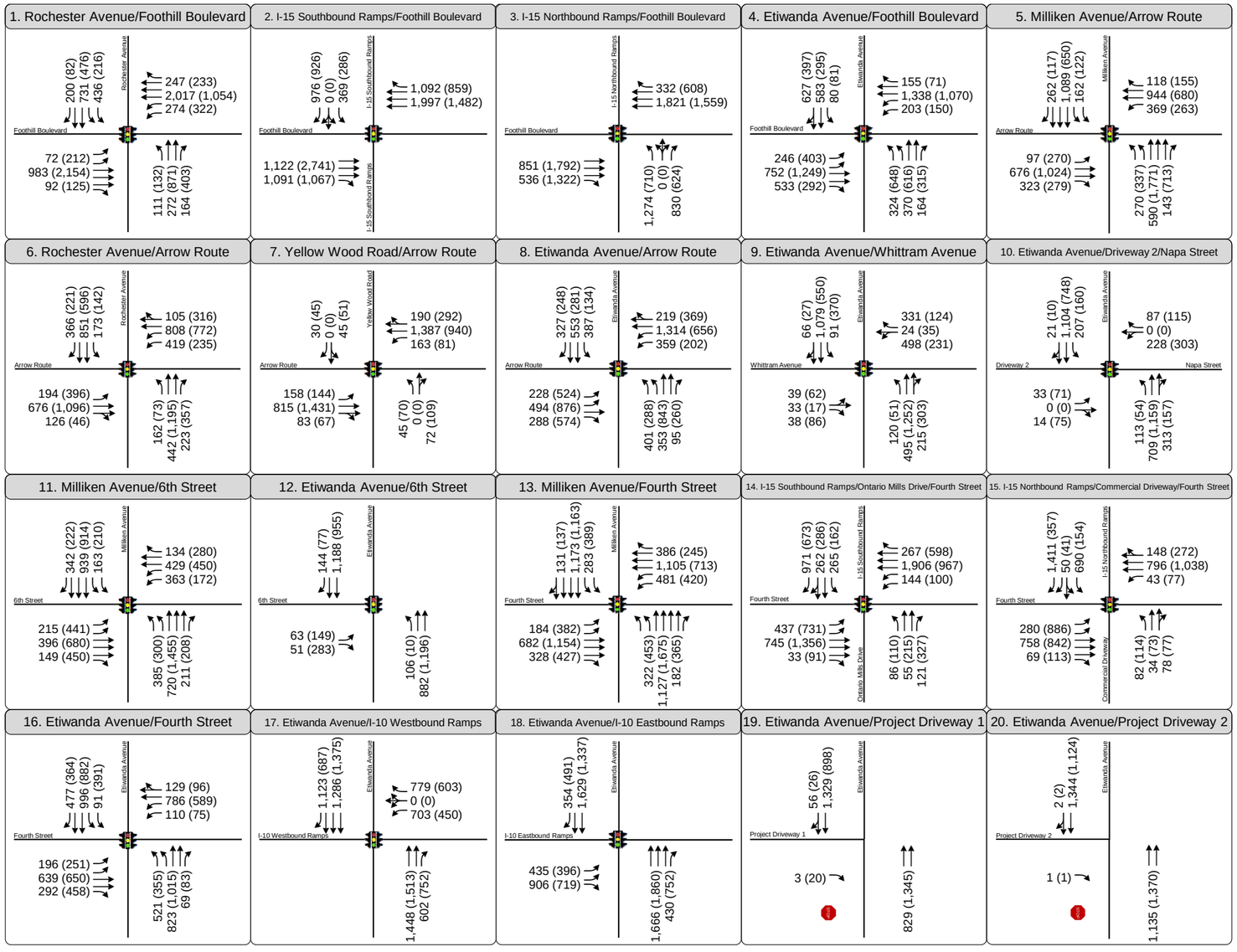
LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site
- City Boundary
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 22

Future Year (2050) Plus Project Non-PCE Traffic Forecasts and Lane Configurations





LEGEND

- Existing Intersections
- Project Driveways (Non-Existing)
- Project Driveways (Existing)
- Project Site
- City Boundary

AM (PM) Peak Hour Traffic Volume

- Lane Configuration
- Stop Sign
- Signalized

Figure 23

Future Year (2050) Plus Project PCE Traffic Forecasts and Lane Configurations

7. Off-Ramp Queueing Assessment

Off-ramp queues for the I-15/Foothill Boulevard, I-15/Fourth Street, and I-10/Etiwanda Avenue interchanges were calculated using HCM 7th Edition methodologies. Storage capacities were compared against 95th percentile queue estimates prepared using the Synchro 11 software. All scenarios utilized existing lane configurations as no improvements are proposed at these interchanges. Existing signal timings were used for existing conditions and all Opening Year (2026) analysis. Signal phase splits were optimized in Future Year (2050) scenarios, consistent with LOS analysis.

The results of the queuing analysis are summarized in **Table 9**, and detailed queueing worksheets are provided in **Appendix F**. As shown in **Table 9**, all ramps provide sufficient storage capacity without queueing traffic extending back to the freeway mainline.

Table 9: Freeway Offramp 95th Percentile Queues

Intersection	Movement	Storage Length (ft)	Peak Hour	Existing (2023)	OY No Project (2026)	OY Plus Project (2026)	FY No Project (2050)	FY Plus Project (2050)
2. I-15 SB Ramps and Foothill Blvd	SBL	>1,000	AM	300	350	350	375	375
			PM	275	300	325	425	425
	SBR	450	AM	300	325	325	325	325
			PM	225	275	275	375	375
3. I-15 NB Ramps and Foothill Blvd	NBL	>1,000	AM	400	525	525	425	425
			PM	175	225	225	275	275
	NBR	450	AM	100	400	425	300	300
			PM	150	200	200	225	225
14. I-15 SB Ramps/Ontario Mills Drive and Fourth Street	SBL	>1,000	AM	125	350	350	300	300
			PM	125	150	150	225	225
	SBT	575	AM	175	200	200	325	325
			PM	125	125	125	250	250
	SBR	450	AM	175	250	250	450	450
			PM	75	75	75	100	100
15. I-15 NB Ramps/ Commercial Driveway and Fourth Street	SBL	550	AM	200	425	425	425	425
			PM	75	100	100	150	150
	SBT	550	AM	200	425	425	425	425
			PM	75	100	100	150	150
	SBR	875	AM	325	400	400	625	625
			PM	25	25	25	50	50
17. Etiwanda Avenue and I-10 WB Ramps	WBL	650	AM	275	350	350	375	375
			PM	225	250	250	325	325
	WBR	>1,000	AM	200	275	300	300	300
			PM	125	175	175	250	250
18. Etiwanda Avenue and I-10 EB Ramps	EBL	925	AM	75	75	100	125	125
			PM	100	100	100	100	100
	EBR	>1,000	AM	500	725	725	975	975
			PM	250	300	300	650	650

1. OY: Opening Year; FY: Future Year
2. 95th Percentile queue reported in feet from Synchro 11 using HCM 6th Methodologies.
3. **Bold** indicates 95th percentile queue exceeds available storage length.

Source: Fehr & Peers, 2024.

8. Left Turn Queueing Analysis

Left turn queueing was reviewed at the signalized site access intersection for inbound and outbound traffic under both Opening Year (2026) and Future Year (2050) Plus Project conditions. 95th percentile queues were calculated using HCM 6th methodologies in Synchro 11. Existing signal timings were used for existing conditions and all Opening Year (2026) analysis. Signal phase splits were optimized in Future Year (2050) scenarios, consistent with LOS analysis.

The results of the queuing analysis are summarized in **Table 10**, and detailed queueing worksheets are provided in **Appendix G**. Existing turn pockets provide sufficient storage capacity.

Table 10: Left Turn 95th Percentile Queues

Intersection	Movement	Existing Turn Pocket Length (ft)	Peak Hour	Opening Year Plus Project (ft)	Future Year Plus Project (ft)
10. Etiwanda Avenue and Napa Street/Driveway	NBL (Inbound)	125	AM	125	125
			PM	75	50
	EBL (Outbound)	-	AM	50	25
			PM	75	50

Notes:
1. 95th Percentile queue reported from Synchro 11 using HCM 6th Methodologies.
2. **Bold** indicates 95th percentile queue exceeds available storage length.
3. "-" indicates the movement is associated with a conceptual Project driveway. The movement should be designed to accommodate the reported queues.

Source: Fehr & Peers, 2024.

9. Improvements

This section summarizes proposed improvements for Opening Year (2026) Plus Project Conditions and Future Year (2050) Plus Project Conditions. Improvements were proposed at a study location if it is forecast to operate below the applicable jurisdiction's acceptable LOS standard (LOS D and E for Cities of Rancho Cucamonga and Ontario, respectively) during either the AM or PM peak hour.

Opening Year (2026) Plus Project Intersection Improvements

As discussed in Chapter 5, one study location operates below the City of Rancho Cucamonga's acceptable LOS standard. Consistent with the City's guidelines, improvements were recommended that improved operations to acceptable conditions (LOS D or better). Detailed LOS worksheets are provided in **Appendix E**.

Intersection 6: Rochester Avenue and Arrow Route

This intersection is forecasted to operate at LOS E during the PM Peak Hour under No Project and Plus Project conditions.

The following improvements are recommended:

- Optimize PM signal timing. Note, only max green times for each phase were adjusted. All other signal timing parameters (coordinated cycle length, phasing, minimum green times, yellow times, all-red times, pedestrian timings, etc.) are consistent with the existing signal timings. **Appendix H** documents the intersection's signal timing parameters before and after optimization.

With improvements, the intersection is forecasted to operate at LOS C in the PM peak hour.

Intersection LOS Comparison

Table 11 compares delay and LOS for Opening Year (2026) Plus Project with and without the proposed improvements described above.

Table 11: Opening Year (2026) Intersection LOS with Improvements

Intersection	Control	Peak Hour	Opening Year Plus Project LOS / Average Delay	Opening Year Plus Project with Improvements LOS / Average Delay
6. Rochester Avenue and Arrow Route	Signalized	AM	D / 35.7	D / 35.7
		PM	**E / 57.7**	C / 32.5

Notes:
1. Whole intersection weighted average stopped delay expressed in seconds per vehicle for signalized intersections.
2. Delay operations were calculated using HCM 6th methodologies.
3. **Bold** represents a LOS deficiency.

Source: Fehr & Peers, 2024.

Future Year (2050) Plus Project Intersection Improvements

Intersection 8: Etiwanda Avenue and Arrow Route is forecasted to operate below acceptable conditions under the Future Year (2050) Plus Project scenario. Improvements have been identified to enhance intersection operations to acceptable conditions and are described below. Detailed LOS worksheets are provided in **Appendix E**.

Intersection 8: Etiwanda Avenue and Arrow Route

This intersection is forecasted to operate at LOS E during the AM Peak Hour under No Project and Plus Project scenarios.

The following improvements are recommended**:**

- Restripe the existing roadway to add a second southbound left turn lane
- Add a second eastbound receiving lane (included in RTP Project #: 20020134, which widens Arrow Route from Etiwanda to East Rancho Cucamonga City Limit from two to four lanes)

With improvements, the intersection is forecasted to operate at LOS D. The Project's fair share portion of the improvement costs was calculated using the following equation, which is documented in the City's Guidelines:

$$Fair\ Share\ Percentage = \frac{Project\ Trips}{Project\ Trips + Future\ Development\ Trips}$$ [2]

Note, the fair share calculation uses Intersection 8's non-PCE traffic forecasts. Under the AM and PM peak hours the project trips and future development trips at Intersection 8 equal 80 and 1805 and 80 and 1795, respectively. Both the AM and PM peak hour fair share calculations equal four percent, therefore the Project has a fair share contribution of four percent.

[2] "Future Development Trips" represents all new trips at an intersection from Existing conditions to Future Year No Project conditions.

Intersection LOS Comparison

Table 12 compares delay and LOS for Future Year (2050) Plus Project with and without the proposed improvements described above.

Table 12: Future Year (2050) Intersection LOS with Improvements

Intersection	Control	Peak Hour	Future Year Plus Project LOS / Average Delay	Future Year Plus Project with Improvements LOS / Average Delay	Fair Share Contribution
8. Etiwanda Avenue and Arrow Route	Signalized	AM	**E / 67.5**	D / 54.3	4%
		PM	D / 47.6	D / 44.7	

Notes:
1. Whole intersection weighted average stopped delay expressed in seconds per vehicle for signalized intersections.
2. Delay operations were calculated using HCM 6th methodologies.
3. **Bold** represents a LOS deficiency.

Source: Fehr & Peers, 2024.

Appendix A: Approved Scoping Memorandum

FEHR PEERS

MEMORANDUM

Date: March 13, 2024

To: Sean McPherson City of Rancho Cucamonga

From: Logan Aspeita
Jason D. Pack, P.E.

Subject: Etiwanda Commerce Center Transportation Study Scoping Memorandum

OC23-0990.01

Fehr & Peers is assisting with the Transportation Study associated with the Etiwanda Commerce Center (Project). This memorandum summarizes the parameters of the Level of Service (LOS) and Vehicle Miles Traveled (VMT) assessments, which are consistent with the *City of Rancho Cucamonga Traffic Impact Analysis Guidelines (2020)*.

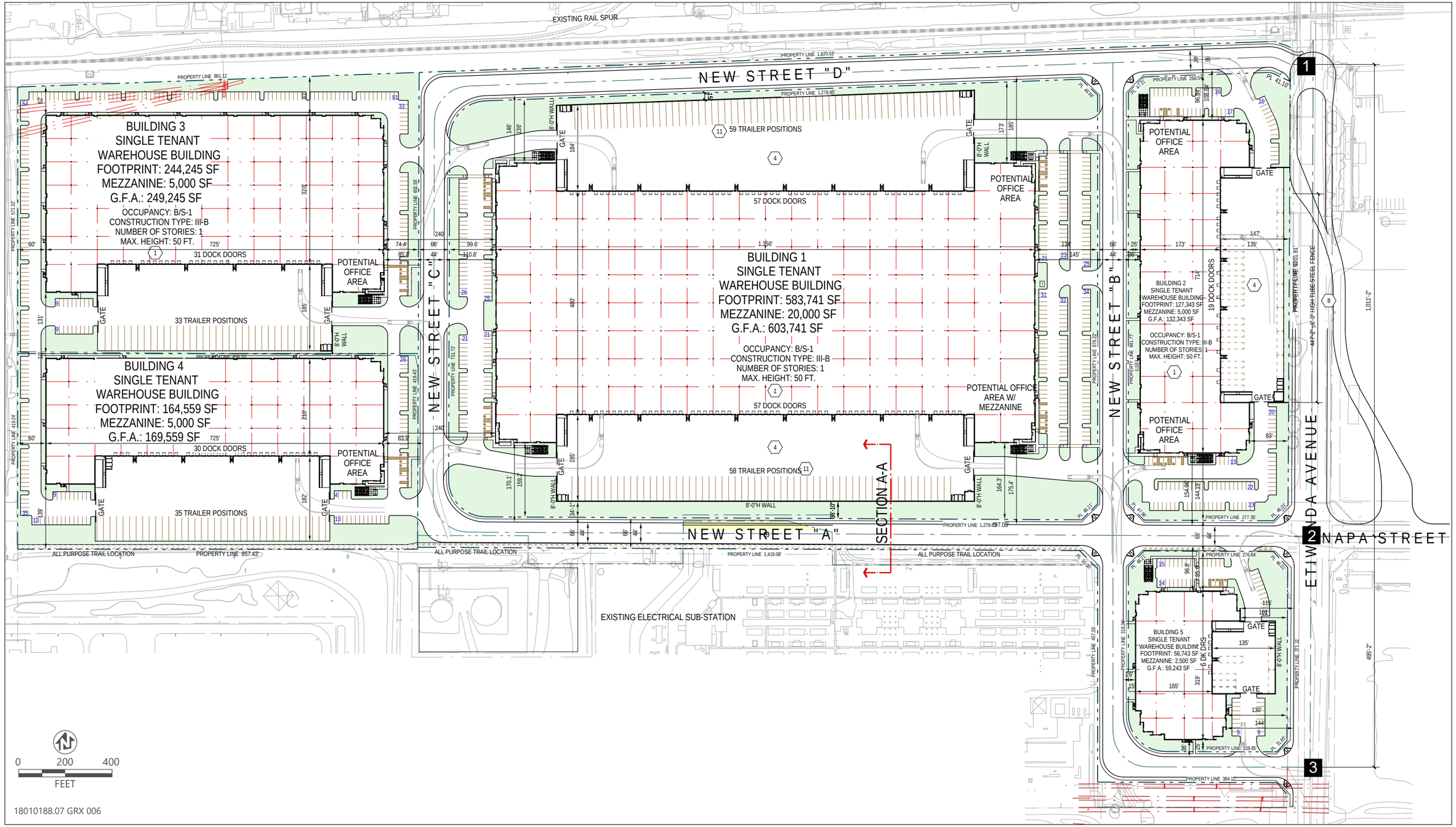
PROJECT DESCRIPTION

Property Locations

The Project is bounded by the Atchison Topeka and Santa Fe Railway (AT/SF Railway) to the north, Etiwanda Avenue to the east, and industrial land uses to the south and west. **Figure 1** shows the Project site plan and its proposed vehicle circulation network, which includes the following three Project access driveways:

- Two Right In/Out Only Driveways on Etiwnada Avenue (Driveways One and Three in **Figure 1**)
- One Full Access Driveway on Etiwnada Avenue (Driveway Two in **Figure 1**)

The Project proposes the construction of five warehouse buildings totaling 1,214,131 square feet (SF). The tenants of the proposed buildings are not known at this time, but the buildings are planned to operate as high-cube fulfillment non-sorting space (approximately 764,903 SF), general warehouse space (approximately 327,815 SF), and high-cube cold storage space (approximately 121,413 SF) according to the Project's Notice of Preparation (NOP).



Source: Image produced and provided by RGA Architecture, Inc. in 2021, adapted by Ascent in 2023

10/23/2023

Figure 1

Site Plan

Legend

X Driveway

DRAFT

TRIP GENERATION

Trip generation refers to the process of estimating the amount of vehicular traffic a project would add to the surrounding roadway system. Estimates for the Project were created for the daily condition and for the peak one-hour period during the morning (7:00 AM – 9:00 AM) and evening (4:00 PM – 6:00 PM) commutes when traffic volumes on the adjacent streets are typically the highest.

The number of weekday morning and evening peak hour trips generated by the Project were estimated using methods published in *Trip Generation, 11th Edition (Institute of Transportation Engineers [ITE], 2021)*. A combination of Warehousing (ITE Code 150), High Cube Fulfillment Center Non-Sort (ITE Code 155), and High-Cube Cold Storage Warehouse (ITE Code 157) trip generation rates were used to estimate daily and peak hour trips for the Project. **Table 1** shows the trip generation rates for ITE Codes 150, 155, and 157.

Since the Project is an industrial development, trips were converted into PCE trips. The vehicle fleet mix for the Project was assumed to be consistent with the Heavy Warehouse vehicle fleet mix documented in the *Truck Trip Generation Study, City of Fontana, County of San Bernardino, State of California* (August 2023). **Table 2** shows the estimated non-Passenger Car Equivalent (PCE) trip generation, **Table 3** shows the non-PCE trip generation by vehicle classification, and **Table 4** shows the estimated PCE trip generation by vehicle classification.

Table 1: Trip Generation Rates

ITE Code	Land Use	Daily Rate	AM Peak Hour			PM Peak Hour		
			In	Out	Rate	In	Out	Rate
150	General Warehouse	1.71	77%	23%	0.17	28%	72%	0.18
155	High Cube Fulfillment Center (Non-Sort)	1.81	81%	19%	0.15	39%	61%	0.16
157	High Cube Cold Storage Warehouse	2.12	77%	23%	0.11	28%	72%	0.12

Source: Trip Generation Manual 11th Edition (Institute of Transportation Engineers, 2021).

Table 2: Non-PCE Project Trip Generation

ITE Code	Land Use	Quantity	Units	Daily Total	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
150	General Warehouse	327.815	KSF	561	43	13	56	17	42	59
155	High Cube Fulfillment Center (Non-Sort)	764.903	KSF	1,384	93	22	115	48	74	122
157	High Cube Cold Storage Warehouse	121.413	KSF	257	10	3	13	4	11	15
Total Non-PCE Project Trips				**2,202**	**146**	**38**	**184**	**69**	**127**	**196**

Note: 1 KSF = 1,000 square feet.
Source: Trip Generation Manual 11th Edition (Institute of Transportation Engineers, 2021).

Table 3: Non-PCE Project Trip Generation with Vehicle Classification

Vehicle Type	Vehicle Mix	Daily Total	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Passenger Vehicle	79.6%	1,752	116	30	146	55	101	156
2-Axel Trucks	3.50%	76	5	1	6	2	5	7
3-Axel Trucks	4.60%	102	7	2	9	3	6	9
4+-Axel Trucks	12.3%	272	18	5	23	9	15	24
Total Non-PCE Project Trips		**2,202**	**146**	**38**	**184**	**69**	**127**	**196**

Source(s):
1. Trip Generation Manual 11th Edition (Institute of Transportation Engineers, 2021).
2. Truck Trip Generation Study, City of Fontana, County of San Bernardino, State of California, 2003.

Table 4: PCE Trip Generation with Vehicle Classification

Vehicle Type	Vehicle Mix	PCE Factors	Daily Total	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Passenger Vehicle	79.6%	1.0	1,752	116	30	146	55	101	156
2-Axel Trucks	3.50%	1.5	114	8	1	9	3	8	11
3-Axel Trucks	4.60%	2.0	204	14	4	18	6	12	18
4+-Axel Trucks	12.3%	3.0	816	54	15	69	27	45	72
Total PCE Project Trips			**2,886**	**192**	**50**	**242**	**91**	**166**	**257**

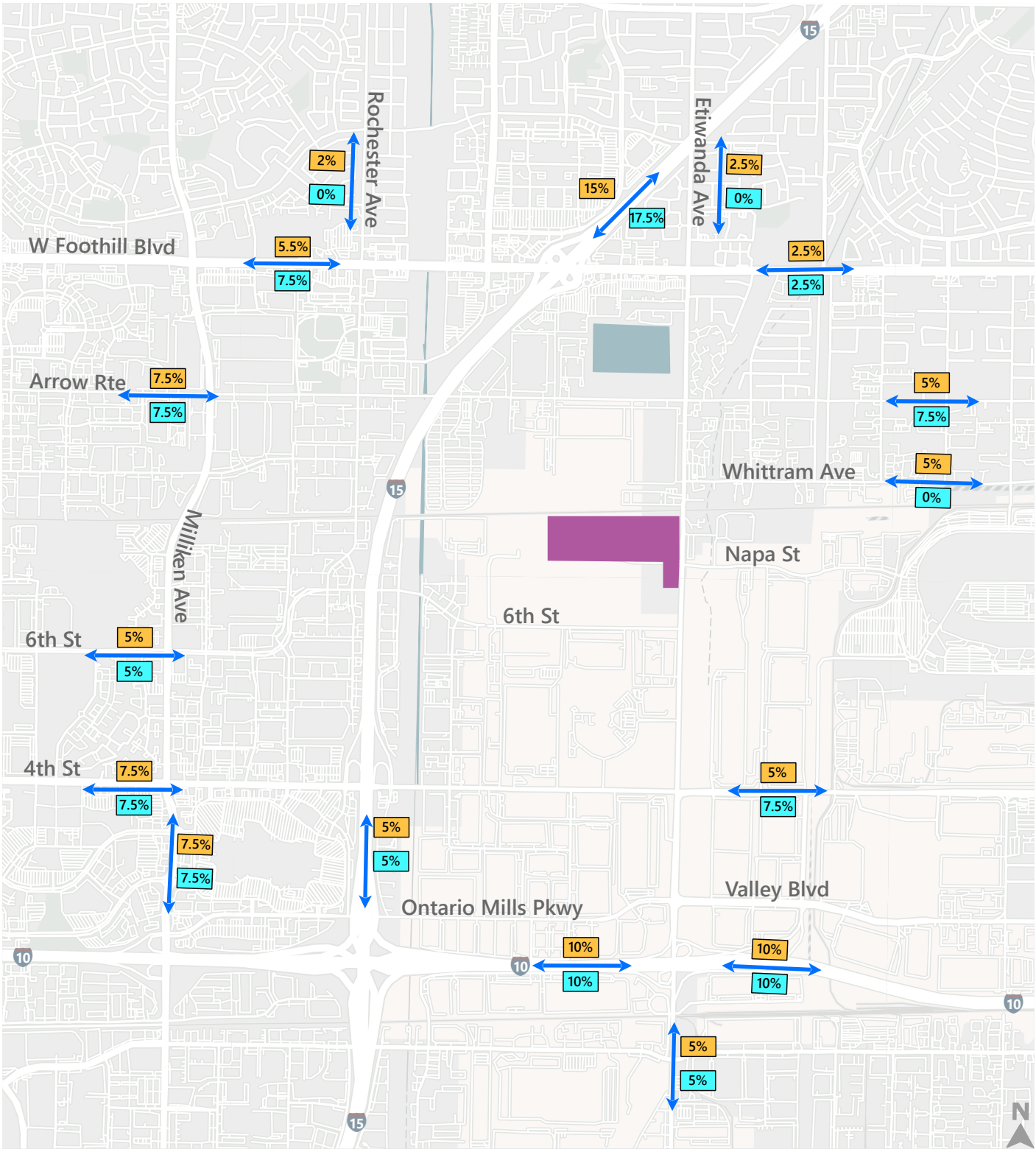
Source(s):
1. Trip Generation Manual 11th Edition (Institute of Transportation Engineers, 2021).
2. Truck Trip Generation Study, City of Fontana, County of San Bernardino, State of California, 2003.
3. PCE Factors derived from City of Rancho Cucamonga Traffic Impact Guidelines, 2020.

TRIP DISTRIBUTION

Trip distribution refers to the directions of approach and departure that vehicles use to travel to and from the Project site. Separate trip distributions were developed for passenger cars and truck trips. Surrounding land uses, existing roadway network characteristics, local knowledge of the study area, and professional judgment were used to develop the trip distributions. The passenger car and truck trip distributions for the Project are shown in **Figure 2**.

TRIP ASSIGNMENT

The passenger car, non-PCE truck, and PCE truck trip generation estimates, shown in **Tables 3** and **4**, were applied to the corresponding passenger car and truck trip distributions, shown in **Figure 2,** to estimate the Project trip assignment. The Project trip assignment is expected to change once the 6th Street gap closure is constructed, which will provide direct access between Etiwanda Avenue and Milliken Avenue. The 6th Street gap closure is not anticipated to be constructed by the Project's opening year but is assumed to be constructed under future year conditions. Thus, trips assignments have been developed for with and without the 6th Street gap closure. The non-PCE and PCE trip assignments without the 6th Street gap closure are shown in **Figures 3** and **4**, respectively. The non-PCE and PCE trip assignments with the 6th Street gap closure are shown in **Figures 5** and **6**, respectively.



Project Site

Trip Distribution

#% Passenger Car Trip Distribution Percentage

#% Truck Trip Distribution Percentage*

**Note: Truck trips were assumed to only travel on existing truck routes.*

Figure 2

Passenger Car and Truck Trip Distribution

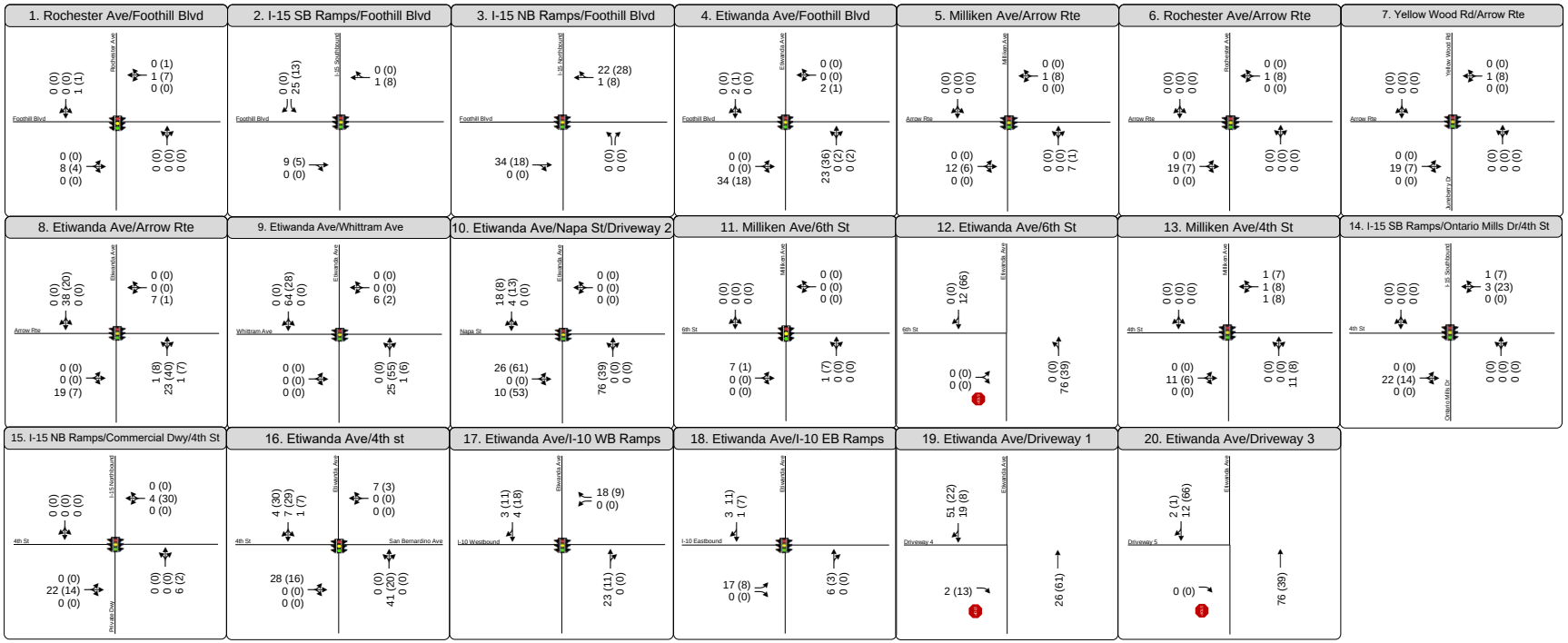


Figure 3

Trip Assignment without 6th Street Connection
Passenger Car and Non-PCE Truck Trips

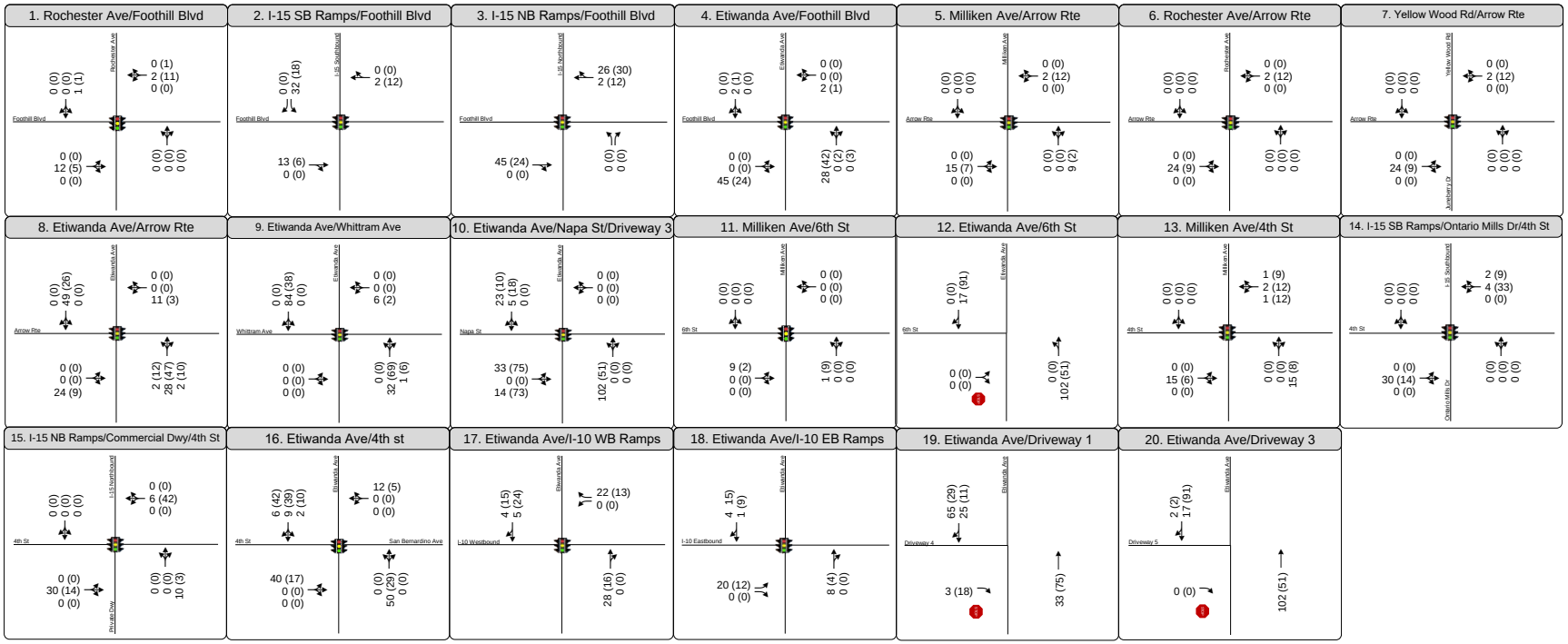


Figure 4

Trip Assignment without 6th Street Connection
Passenger Car and PCE Truck Trips

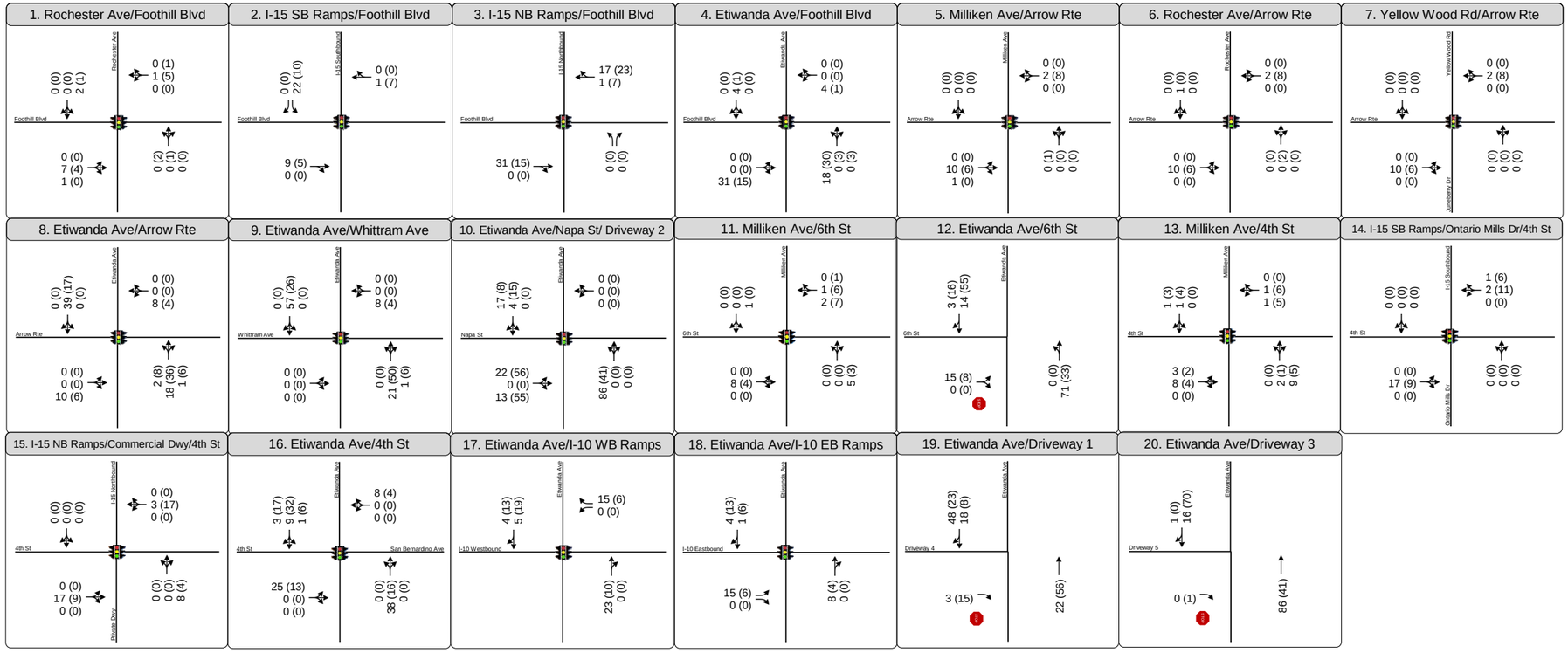


Figure 5

Trip Assignment with 6th Street Connection
Passenger Car and Non-PCE Truck Trips

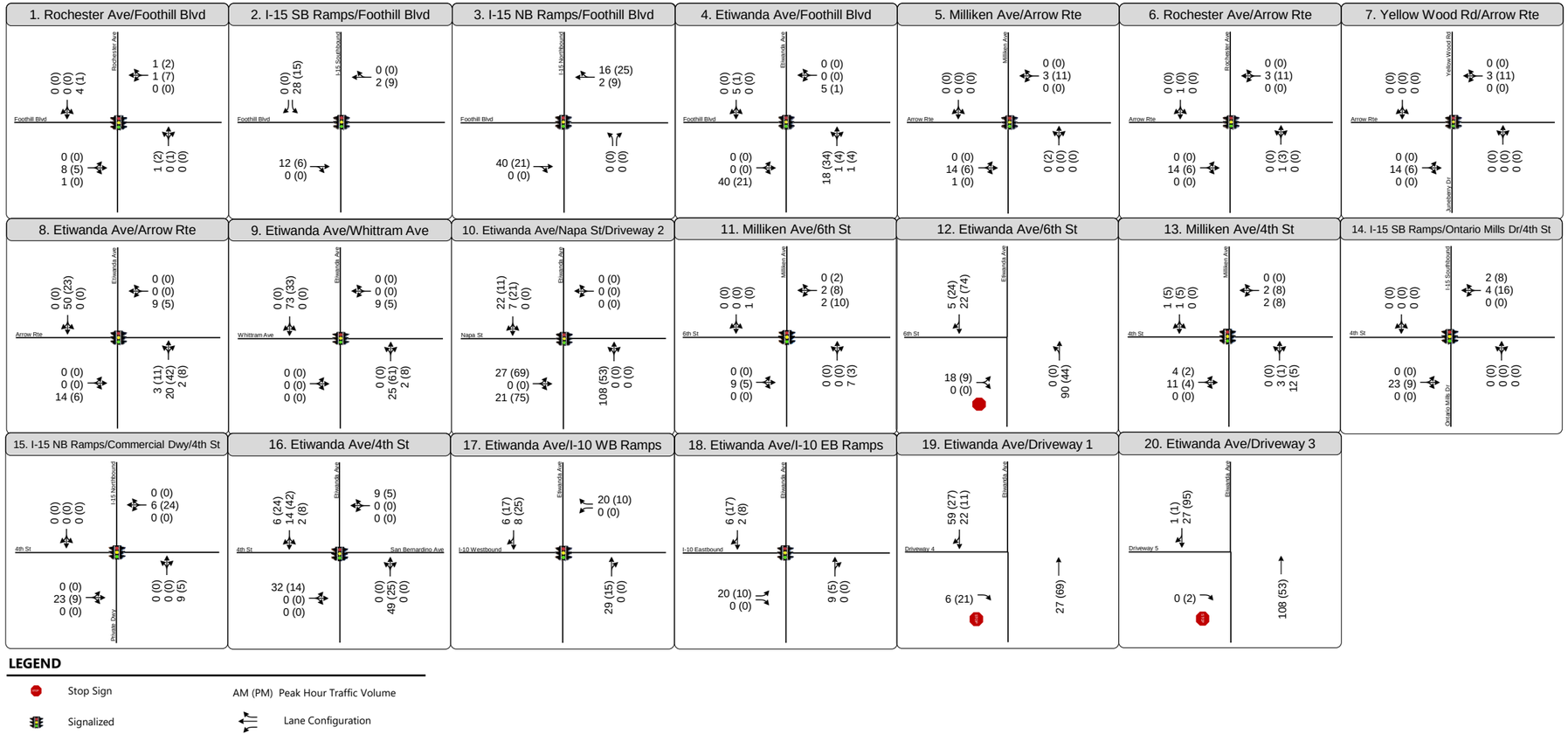


Figure 6

Trip Assignment with 6th Street Connection
Passenger Car and PCE Truck Trips

LOS STUDY AREA

The City's guidelines state that an intersection must be included in the LOS assessment if the project adds more than 50 peak hour trips to the intersection. The Project study area is shown in **Figure 7**, which identifies 18 existing intersections and two driveways that do not exist under existing conditions as locations to include in the LOS assessment. These intersections are listed below. The Project does not add more than 50 peak hour trips to some of the intersections included in the study area. These intersections were conservatively included, as they are key intersections in the southeastern industrial quadrant and should be studied to ensure the area can efficiently accommodate the anticipated growth.

1. Rochester Avenue and Foothill Boulevard (Existing)
2. I-15 Southbound Ramps and Foothill Boulevard (Existing)
3. I-15 Northbound Ramps and Foothill Boulevard (Existing)
4. Etiwanda Avenue and Foothill Boulevard (Existing)
5. Miliken Avenue and Arrow Route (Existing)
6. Rochester Avenue and Arrow Route (Existing)
7. Yellowood Road/Juneberry Drive and Arrow Route (Existing)
8. Etiwanda Avenue and Arrow Route (Existing)
9. Etiwanda Avenue and Whittram Avenue (Existing)
10. Etiwanda Avenue and Napa Street/Driveway 2 (Existing)
11. Miliken Avenue and 6th Street (Existing)
12. Etiwanda Avenue and 6th Street (Existing)
13. Miliken Avenue and Fourth Street (Existing)
14. I-15 Southbound Ramps/Ontario Mills Drive and Fourth Street (Existing)
15. I-15 Northbound Ramps/Commercial Driveway and Fourth Street (Existing)
16. Etiwanda Avenue and Fourth Street (Existing)
17. Etiwanda Avenue and I-10 Westbound Ramps (Existing)
18. Etiwanda Avenue and I-10 Eastbound Ramps (Existing)
19. Etiwanda Avenue and Driveway 1 (Non-Existing)
20. Etiwanda Avenue and Driveway 3 (Non-Existing)

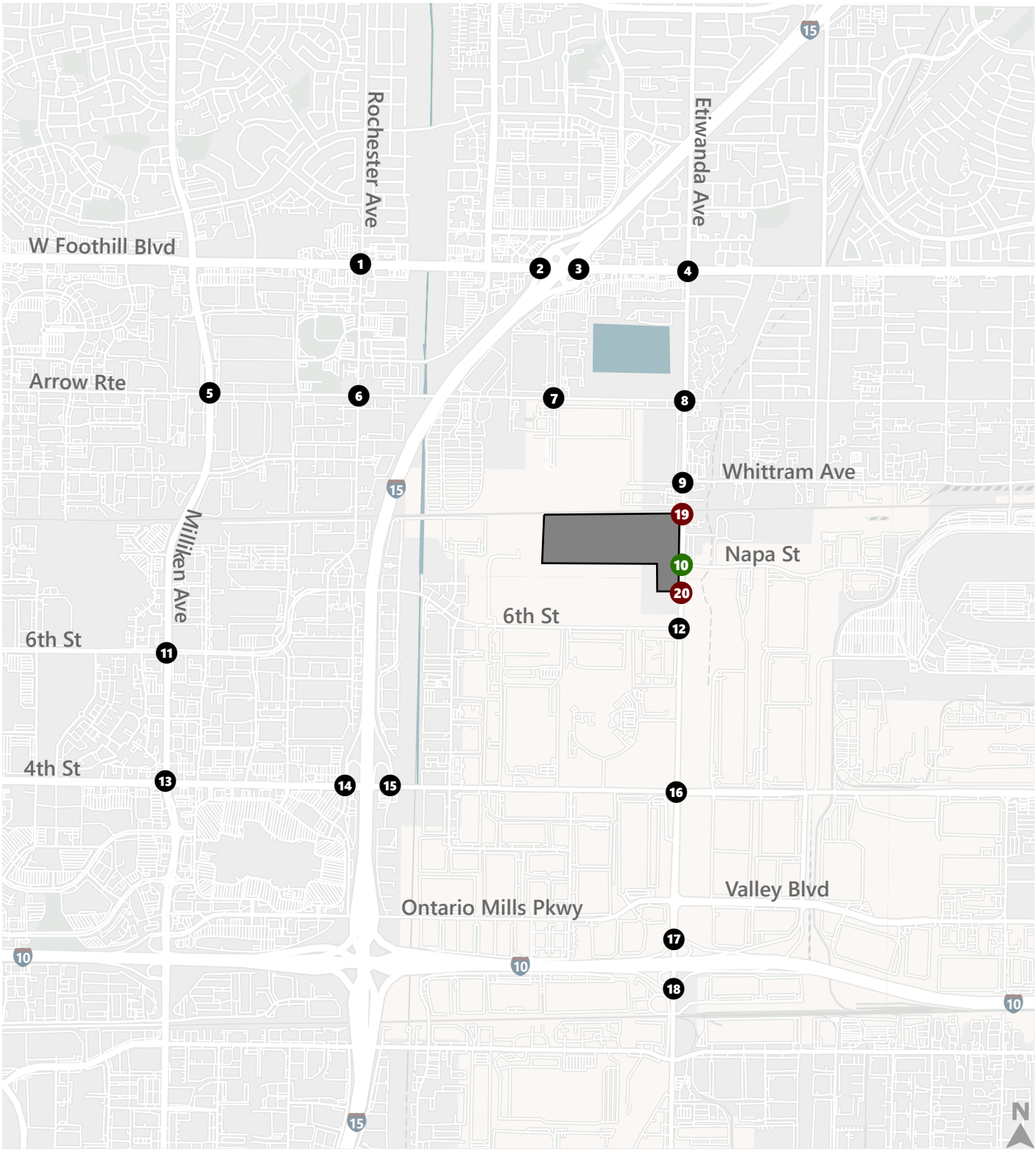


Figure 7
Study Intersections

LOS ANALYSIS SCENARIOS

Five scenarios will be analyzed in the LOS assessment with two improvement related scenarios, which will be included if necessary. The analysis scenarios are described below.

- Existing (2023) - Existing (2023) traffic volumes and lane geometries will be used to evaluate existing conditions.
- Opening Year No Project - This will consist of traffic volumes during the Project's opening year without traffic volumes generated by the Project. The opening year volumes will be developed using a growth rate, which will be determined using SBTAM+, and include the volume of all approved land use development projects within a 5-mile radius of Project Site. The 6th Street gap closure will not be assumed during this scenario.
- Opening Year Plus Project - Opening Year No Project traffic volumes plus traffic generated by the Project. The Project trip assignment without the 6th Street gap closure will be used in this scenario.
- Opening Year Plus Project Plus Improvements - If Level of Service deficiencies are identified, this will consist of the Opening Year Plus Project traffic volumes and any proposed improvements needed to bring LOS to acceptable standards.
- Future Year (2050) No Project - Fehr & Peers will develop future year forecasts for the study area using SBTAM+. This scenario will consist of funded improvements and cumulative projects within the study area. The 6th Street gap closure will be assumed during this scenario.
- Future Year (2050) Plus Project - Future Year (2050) No Project traffic volumes plus traffic generated by the Project. The Project trip assignment with the 6th Street gap closure will be used in this scenario.
- Future Year (2050) Plus Project Plus Improvements - If Level of Service deficiencies are identified, this will consist of the Future Year Plus Project traffic volumes and any proposed improvements needed to bring LOS to acceptable standards.

LOS ANALYSIS METHODOLOGIES

Level of Service

Intersection operating conditions will be evaluated using the Transportation Research Board (TRB) *Highway Capacity Manual, 7th Edition* (HCM) methodology, which is considered the state-of-the-practice methodology for evaluating intersection operations and is consistent with City guidelines.

The HCM 7th Edition methodology for signalized intersections estimates the average control delay for vehicles at the intersection. After the quantitative delay estimates are complete, the methodology assigns a qualitative letter grade that represents the operations of the intersection. These grades range from level of service (LOS) A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for signalized and unsignalized intersections are provided in **Table 5**.

Table 5: Intersection Level of Service (LOS) Grades

Level of Service	Description	Signalized Delay (Seconds)	Unsignalized Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths	> 10.0 to 20.0	> 10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear	> 20.0 to 35.0	> 15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable	> 35.0 to 55.0	> 25.0 to 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences	> 55.0 to 80.0	> 35.0 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	> 80.0	> 50.0

Source: Highway Capacity Manual 7th Edition (Transportation Research Board, 2022).

Fehr & Peers will perform intersection operations using the latest version of the Synchro analysis software, Synchro 11, which applies HCM methodologies. Results from Synchro will be used to determine delay and LOS at all study locations.

The following parameters are consistent with the City's guidelines and will be implemented in the LOS assessment:

- Existing 24-hour vehicle classification counts will be used to convert all analysis scenario non-PCE traffic volumes to PCE traffic volumes.

- Existing signal timings will be used in all Existing and Opening Year analysis scenarios. Signal timings will be optimized under the Future Year (2050) conditions.
- Existing Peak Hour Factors (PHFs) will be used in all Existing and Opening Year analysis scenarios. A PHF of 0.95 will be used in all Future Year scenarios, unless the existing PHF is greater than 0.95.
- Saturation flow rates will be set to the flow rates recommended in the City's Guidelines for all Existing, Opening Year, and Future Year analysis scenarios.
- Lost time of 2 seconds per phase.

Deficiency Criteria

The City of Rancho Cucamonga has adopted LOS standards of LOS D or better. A LOS deficiency will be identified if the addition of project traffic degrades operations from acceptable conditions or increases delay at a study location previously operating below acceptable standards under no project conditions.

Improvements will be identified to address intersection deficiencies if necessary. For unsignalized intersections with LOS deficiencies, peak hour signal warrants outlined in the CA-MUTCD will be reviewed to identify if any of these locations satisfy signalization requirements.

Recommendations

If LOS deficiencies are identified under a "Plus Project" scenario, improvements will be recommended to bring operations to acceptable conditions for future and opening year scenarios. Consistent with the City's guidelines, fair-share contributions will be calculated for all future year improvements, and opening year improvements will be implemented by the Project.

Off Ramp Queuing

With the implementation of Senate Bill (SB) 743, Caltrans no longer uses LOS as a metric to evaluate freeway ramp terminal intersections. However, Caltrans typically requests queuing assessment at the ramp terminal intersections to ensure that queues would not extend back to the freeway mainline and potentially results in a safety concern. As such, in addition to estimating LOS at freeway ramp terminal intersections, we will conduct a queuing assessment using Synchro 11 to determine if off-ramp queues spill back to the freeway mainline. Recommendations to improve off-ramp queuing will be provided if necessary.

DATA COLLECTION

Vehicle classification traffic counts were collected on Tuesday, November 14th, 2023, during the AM peak period (7:00-9:00AM) and PM peak period (4:00-6:00PM) at the proposed study intersections.

Fehr & Peers will collect the following information in a field visit to the study area:

- Lane configurations
- Signal phasing
- Land uses in the study area
- Existing pedestrian and bicycle facilities
- On-street parking conditions
- Transit service

VEHICLE MILES TRAVELED ASSESSMENT

Due to the implementation of California Senate Bill (SB) 743, LOS (impact to drivers) is no longer required for CEQA assessments and has been replaced with Vehicle Miles Traveled (VMT) (impact of driving) as the metric to determine transportation-related impacts.

The City's guidelines document screening criteria that can be applied to effectively screen projects from project-level VMT assessment. Due to the size and location of the Project, we do not anticipate them to screen from VMT assessment. If the Project does not screen from VMT assessment, we will analyze 'project-generated VMT' and 'project effect on VMT', which is consistent with City's guidelines.

Project-generated VMT presents trips and trip distances of specific trip types associated with a project. Project-generated VMT will be estimated, if necessary, using the PA methodology, which calculates VMT by summing all weekday VMT generated by trips with at least one trip end in the study area by trip purpose. The PA method allows project VMT to be evaluated based on trip purpose, which is consistent with OPR recommendations in the Technical Advisory and the City's VMT methodology requirements. Since the Project is an industrial development, Home-Based-

Work (HBW) attraction VMT per employee (commute VMT) will be quantified, if necessary, under both Base and Cumulative conditions.

Project effect on VMT is an estimate of how VMT within the region will change once a project is built. The boundary method will be utilized to measure project effect on VMT, if necessary. The boundary method is the sum of all weekday VMT on a roadway network within a designated boundary. Boundary method VMT estimates VMT by multiplying the number of trips on each roadway segment by the length of that segment. This approach includes all trips, including those trips that do not begin or end in the designated boundary. This is the only VMT method that captures the effect of cut-through and/or displaced traffic.

The City's guidelines, state that the City boundary should be used for Boundary VMT analysis, unless a project is located near the City limit. Since the Project is located near the southern City limit, the following boundaries will be used, if necessary:

- City of Rancho Cucamonga
- 5-Mile radius from the Project site
- 10-Mile radius from the Project site

Prior to finalizing the radius used for the project effect in VMT, we will also look at information from the model including average trip length to verify that the appropriate boundary is selected.

Boundary VMT for impact determination will be normalized by the service population (summation of residents and employees within a designated boundary) within the boundary to effectively compare with and without project conditions.

If a significant VMT impact is identified, the impact will be mitigated using one of the following mitigation methods, which are documented in the City's guidelines:

- Modify the project's built environment characteristics to reduce VMT generated by the project.
- Implement transportation demand management (TDM) measures to reduce VMT generated by the project.
- Participate in a VMT fee program and/or VMT mitigation exchange/banking program (if they exist) to reduce VMT from the project or other land uses to achieve acceptable levels.

NEXT STEPS

Once the proposed study locations, assumptions, and methodology are approved, and signal timing information and other data is confirmed, Fehr & Peers will begin the LOS and VMT assessments.

If you have any questions or comments, please do not hesitate to contact Logan Aspeitia at 949-308-6327.

Appendix B: Pending and Approved Development Projects Within 5 Miles

Fehr & Peers Project ID	APN	Project Name	Dev_Typ	City	Location	Applicant	Description	Num_Res_Units	Comm_SF	
1	DRC2023-00131	Avignon Reserve	Residential	Rancho Cucamonga	NWC Arrow Rte and Manola Place	Right Time Development, Luke C.	18 condominium units, parcel map and house product	18	na	
2	DRC2023-00111	6-lot Subdivision	Residential	Rancho Cucamonga	8631 Arrow Rte	Daphne Shen	6 Single-Family Residences	6		
3	DRC2022-00354	Lion Gate	Residential	Rancho Cucamonga	NEC of Foothill Blvd and Lion St.	Bishop Ventures	141 Apartments with 12 (11%) very -low-income units	141		
4	DRC2021-00464	Arec / Black Creek	Industrial	Rancho Cucamonga	8996 Etiwanda	Arec/Chris Sanford	Industrial Development complex on former GenOn site.			
5	DRC2022-00275	Alesian at Victoria Gardens	Mixed-Use	Rancho Cucamonga	SEC Corner Day Creek and Cultural Center Drive (Victoria Gardens)	Trammel Crow Residential	385 residential apartments	385		
6	DRC2020-00360	Packing House	Commercial	Rancho Cucamonga	Base Line / Roberds	Vivatine Group	Remodel/Repurpose existing packing house into a brewery with a tasting room	0	15000	
7	DRC2019-00742	Panattoni 9th and Vineyard	Industrial	Rancho Cucamonga	SWC 9th Street and Vineyard Avenue	Panattoni	Industrial complex comprised of 3 buildings on vacant land			
8	DRC2018-00946	Hickory and Arrow Industrial	Industrial	Rancho Cucamonga	SWC of Hickory and Arrow	Seabboard Engineering	83,067 square-foot warehouse	0	0	
9	DRC2022-00156	Patriot Partners Whittram	Industrial	Rancho Cucamonga	13945 Whittram	Patriot Partners	New spec industrial – 86,000 square feet of industrial with 3,000 feet of office	0	0	
10	DRC2021-00387	Ling Yen Mountain Temple	Other	Rancho Cucamonga	Northern terminus of Wardman Bullock Road	Ling Yen Mountain Temple/Eric Chen	Construction of 8 buildings tolling 93,000 square feet			
11	DRC2017-00054	Haven and 26th	Mixed-Use	Rancho Cucamonga	SWC of Haven Avenue and 26th Street	Urban Offerings	207 Multi-Family Units and 14,3000 square feet of commercial on 5.21-acres.	207	14300	
12	DRC2019-00371	8281 Utica Office	Commercial	Rancho Cucamonga	8281 Utica	Angel Casas	12,000-square-foot office building		12000	
13	DRC2021-00485	Arec / Black Creek	Industrial	Rancho Cucamonga	12343 Arrow Rte	Arec/Chris Sanford	New warehouse buildings through a master plan process on the former CMC site.			
14	DRC2022-00101	Newcastle	Industrial	Rancho Cucamonga	13493 Arrow Route	Newcastle Partners	One new spec industrial, approximately 340,000 square feet in size.			
15	DRC2022-00162	Foothill Lofts	Mixed-Use	Rancho Cucamonga	SEC Foothill and 8lm	Realm/Darrin Olson	385-unit mixed use	385	6216	
16	DRC2022-00280	Foothill Landing	Mixed-Use	Rancho Cucamonga	NEC Foothill and Etiwanda		357-unit mixed use apartments	360	7305	
17	DRC2022-00301	Newcastle 6th Street	Industrial	Rancho Cucamonga	9910 6th Street	Newcastle Partners	Demolish existing structures and construct two industrial buildings totaling 74,387 square feet			
18	DRC2022-00209	4th and Hermosa	Industrial	Rancho Cucamonga	NEC of 4th St and Hermosa Ave	Patriot Partners	Construct two industrial buildings totaling 91,369 square feet			
19	DRC2023-00067	El Camino	Industrial	Rancho Cucamonga	NWC of Haven Avenue and 6th Street	Lone Oak Rancho, LLC	Demolish several structures and contruct a 710,270 square - foot warehouse/manufacturing/office campus			
20	DRC2022-00054	Etiwanda Mixed Use (Alta Etiwanda)	Mixed-Use	Rancho Cucamonga	NWC of Foothill Blvd and Etiwanda Ave	Wood Partners	227 Unit Mixed Use Apartments with 7,500 SF of commercial	328	7650	
21	DRC2023-00154	Spruce & Red Oal Apartments	Mixed-Use	Rancho Cucamonga	NWC Spruce and Red Oak	Serafin Mararan	176 Apartments with 5,670 Non- Residential	176	5670	
22	SUBT20264	East Avenue Villa	Residential	Rancho Cucamonga	8737 East Ave	Yuen Ma	12 Single-Family residences: Subdivision and house product.	12		
23	SUBT20566	22-Lot Subdivision	Residential	Rancho Cucamonga	SEC Etiwanda and Highland	Manning Homes/Craig Kozma	22 Single Family Residences	22		
24	DRC2020-00443	Hellman 6-Home Subdivision	Residential	Rancho Cucamonga	9329 Hellman Ave.	Susan Liu	6 Single-Family Residences	6		
25	DRC2019-00674	N/A	Residential	Rancho Cucamonga	North of the 210 Fwy, east of East Ave at the Easterly extension of Wilshire Dr. and Copley Dr. APN: 0226 -102-30	Mohamad Abdelghani	10 Single-Family Residences	10		
26	DRC2020-00139	Manning Homes 17	Residential	Rancho Cucamonga	SEC 6157 East Ave, Rancho Cucamonga, CA, 91739, USA	Manning Homes	17 Single -Family Residences	17		
27	DRC2021-00120	Arte (formerly the Vines)	Mixed-Use	Rancho Cucamonga	NEC of Foothill Blvd and Hermosa Ave	FORE	182-Unit Mixed-Use Apartments	185	3970	
28	DRC2018-00529	Alta Cuvee	Mixed-Use	Rancho Cucamonga	SEC of Foothill Blvd and Etiwanda Ave	Wood Partners	Mixed use development comprising of 259 residential units; 2 commercial units totaling 2,253 square feet, and 1 live/work unit with 816 square -feet of non-residential space	262	3069	
29	DRC2018-00912	Day Creek Villages	Mixed-Use	Rancho Cucamonga	SWC of Daycreek Blvd and Baseline Rd.	DR Horton	292 residential units, 71 room hotel, and 21,627 square feet of commercial space	292	21627	
30	DRC2016-00450	Harvest at Terra Vista	Mixed-Use	Rancho Cucamonga	NWC of Foothill Blvd and Milliken Ave.	Lewis	Construct 671 apartments and 20,841 square feet of commercial space	671	20841	
31	DRC2020-00164	Homecoming at the Resort	Mixed-Use	Rancho Cucamonga	South side of 6th Street, East side of Resort Parkway	Lewis	Construct 867 apartments and 5,000 square feet of live/work commercial space	867	5000	
32	SUBT20440	Schey	Industrial	Rancho Cucamonga	9866 7th St	1046 and 746 Buildings				
33	DRC2017-00925	Phelan	Industrial	Rancho Cucamonga	9th and Vineyard	3 Industrial Buildings, 235,534 s.f.				
34	DRC2019-00766	Arrow and Rochester Industrial	Industrial	Rancho Cucamonga	NEC of Arrow and Rochester	Core 5 Industrial Partners	49,745 square-foot warehouse			
35	DRC2019-00558	Milliken and Jersey Industrial	Industrial	Rancho Cucamonga	NWC of Jersey Blvd. and Milliken Ave.	Ralph Kanzbian	143,014 square-foot industrial warehouse			
36	SUBT20353	Van Daele	Residential	Rancho Cucamonga	The Resort		236 Multi- Family Development	236		
37	DRC2020-00177	HILLWOOD - Two industrial warehouse buildings	Industrial	Rancho Cucamonga	N/s Napa St e/s Etiwanda	Hillwood/Candyce Burnett	Two buildings totaling 651,000 square feet; project involves GPA, ZMA, Prezone, Annexation			
38	DRC2020-00202	Bridge Development	Industrial	Rancho Cucamonga	12434 4th Street		BridgePoint/Heath Crossner	Two buildings totaling 2.2M square feet.		
39	DRC2018-00430	Bolnado's 20K Building	Industrial	Rancho Cucamonga	8th and Vineyard	Serge Bonaldo	25,399 square foot industrial building.			
40	DRC2019-00850	13 North	Mixed-Use	Rancho Cucamonga	SEC of Foothill and Haven Avenue	Jeff Warmoth	350 Unit Mixed Use Development	331	16000	
41	DRC2018-00770	Westbury	Mixed-Use	Rancho Cucamonga	West Side of East Avenue North of Foothill	Stratham Homes	133 Unit Mixed Use Proiet	131	1500	
42	DRC2014-01130	La Mirage	Mixed-Use	Rancho Cucamonga	NWC of Foothill and East	Kamran Benji	193 Unit Mixed Use Development with 3,246 square feet of Commercial	193	3246	
43	DRC2021-00166	Bennett Hydraulics	Industrial	Rancho Cucamonga	8821 Etiwanda	Serge Bonaldo	21,211 square foot industrial building			
44	DRC2019-00590	104,269 Industrial Building	Industrial	Rancho Cucamonga	East Side of Deacan, South of Arrow	Kebec Realty	104,269 SF Industrial Building			
45	DRC2021-00018	Banyan Avenue 9	Residential	Rancho Cucamonga	South side of Banyan and west of Etiwanda	Manning Homes	9 Single-Family Residences	9		
46	DRC2022-00189	Foothill and Vineyard Mixed Use	Residential	Rancho Cucamonga	SWC Foothill and Vineyard	Mike Pallman	158- Unit Mixed Use Apartments	158		
47	DRC2020-00026	23,380 sf Commercial warehouse	Industrial	Rancho Cucamonga	9150 Hyssop Drive	Carter Group/Carter Redish	23,380 square foot commercial warehouse building	0	0	
48	DRC2021-00200	Haven and Arrow	Mixed-Use	Rancho Cucamonga	SWC Haven and Arrow	8500 Haven LLC	MU project with 248 units, 23,750 sf ground floor commercial	248	23750	
49	DRC2019-00651	Air Liquide	Industrial	Rancho Cucamonga	12550 Arrow Route	New industrial building 16,000 sf, with 3,000 sf office space for air liquid production/manufacturing				
50	DRC2020-00248	MDR - Custom Home	Residential	Rancho Cucamonga	10943 Stallion Way	Steve Hackett	New Custom Home	1		
51	DRC2022-00186	MDR - Custom Home	Residential	Rancho Cucamonga	10940 Stallion Way	Pete Volbeda	New Custom Home	1		
52	DRC2022-00333	MDR - Custom Home	Residential	Rancho Cucamonga	9155 Klusman Ave	Matt Flewin	New SFR	1		
53	DRC2022-00292	Hasson Residence	Residential	Rancho Cucamonga	10842 Carriage Drive	Century Heritage Builders	New construction of 8,523 sq. ft. SFR with an attached 1,970 sq. ft. 6 -car garage	1		
54	DRC2022-00346	MDR - Custom Home	Residential	Rancho Cucamonga	9025 Balsa Street	Julia Flaherty	New Custom Home	1		
55	DRC2023-00001	MDR - Custom Home	Residential	Rancho Cucamonga	12974 Banyan Street	Jose Carreiro	New Custom SFR ~5,000 sq. ft.	1		
56	DRC2023-00084	HDR - Ballat Residence	Residential	Rancho Cucamonga	11022 Ranch Drive	Stoenzo Design Studio, Inc	New Custom SFR ~7,953 SQ FT	1		
57	DRC2023-00117	MDR - Single Family Residence	Residential	Rancho Cucamonga	11063 Deer Canyon	Wayne Simmons	New Custom Home	1		
58	DRC2021-00253	MDR - Custom Home with ADU	Residential	Rancho Cucamonga	13361 Banyan St	Cliff Jefferson	New Custom Home with attached ADU	1		
59	DRC2022-00236	MDR - Custom Home	Residential	Rancho Cucamonga	7450 Scott Lane	CEDG Architects	New Custom SFR ~2,767 sq. ft.	1		
60	DRC2020-00432	Station 178	Other	Rancho Cucamonga	Town Center Drive / Terra Vista Parkway	RCFPD	Construction of a new 2-story fire station for RCFPD	0	12176	
61	PDEV20-008	Industrial Development	Industrial	Ontario	NEC of Airport Drove/Haven Avenue APN:0211-222-66		See Columns L, I, and K			
62	PDEV 19-025	Palmer Apartments / Commercial Retail	Mixed-Use	Ontario	SEC of Vineyard and Inland Empire Blvd. APN:		See Columns L, I, and K	950	5000	
63	PDEV19-024	IKEA Retail Development	Retail	Ontario	SWC of Inland Empire and Archibald Avenue		See Columns L, I, and K		329850	
64	PDEV19-067	Hyatt Dual Hotel 265 Rooms	Retail	Ontario	SEC of Archibald/Inland Empire; APNs:0210-191-29 thru 32		See Columns L, I, and K		157370	
65	PDEV19-054	Townhomes	Residential	Ontario	SWC of Via Alba/Via Villagio - APN:0210-204-40		See Columns L, I, and K	72		
66	PDEV19-061	Townhomes	Residential	Ontario	NEC of Ontario Center Parkway/ Via Alba, APN:0210-204-26		See Columns L, I, and K	150		
67	File No. 21-013	Retail Shopping Center	Retail	Ontario	SEC of Haven Ave, and 4th Street. APN:0210-531-08 thru 14.		See Columns L, I, and K		91163	
68	File No. PDEV17-016	Cambria Hotel 124 Rooms	Retail	Ontario	515 N Turner Avenue, APN: 0210-150-24		See Columns L, I, and K		83500	
69	PDEV21-018	Industrial Development	Industrial	Ontario	SEC of Jurupa/Milliken - APN:0238-121-75		See Columns L, I, and K			
70	PDEV22-014	Residential/Commercial Development	Residential	Ontario	Southwest and Southwest corners of Via Piemonte and Via Villagio		See Columns L, I, and K	694	63655	
71	File No. PDEV21-047	Industrial	Industrial	Ontario	Located east of Haven Avenue, west of Doubleday and Dupont Avenues, north of Jurupa Street and south of Airport Drive		See Columns L, I, and K			
72	File No. PDEV19-057	Industrial	Industrial	Ontario	NEC of Haven Ave. and 60fWY		See Columns L, I, and K			
73		Inland Avenue Warehouse	Industrial	Jurupa Valley	SW Corner of Ventura Dr and Philadelphia Ave	GAA Architects.	19,700 SF industrial building with 1,250 SF mezzanine			
74		Philadelphia Avenue Subdivision	Residential	Jurupa Valley	South of Weeping Willow Lane (Empty Lots)	Christiansen & Company.	44 single family lots on 84.6 acres	44		
75		Space Center Industrial	Industrial	Jurupa Valley	SE Corner of Space Center Ct and Iberia St	Graham Tingler	1.1 million SF of industrial/logistics spec buildings			
76				County of San Bernardino	9330 Cherry Ave, Fontana		A SPECIFIC PLAN, A REVISION TO APPROVED ACTION, TENTATIVE PARCEL MAP, AND AN ENVIRONMENTAL IMPACT REPORT FOR TEN (10) PARCELS (0231-011-09, 10,11, 12; 0231-11-06, 10, 17, 18, 19, 20; AT THE EXISTING AUTO CLUB SPEEDWAY, LOCATED AT 9300 CHERRY AVENUE, FONTANA, CA 92335. The Project proposes a series of entitlement actions to facilitate the development of a new industrial warehouse/distribution and e-commerce project and support facilities consistent with the development requirements of the San Bernardino County Development Code. The SCCSP proposed approximately 6.6 million square feet of industrial warehouse/distribution and e-commerce development, 98 acres of support parking facilities, and 12 acres of parking/general commercial uses, with support landscaping and facilities on 432 acres of the 522.30-acre site. The Project site is divided into Planning Areas (PA). These PA are logistic/distribution and e-commerce development, parking, and parking/general commercial. Planning Areas are generally designated for logistic/e-commerce; parking/drop lot and Speedway overflow parking; or for Parking/General Commercial. The PA designated for parking would allow parking/overflow parking to support the Speedway during race events. During non-race days/events, the parking areas would be used to support the existing warehouse and e-commerce uses on site and/or would accommodate truck trailer parking stalls as a drop lot.
77				County of San Bernardino	NW Corner of Ceres Ave and Merrill Ave		MINOR USE PERMIT FOR A 10,080 SQ. FT. WAREHOUSE AND OFFICE BUILDING, WITH A MAJOR VARIANCE TO REDUCE THE REQUIRED SETBACKS ALONG MERRILL AVENUE, HEATHER AVENUE, AND CHERRY AVENUE, ON APPROXIMATELY 0.53 ACRES.
78				County of San Bernardino	SE Corner of Almond Ave and Arrow Hwy		A CONDITIONAL USE PERMIT, CHANGE OF ZONE FROM RM (MULTIPLE RESIDENTIAL) TO IC (COMMUNITY INDUSTRIAL), AND POLICY PLAN AMENDMENT FROM MDR (MEDIUM DENSITY RESIDENTIAL) TO IJ (LIMITED INDUSTRIAL) TO CONSTRUCT A 40,000 SQ. FT. TILT-UP BUILDING WITH 36,000 SQ. FT. ON THE FIRST FLOOR, COMPRISED OF 2,000 SQ. FT. OF OFFICE, 18,000 SQ. FT. OF OPEN ASSEMBLY AREA, AND 16,000 SQ. FT. OF WAREHOUSE, AND A SECOND FLOOR WITH 2,000 SQ. FT. OF OFFICE SPACE ON 2.05 ACRES, RM (MULTIPLE RESIDENTIAL) APN: 0210-131-01; 2ND SUPERVISORIAL DISTRICT; PROJECT NUMBER: PROJ-2022-00147
79				County of San Bernardino	SE Corner of Cherry Ave and Arrow Hwy		MINOR USE PERMIT TO DEMOLISH AN EXISTING 1,134 SF BUILDING AND CONSTRUCT A 2,356 SF CONVENIENCE STORE AT THE SITE OF AN EXISTING SERVICE STATION, AT THE SE CORNER OF CHERRY AVENUE AND ARROW ROUTE IN FONTANA.		2356	
80				County of San Bernardino	NW Corner of Calabash Ave and Whitram Ave		A Minor Use Permit to convert a single family residential home into trucking office with a total of 75 truck parking spaces.
81				County of San Bernardino	SW Corner of Arrow Rte and Calabash Ave		POLICY PLAN AMENDMENT FROM MDR (MEDIUM DENSITY RESIDENTIAL) TO IJ (LIMITED INDUSTRIAL) AND A ZONE CHANGE FROM RM (MULTIPLE RESIDENTIAL) TO IC (COMMUNITY INDUSTRIAL), AND A CONDITIONAL USE PERMIT TO ESTABLISH TWO SEPARATE WAREHOUSE/FABRICATION BUILDINGS OF 16,831 SQ. FT. AND 15,613 SQ. FT. AND ASSOCIATED PARKING AND LANDSCAPING WITH A COMMON ACCESS DRIVE ON TWO SEPARATE PARCELS TOTALING APPROXIMATELY 1.8 ACRES; APN: 0230-091-04 AND 05; 2ND SUPERVISORIAL DISTRICT; PROJECT NUMBER: PROJ-2020-00220
82				County of San Bernardino	SW Corner of Live Oak Ave and Whitram Ave		A MINOR USE PERMIT (MUP) TO LEGALIZE AN EXISTING TRUCK TERMINAL, CONVERT A 1,367 SQ. FT. SINGLE-FAMILY RESIDENCE INTO AN OFFICE, DEMOLISH A 2,648 SQ. FT. WAREHOUSE BUILDING AND A LOT MERGER OF TWO LOTS TOTALING 2.68-ACRES; WITHIN THE GENERAL INDUSTRIAL (GI) LAND USE CATEGORY AND REGIONAL INDUSTRIAL (RI) ZONING DISTRICT; 2ND SUPERVISORIAL DISTRICT; APN: 0230-152-22 & -28; PROJECT NO.: PROJ-2023-00045;
83				County of San Bernardino	510N, SW Corner of Arrow Blvd and Cottonwood Ave		MINOR USE PERMIT FOR AN AUTO/TRUCK REPAIR SHOP INCLUDING A 2,279 SQ. FT. METAL STORAGE BUILDING AND A 798 SQ. FT. CARETAKERS RESIDENCE ON 2.17 ACRES.
84				County of San Bernardino	South of Whitram Ave and Live Oak Ave		A MINOR USE PERMIT (MUP) TO ESTABLISH A 12,500 SQUARE FOOT WAREHOUSE AND DISTRIBUTION CENTER WITH 6,610 SQUARE FEET OF OFFICE SPACE AND 5,500 SQUARE FEET OF WAREHOUSE STORAGE SPACE ON 5.08 ACRES IN THE FONTANA SPHERE OF INFLUENCE AREA WITHIN THE REGIONAL INDUSTRIAL (RI) AND SERVICE COMMERCIAL (CS) ZONING DISTRICTS; 2ND SUPERVISORIAL DISTRICT; APN: 0232-061-22; PROJECT NUMBER: PROJ-2019-00070
85				County of San Bernardino	South of Whitram Ave between Depot Rd and Cherry Ave		CONDITIONAL USE PERMIT FOR AN UNATTENDED, CARD ACTIVATED, FUELLING STATION THAT DISPENSES GASOLINE AND DIESEL FUELS WITH FUELING ISLANDS, RESTROOM, AND EQUIPMENT ROOM AND A VARIANCE TO: 1) REDUCE THE REQUIRED LANDSCAPE SETBACK ALONG DEPOT ROAD AND CHERRY AVENUE FROM 25 FEET TO 10 FEET DUE TO SITE CONSTRAINTS AND 2) ALLOW ON-SITE PARKING TO ENCROACH INTO THE 25 FOOT LANDSCAPE SETBACK ALONG CHERRY AVENUE; ON APPROXIMATELY 1.12 ACRES;
86				County of San Bernardino	8590 Almond Ave		A CONDITIONAL USE PERMIT REQUEST TO ALLOW THE CONSTRUCTION AND OPERATION OF A 185,866 SQUARE FOOT LOGISTICS WAREHOUSE.
87				County of San Bernardino	8579 Cottonwood Ave		MINOR USE PERMIT P201500510 - TO ESTABLISH AN OUTDOOR CONTRACTOR STORAGE YARD TO INCLUDE 3,564 SQUARE FEET OF STORAGE, 1,452 SQUARE FEET OF OFFICE, A 1,480 SQUARE-FOOT CARETAKER RESIDENCE AND A 955 SQUARE-FOOT GARAGE (TOTALING 7,451 SQUARE FEET OF STRUCTURES), ON 4.83 ACRES; ZONING DISTRICT: COMMUNITY INDUSTRIAL (IC) LOCATED AT 8583 AND 8579 COTTONWOOD AVENUE, FONTANA AREA; ASSESSOR PARCEL NUMBERS: 0229-231-04 AND 0229-231-05
88				County of San Bernardino	8247 Lime Ave		A MINOR USE PERMIT (MUP) TO ESTABLISH A 12,500 SQUARE FOOT WAREHOUSE AND DISTRIBUTION CENTER WITH 6,610 SQUARE FEET OF OFFICE SPACE AND 5,500 SQUARE FEET OF WAREHOUSE STORAGE SPACE ON 5.08 ACRES IN THE FONTANA SPHERE OF INFLUENCE AREA WITHIN THE REGIONAL INDUSTRIAL (RI) AND SERVICE COMMERCIAL (CS) ZONING DISTRICTS; 2ND SUPERVISORIAL DISTRICT; APN: 0232-061-22; PROJECT NUMBER: PROJ-2019-00070
89				County of San Bernardino	SW Corner of Arrow Blvd and Sultana Ave		Minor Use Permit for a proposed truck trailer storage, facility to include a 12' x 56' modular office structure and 164 storage spaces for truck trailers on a 4.0-acre site, currently occupied with an unpermitted vehicle dismantling business. All parcels are currently vacant, except APN 0232-141-07.
90				County of San Bernardino	8388 Beech Ave		CONDITIONAL USE PERMIT TO ESTABLISH A TRUCK TERMINAL AND EXISTING OFFICE TO REMAIN ON TWO PARCELS LOCATED AT 8388 BEECH AVENUE, WITHIN THE COUNTY WIDE PLAN, LIMITED INDUSTRIAL (LI) AND COMMUNITY INDUSTRIAL (IC) ZONING DISTRICT; WITHIN THE CITY OF FONTANA SPHERE OF INFLUENCE AREA; PROJECT NO.: PROJ-2022-00107; APN: 0232-021-47 AND 0232-021-68.
91				County of San Bernardino	NW Corner of Arrow Hwy and Lime Ave		CONDITIONAL USE PERMIT TO ESTABLISH A FREIGHT FORWARDING AND DISPATCHING BUSINESS TO INCLUDE 31,152 SQUARE FEET OF FREIGHT STORAGE SPACE AND OFFICES ON 6.52 ACRES; IN THE COMMUNITY OF FONTANA; 2ND SUPERVISORIAL DISTRICT; ZONING DISTRICT: REGIONAL INDUSTRIAL (RI); ASSESSOR PARCEL NUMBER: 0232-051-29; PROJECT NUMBER: P201900120
92				County of San Bernardino	14000 San Bernardino Ave		MINOR USE PERMIT to construct and operate a 271 space trailer drop lot on approximately 10 acres. The MUP will replace a recently approved CUP for the demolition of a sewage treatment plan and construction and operation of a 185,000 sf warehouse on the same site. Please submit comments by 1/9/2021.
93				County of San Bernardino	13930 Valley Blvd		MINOR USE PERMIT - Proposed a 9,000-sq.ft. truck maintenance shop, to perform routine service and repair of different types of equipment in RJL's fleet, including tractors (semi-trucks), box trucks (similar to U-Haul type trucks), trailers and the occasional pick up truck or van.
94				County of San Bernardino	14835 San Bernardino Ave		A Policy Plan Amendment from Low Density Residential (LDR) to Special Development (SD) and a Zoning Change from Single Residential (RS) to Special Development – Commercial (SD-COM) on sixteen lots, in conjunction with a Conditional Use Permit request to operate a construction, equipment and automobile storage yard, consisting of the conversion of a single family home and garage to an office and storage building, the removal of three single family homes, and the placement of new fences, and landscaping.
95	MCN22-000112	11700 Industry Ave Warehouse		Fontana	11700 INDUSTRY AVE	-	Design Review for the construction of one (1) approximately 124,000 square foot industrial warehouse building with 114,000 square feet of warehouse, 5,000 square feet of office space and 5,000 square feet of mezzanine area and 19 loading dock doors located at 11700 Industry Avenue within the Southwest Industrial Park Specific Plan (SWIP) in the Jurupa South Industrial District (JSD). MCN22-112 : DRP22-053 and ENV22-026 APN: 0238-171-37 Planner: Irene Romero Contact: ironero@fontana.org / (909) 350-6658
96	MCN23-000017	13181 Santa Ana Expansion		Fontana	13181 SANTA ANA AVE	-	Administrative Site Plan No. 23-012 - Site and architectural review for the proposal of a 1-story, 2839 sf addition to existing 12,000 sf 1-story building Planner: Alejandro Rico Contact: 909-350-6558/arico@fontana.org
97	MCN22-000161	14646 Boyle Ave Lot Merger		Fontana	14646 BOYLE AVE	-	Lot Line Adjustment No. 22-012 - Proposal to merge 14646 Boyle Ave and 14650 Boyle Ave into one (1) parcel. APN: 0236-051-17 & 0236-051-20 Planner: Irene Romero Contact: ironero@fontana.org or (909) 350-6658
98	MCN22-000105	16025 Slover Av Warehouse		Fontana	16025 SLOVER AVE	-	Design Review Project No. 22-052 - Proposal for the construction of one (1) approximately 400,000 square foot industrial warehouse building with office space and 40 loading dock doors on eight (8) parcels totaling 17.41-acres located at the southwest corner of Slover and Citrus Avenue within the Southwest Industrial Park Specific Plan (SWIP) in the Slover East Industrial District (SED) Tentative Parcel Map No 22-026 - Consolidation of eight (8) parcels into one (1) for the construction of one (1) approximately 400,000 square foot industrial warehouse building with office space and 40 loading dock doors APNs: 0237-111-03, -04, -19, -20, -22, -36, -37 & 40 Planner: Irene Romero Contact: ironero@fontana.org / (909)350-6658
99	MCN20-000073	53 SINGLE FAMILY LOTS; TTM NO. 20358		Fontana	Near 9092 Catawba Ave	-	A PROPOSED SUBDIVISION (TTM 20358) FOR 52 SINGLE FAMILY LOTS, A PROPOSED GENERAL PLAN AMANDMENT AND ZONE CHANGE FROM R-1 (SINGLE FAMILY) TO R-2 (MEDIUM DENSITY RESIDENTIAL) ON A 9.24 GROSS ACRE SITE. THE PROJECT HAS 2 POINTS OF ACCESS; ONE ON POPLAR AVENUE AND ONE ON CATAWBA AVENUE. Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681
100	MCN21-000112	9325 Poplar Lot Line Adjustment		Fontana	9325 Poplar Ave	-	Lot Line Adjustment No. 21-013 - Request to adjust the lot line to make the two parcels an equal size. Parcel A is proposed to contain 13,499.46 SF and parcel B is proposed to contain 13,499.46 SF. Planner: Alejandro Rico Contact: 909-350-6558 / arico@fontana.org
101	MCN23-0077	9337 Lime Ave Lot Line Adjustment		Fontana	9337 LIME AVE	-	Lot Line Adjustment No.23-0011 - To merge parcels 0233-212-02 and 0233-212-03 together located at 9337 Lime Ave Planner: TBD Contact: TBD
102	MCN22-000136	Abdel Pepper Apartments		Fontana	9172 PEPPER ST	-	Design Review Project 22-063 -Proposal for 18 unit townhome complex with 2- story 3 bedroom & 2 car garage on a lot size of approximately 38,000 sf Planner: George Velarde Contact: (909) 350-6569
103	MCN23-000028	ABF Freight Lot Development		Fontana	10783 BANANA AVE	-	Administrative Site Plan No. 23-011 - ABF Freight- lot development for Truck Trailers as well as the installation of new privacy screening wall around the perimeter on Banana Ave and the infiltration pit at the south side of the lot to further improve the site drainage. Planner: Mai Thao Contact: 909-350-6650 or at mthao@fontana.org
104	MCN22-000095	ABF Freight Systems New Dock Building		Fontana	10744 ALMOND AVE	-	Administrative Site Plan (ASP No. 23-0040) Review for site and architecture for a new dock addition of 80' x 228' (18,240 SF) Environmental No22-015 - Proposal for a new dock building 80' x 228' (18,240 SF) Planner: Mai Thao Contact: mthao@fontana.org or 909-350-6650

105	MCN22-000059	AREF Beech Ave Logistics Center		Fontana	7949 HEMLOCK AVE		Lot Line Adjustment No.22-004: A request for a lot line adjustment of four parcel lines resulting in four lots with different adjoining lines. Design Review Project No. 22-035: A request for site and architectural review for a 164,259 SF industrial building on a 8.43 AC site. Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
106	MCN22-000067	Almeria Villages		Fontana	8023 ALMERIA AVE		Design Review Project No. 22-026: A request for site and architectural review for a 34,114 SF 76-unit apartment complex on a 2.23-acre site. Planner: Alejandro Rico Contact: 909-350-6558 / arico@fontana.org			
107	MCN23-000004	Almond & Valley Distribution Center		Fontana	9813 ALMOND AVE	Brookfield Properties				
108	MCN21-000049	ALMOND COMMERCE CENTER		Fontana	10271 ALMOND AVE		Design Review Project No. 21-020: A request for site and architectural review for a 210,355 square foot distribution and logistics warehouse on a 9.7-acre site with associated improvements. Planner: Alejandro Rico Contact: arico@fontana.org or (909) 350-6558			
109	MCN21-000129	ALTA FONTANA		Fontana	14817 FOOTHILL BL		Design Review No. 21-051: A request for site and architectural review for a mixed-use development project to include 341 multi-family residential, 4 live work units, and 1,500 sf of commercial. Conditional Use Permit No. 21-026: A request to establish a mixed-use project within the R-5 zoning district. Lot Line Adjustment No. 22-001: A request to consolidate two parcels into one for the development of the project. Planner: Salvador Quintanilla Contact: squintanilla@fontana.org or (909) 350-6656			
110	MCN21-000120	ANDRESEN CITRUS MULTI FAMILY TR 20521		Fontana	6697 CITRUS AVE		Design Review Project No. 21-120: Lennar Homes is proposing to construct 68 condominium homes within Citrus Heights North. Tentative Tract Map 21-007 (20521): Applicant is proposing to have 86 condominium units. General Plan Amendment No. 21-008: Applicant is proposing to change the General Plan designation from General Commercial (C-G) to Multi-Family Residential (R-MF). Zoning Code Amendment No. 21-010: Applicant is proposing to change the General Plan designation from General Commercial (C-2) to Multi-Family Residential (R-3). Planner: Alejandro Rico Contact: 909-350-6558 / arico@fontana.org			
111	MCN23-000064	Arellano Warehouse		Fontana	15224 SLOVER AVE		Administrative Site Plan No. 23-017 - Site and architectural review for the proposal of a 3,000 sf warehouse on an existing developed property with two (2) existing residential structures to be converted into a 1,653 SF office and a 812 SF tool shed. Planner: Angelica Martinez Contact: Andrewan Architecture			
112	MCN21-000081	Arrow Apartment Buildings		Fontana	16410 ARROW BLVD		Design Review Project No. 21-029 - Proposal for a 2-story building consisting of 14 Units with a building footprint of 6,530 SF. Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			
113	MCN21-000122	ARROWHEAD APARTMENTS		Fontana	16520 ARROW BLVD		Design Review No. 21-045: A request for site and architectural review for a 10-unit multi-family project with two (2) ADU's located on a 0.37 acre lot. Planner: Mai Thao Contact: mthao@fontana.org or (909) 350-6650			
114	MCN23-000007	AT&T Collocation on SCE tower		Fontana	SE of Green Vista Dr		Administrative Site Plan No. 23-004 - Proposal for AT&T to collocate on the existing SCE Tower and install (9) antennas, RRU'S and surge suppressors up on the Tower. The ###Ocated equipment consisted of three (3) equipment cabinets, (1) generator and other low voltage equipment in a 18'-6" x 18'-6" equipment enclosure. Planner: Mai Thao Contact: 909-350-6650 or at mthao@fontana.org			
115	MCN22-000085	AT&T Monopalm		Fontana	16364 FOOTHILL BLVD		Administrative Site Plan No. 22-021: A request for site and architectural review for the installation of a wireless communication facility disguised as a monopalm to include fifteen (15) antennas, thirty-six (36) RRUs, six (6) surge suppressors and a 35'-6" x 20' equipment enclosure with ancillary equipment. The monopalm will be located at the front of the Sand & Saga Motel. Minor Use Permit No. 22-006: A request to operate a wireless communication facility in the Transitional District of Form- Based Code Site Name: Sand & Saga Site Number: CSJ05885 Planner: Nicole Campbell Contact: ncampbell@fontana.org (909) 350 7626			
116	MCN20-000018	AT&T WIRELESS EQUIPMENT		Fontana	15375 BASELINE AVE		REQUEST TO INSTALL NEW, ROOFTOP AT&T WIRELESS TELECOMMUNICATIONS FACILITY AND A GROUND MOUNTED EQUIPMENT ENCLOSURE. VARIANCE APPLICATION IS FOR A REDUCTION IN PARKING			
117	MCN23-000012	Axar Holding, LLC Automotive Repair		Fontana	15086 FOOTHILL BLVD		Administrative Site Plan No. 23-002 - Site and architectural review for two buildings of about 39' x 94' for the use of automotive repair & services by adjustable automotive lifts; administrative area includes offices , waiting area, restrooms and storage. Conditional Use Permit No. 23-001- A request to operate an automotive repair shop within a light industrial commercial zone within the West End S.P. Planner: Alexia De La Torre Contact: adelatorre@fontana.org, (909)350-6568			
118	MCN19-00010681	B&B Market Liquor ABC License MODIFICATION		Fontana	10209 REDWOOD AVE		Conditional Use Permit No. 19-04081: B&B Market is proposing to remove conditions to an existing CUP for a Type 20 license prohibiting to sale of singles. Planner: Alejandro Rico Contact: arico@fontana.org or (909) 350-6558			
119	MCN22-000037	Banana North Multi-Family Apartments		Fontana	8155 BANANA AVE		Design Review No. 22-020 is a request to develop the 24-unit apartment project within the R-1 (Single-Family Residential) over two parcels totaling approximately 0.9 gross acres. The 24-units are dispersed within one (1) three-story building totaling approximately 14,662 square feet. The project consists of three (3) floor plans ranging size from 844 square feet to 1,333 square feet. The units are proposed at 1-bedrooms (844 sq.ft.), 2-bedrooms (1,090 sq.ft.), and 3-bedrooms (1,333 sq.ft.). Zone Change Application No. 22-007 - Development code Amendment for a text change to identify the district it will be located in. The location will be the Route 66 Gateway The site is made up of two (2) parcels (APN:0230-041-52 and -60, totaling approximately 0.9 gross acres, of a very unique shape. There is 30-foot of frontage along Banana Avenue; a flag portion of approximately 295-foot; the primary project site is approximately 170-foot by approximately 165-foot; and the back area of approximately 170-foot by approximately 65-foot. Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			
120	MCN22-000124	Baseline Village		Fontana	16180 BASELINE AVE		Design Review Project No. 22-057: A request for site and architectural review for a three-story senior housing development with 66 units, 17 ADUs, and one (1) office space with associated improvements on a 2.03 acre parcel. Planner: George Velarde Contact: (909) 350-6569 or gvelarde@fontana.org			
121	MCN22-000133	Bayrich Residential Development		Fontana	15588 Westpoint Ln		Design Review Project No. 22-020: A request for site and architectural review for 18 single-family residential units and two (2) accessory dwelling units over 18 parcels. Planner: Nicole Campbell Contact: Ncampbell@fontana.org or (909) 350 7626			
122	MCN21-000103	BIRTCHER COMMERCE CENTER		Fontana	10958 BANANA AVE		Master Case No. 21-103; Tentative Parcel Map No. 20499 (TPM No. 21-023); and Design Review No. 21-041 – for the development of a new commerce building totaling 341,838 square feet within 13.4-acre site. Tentative Parcel Map No. 20499 (TPM No. 21-023): The project site consists of 12 parcels totaling approximately 13.4 gross acres (APNs: 0236 161 04, -10, -31, -32, -33, -34, -35, -36, -44, -45, -46, and -77). The applicant has submitted Tentative Parcel Map No. 20499 and is proposing to combine the 12 parcels into one (1) lot for the purpose of consolidating the parcels and to construct a new industrial commerce center. The proposed tentative parcel map meets all the minimum lot dimensions (minimum 200-foot in lot width and 175 foot in lot depth) and size requirements (minimum of 40,000 square foot). The project site is currently vacant. Design Review No. 21-041: The proposed industrial commerce center has been designed with approximately 309,397 square feet of warehouse area and an office/mezzanine space totaling approximately 32,441 square feet. The industrial commerce center includes 57 warehouse dock doors, two (2) ground level door, 85 trailer parking spaces, and 91 passenger car parking spaces. The office/mezzanine area is proposed to be located on the northeast corners of the building. The use of glazing, reveals, and a variety of colors will add structural and visual interest to the building. Additionally, variations to the building face and roof lines will be architecturally pleasing. Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			
123	MCN22-000096	Blessed Michael McGivney Statue		Fontana	15808 ARROW BLVD		Master Case No. 22-096 - Planning review for the construction of a 4' x 4'x 2 base (8" concrete block) with commemorative brick patio and walkway leading to the statue. Solar lighting will be provided with no connection to existing utilities. Planner: Planning Department Contact: Planning@fontana.org and 909.350.6718			
124	MCN20-000034	BOYLE WEST WAREHOUSE		Fontana	16288 BOYLE AVE		Tentative Parcel Map No. 20-008: A proposal to consolidate three (3) parcels into one (1). Design Review No. 20-010: A request for site and architectural review for an approximate 88,944 square foot industrial commerce center on an approximate 4.62 adjusted gross acres. Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
125	MCN22-000113	Burntec Expansion		Fontana	9890 CHERRY AVE		Administrative Site Plan No. 22-038: A request for site and architectural review for a proposed expansion of an existing maintenance building totaling approximately 1,869 square feet on a parcel totaling approximately 2.7 gross acres. Planner: Mai Thao Contact: 909-350-6650 or mthao@fontana.org			
126	MCN21-000012	CA OUTDOORS		Fontana	8745 Cypress Ave		Conditional Use Permit No. 21-002 - A request to operate a proposed firearm manufacturing facility within an existing commercial center totaling approximately 0.7 Acres. Planner: Jon S. Dille Contact: Jdille@fontana.org and 909.350.6681			
127	MCN21-000041	CALABASH INDUSTRIAL BUILDING		Fontana	11240 CALABASH AVE		Lot Line Adjustment 21-006: A request to consolidate three (3) parcels into one (1). Design Review No. 21-015: A request for site and architectural review to construct an approximate 64,694 SF industrial commerce center. Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
128	MCN22-000163	Calabash Industrial Site		Fontana	13948 CAMEO DR		Design Review Project No. 22 - 072 - Request for site and architectural review for a 212,420 SF industrial building Tentative Parcel Map No. 22- Request to consolidate seventeen (17) parcels into one (1) for a new 212,420 SF industrial building General Plan Amendment No. 22 - 013 - A request to amend the General Plan Land Use designation to change Residential Trucking (R-T) to Light Industrial (I-L) Specific Plan Amendment No 22- 006 - A request to amend the text and map of the Southwest Industrial Specific Plan (SWIP) to change Residential Trucking District (RTD) to Slover West Industrial District (SWD) for the construction of a 212,420 SF industrial building Planner: Alex Rico Contact: 909-350-6558/arico@fontana.org			
129	MCN22-000001	CARDLOCK FUELS SYSTEM, INC. DBA SC FUELS		Fontana	15087 SLOVER AVE		Administrative Site Plan No. 22-007: A request for site and architectural review for a commercial fueling gas station. Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
130	MCN22-000119	Catawba & Aliso Industrial Building		Fontana	Across the street from 10653 Catawba Ave		Administrative Site Plan No. 22-041: A request for site and architectural review for a 14,955 square-foot industrial building with associated improvements on a 2.2 acre site. Planner: George Velarde Contact: (909)350-6569 or gvelarde@fontana.org			
131	MCN22-000128	Chase Road Detached Homes w/ Density Bonus		Fontana	15956 CHASE RD		Design Review Project No. 22-059: A request for site and architectural review for 35 units with a density bonus of 13 units for a total of 48 single-family residential units on a 6.839-acre site with associated improvements. Tentative Tract Map No. 20580 (TPM No. 22-008): A request to to subdivide three (3) parcels totaling 6.839-acres to 48 parcels for single-family residential, one (1) parcel for recreational purposes, and associated improvements. Planner: Alejandro Rico Contact: 909-350-6558/arico@fontana.org			
132	MCN20-000063	CHERRY AND VALLEY RETAIL CENTER		Fontana	SE Corner of Cherry Ave and Valley Blvd		Administrative Site Plan 20-015 - Proposal for a retail center to include a drive-thru "Starbucks" and an "Autozone" building on approximately 70,470 SF lot, BUILDING ONE (STARBUCKS): 2500 SF TOTAL and BUILDING TWO (AUTOZONE): 7381 SF TOTAL Minor Use Permit No. 20-009 - Request to operate a drive thru restaurant. Planner: Alejandro Rico Contact: Arico@fontana.org and 909.350.6558			
133	MCN23-000059	Cherry Avenue Warehouse Project		Fontana	NE Corner of Jurupa Ave and Cherry Ave		Design Review No. 23-013 -Site and architectural review to redevelop existing site with a new two building warehouse project totaling approximately 702,000 SF. Building 1 would total approximately 477,480 SF, of which 3,500 sf is office space. Building 2 would total approximately 224,315 SF, of which 3,500 SF is office space. The project would also include 385 automobile parking stalls and 109 trailer parking stalls. Tentative Parcel Map No. 23-010 - To consolidate two (2) lots into one (1) for the development of two (2) new warehouse buildings. Planner: George Velarde Contact: (909) 350-6569 or gvelarde@fontanaca.gov			
134	MCN21-000127	CHERRY VILLAGE AT FOOTHILL		Fontana	8194 CHERRY AVE		Tentative Tract Map No. 20431 is a proposal to consolidate four lots into one totaling approximately 4.4 adjusted gross acres. Design Review No. 20-050 is for the site and architectural review for a new 82-unit condominium complex within 17 two-story buildings totaling approximately 128,000 square feet, with two-bedroom units and three-bedroom units, range in size from 1,172 square feet to 1,672 square feet. Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			

135	MCN22-000115	Chil Fontana Citrus		Fontana	16205 BOYLE AVE		REVISED PROJECT SCOPE: APNs: 0251-151—03, -04, -05, -06, -07, -09, -10, -14, -15, -16, -18, -19, -20, -21, -22, -39, -40, -41, -42, -43, and -44 Design Review Project No. 22-054 - Proposal for (1) industrial warehouse building measuring a total of 355,995 SF, that includes 7,000 square foot office of the first floor and 1,500 square foot mezzanine on 21 parcels totaling 16.12 acres. General Plan Amendment No. 22-009 - To change the General Plan Land Use Designation of one (1) parcel(0251-151-10 from Community Commercial (C-C) to Light Industrial (I-L) Tentative Parcel Map No. 22-029 - To consolidate 21 parcels into one (1) parcel for the project for the proposal of one (1) industrial warehouse building measuring a total of 355,995 SF. The total acreage will be 16.12 gross acres which will be reduced to 15.84 net acres following street dedication. Zone Change Amendment No. 22 -009 - To Change the Zoning of one (1) parcel, 0251-151-10 from Community Commercial (C-1) to Light Industrial (M-1) Environmental No. 22-029 Planner: Irene Romero Contact: ironnero@fontanaCA.gov or (909) 350-6658			
136	MCN23-0076	Chipotle ABC License Type 41		Fontana	10770 BEECH AVE		Conditional Use Permit No. 23-0016 - Requesting an ABC License Type 41 for Chipotle Mexican Grill located at 8030 Cherry Ave. Planner: TBD Contact: TBD			
137	MCN20-00002781	Circle K- ABC License Modify Type 21		Fontana	16119 Foothill Blvd		Conditional Use Permit 23-07 - A request to modify conditions of an existing Conditional Use Permit for a ABC Type 21 License to allow the sell of singles at 16119 Foothill Blvd (APN: 0193131106) Planner: Alexia De La Torre Contact: adelatorre@fontanaca.gov			
138	MCN20-000050	CITRUS & SLOVER WARSHOUSE		Fontana	16171 SLOVER AVE		General Plan Amendment No. 20-014: A request to change the General Plan Designation from General Commercial (C-G) to Light Industrial (I-L). Zone Change No. 20-014: A request to change the existing zoning from General Commercial (C-2) to Light Industrial (M-1). Design Review Project No. 20-020: A request for site and architectural review for an approximately 194,212 square foot logistics and distribution facility on approximately 8.8 acres, including one (1) office of approximately 10,000 square feet. Planner: DiTanyon Johnson Contact: djohnson@fontana.org or (909) 350-6678			
139	MCN20-000012	CITRUS APARTMENTS		Fontana	7199 CITRUS AV		TENTATIVE TRACT MAP NO. ____ (TTM NO. 20-002) IS A REQUEST TO COMBINE TWO (2) PARCELS INTO ONE (1) LOT TOTALING APPROXIMATELY 2.3 ADJUSTED GROSS ACRES. DESIGN REVIEW NO. 20-001 IS A REQUEST TO DEVELOP A 91-UNIT SENIOR APARTMENT PROJECT (APPROXIMATELY 84,820 SQUARE FEET) WITHIN THE TRANSITIONAL ZONING DISTRICT OF THE WALKABLE MIXED-USE (WMXU-1) GENERAL PLAN LAND USE AREA. THE UNITS ARE DISPERSED WITHIN TWO (2) (FIVE SEPARATED) BUILDINGS. THE PROJECT CONSISTS OF 86 ONE-BEDROOM-ONE BATH UNITS RANGING IN SIZE OF 602 SQ. FT. TO 648 SQ. FT. AND 24 TWO-BEDROOM TWO BATH UNITS RANGING IN SIZE OF 810 SQ. FT. TO 490 SQ. FT. THE AMENITIES INCLUDE A POOL/SPA AREA (APPROXIMATELY 2,400 SQ. FT.), COMMUNITY MEETING ROOM/KITCHEN/GYM (APPROXIMATELY 1,520 SQ. FT.), AND OTHER AREA FOR GATHERING AND SOCIALIZING (APPROXIMATELY 11,600 SQ. FT.). MINOR USE PERMIT NO. 20-002, PURSUANT TO THE ZONING AND DEVELOPMENT CODE, SECTION NO. 30.359, TABLE NO. 30-359.A, SPECIFICALLY THE TRANSITIONAL DISTRICT, SENIOR HOUSING IS ALLOWED WITH THE APPROVAL OF A MINOR USE PERMIT. Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			
140	MCN21-000102	CITRUS PLAZA SIGNAGE		Fontana	16111 VALLEY BLVD		Design Review Sign No. 21-070 – Request to establish a 57'2" pylon sign on the south side of the new commercial shopping center and install two (2) monument signs for the Citrus Plaza. Variance No. 21-006 - Request to increase the overall height of the pylon sign from 25' to 57'-2". Planner: Salvador Quintanilla Contact: squintanilla@fontana.org or (909) 350-6656			
141	MCN20-000095	Colombard Trailer Yard		Fontana	13484 COLOMBARD CT		Administrative Site Plan No. 20-034 and Conditional Use Permit No. 20-031: A request for site and architectural review and to allow a 1,575 SF office and new trailer yard with approximately 67 spaces on a 2.2 acre lot. Planner: Rina Leung Contact: rleung@fontana.org or (909) 350-6566			
142	MCN23-0080	Conco - Santa Ana Ave		Fontana	13052 DAHLIA ST		Design Review Project 23-0016 - Site and architectural review for two (2) buildings. One new approximately 108,000 SF concrete tilt-up speculative shell building to include an 8,000 SF office and 100,000 SF warehouse. The other building is an existing approximately 28,000 SF warehouse fronting on Dalia which will have site modifications including relocating existing auto stall and revising auto to trailer storage and new fencing/screening. Environmental No. 23-0038 - Review for two new concrete tilt-up speculative shell building Planner: TBD Contact: TBD			
143	MCN23-0096	Conserve Fuel Station		Fontana	8907 CITRUS AVE		Conditional Use Permit No. 23-0024 to allow the sale of a full line of alcohol for off-site consumption in conjunction with an updated service station with associated retail market to transfer an existing ABC license Type 21 (Beer and Wine). Planner: Mai Thao Contact: 909-350-6600 or at mthao@fontanaca.gov			
144	MCN19-000087	COURTYARD AT CHERRY		Fontana	8006 Cherry Ave		Tentative Parcel Map No. 20151 (TPM No. 19-013): a request to subdivide an existing parcel comprised of 1.51 acres into two (2) parcels. Administrative Site Plan No. 19-058: a request for site and architectural review for two drive-thru fast food restaurant pads with outdoor dining areas along a retail space attached to drive-thru building 2 on a site comprised of 66,470 square feet. Conditional Use Permit No. 19-030: a request to operate two drive-thru restaurants with outdoor dining areas. Planner: Rina Leung Contact: rleung@fontana.org or (909) 350-6566			
145	MCN23-000020	CTDI Generator Fontana		Fontana	14600 BAR HARBOR RD		Administrative Site Plan No. 23-009 - Installation of 250kw diesel generator which is painted to match exterior paint of the building. Planner: Adelaida Bostan Contact: abostan@fontana.org and 909.350.7608			
146	MCN20-000061	Cucamonga Valley Water District Water Meter Reader Pole		Fontana	NE Corner of Baseline Ave and Las Palmas Dr		Administrative Site Plan No. 20-061: A request for site and architectural review for a water meter pole for the Cucamonga Valley Water District located in the public right of way. Planning Department planning@fontana.org or (909) 350-6718			
147	MCN18-000030	CVWD Fixed Network Project		Fontana	NE Corner of Rte 66 and Banana Ave		Administrative Site Plan No. 18-018: A request by Cucamonga Valley Water District to install a 29 foot tall concrete spun ameron pole for the placement of aa CCU/repeater, solar panel and control box mounted on top of the pole. The mounted device is a radio collector that collects water meter data and transits the information to a central receiver at the water district's offices for informational and billing purposes. Planner: Cecily Session-Goins Contact: csgoins@fontana.org or (909) 350-6723			
148	MCN20-000031	CYPRESS APARTMENT COMPLEX		Fontana	9223 CYPRESS AVE		Design Review Project No. 20-007 - Proposal for a new apartment complex of 14 units with the building type being row homes. The lot size is Approx 33,391 SQ FT Planner: Alejandro Rico Contact: Arico@fontana.org and 909.350.6558			
149	MCN21-000042	Cypress Multi-Family		Fontana	SE Corner of Rte 66 and Date St		Tentative Parcel Map No. 20425 (TPM No. 21-009): A request to consolidate four (4) parcels into (1) one approximately 3.63-acre parcel. Design Review Sign No. 21-042: A request for site and architectural review for a 106-unit multi-family apartment project on a 3.63-acre site. Planning Department planning@fontana.org or (909) 350-6694			
150	MCN21-000067	DIESEL EXHAUST STORAGE TANK AND DISPENSER INSTALLATION		Fontana	9808 CHERRY AVE		Administrative Site Plan No 21-067: A request for the installation of a diesel exhaust fluid storage and dispensing system at an existing fueling facility. Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
151	MCN22-000098	Dish Wireless		Fontana	Eastern corner of Heritage Cir and Liberty Pkwy		Administrative Site Plan No. 22-026 - New wireless telecommunications facility to consist of three (3) panel antennas, six (6) RRU's and ancillary equipment for Dish Wireless on an existing SCE tower. Planner: Adelaida Bostan Contact: abostan@fontana.org and 909.350.7608			
152	MCN21-000130	DISH WIRELESS COLLOCATION		Fontana	8333 ALMERIA AVE		Administrative Site Plan No. 21-058 - PROPOSAL TO COLLOCATE ANTENNAS/RADIOS AND GROUND EQUIPMENT AT AN EXISTING UN-MANNED WIRELESS TELECOMMUNICATIONS FACILITY. NO CHANGES TO THE TOWER HEIGHT OR EXPANSION OF THE GROUND AREA IS PROPOSED. Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
153	MCN22-000153	Door Components Inc. Photovoltaic System		Fontana	7880 REDWOOD AVE		Administrative Site Plan No. 22-055: A request for site and architectural review for a 26'6" x 257'11" solar carport structure in the rear of the site. Modules: (300) Sunpower 440W (SPR-A440-COM-MLSD) with built-in rapid shut down device. Inverters: (2) Sunny Tripower 50.0 KW (Core1 50-US (480V) [SI-1]) Racking System: Panel Claw FR10 Ballast Mount Racking System Planner: Irene Romero Contact: ironnero@fontana.org or (909) 350-6658			
154	MCN21-000061	DUKE INDUSTRIAL BUILDING		Fontana	10525 REDWOOD AVE		Tentative Parcel Map No. 21-012: A request to consolidate nine (9) parcels into one (1) parcel. Design Review No. 21-023: A request for site and architectural review for one (1) speculative industrial commerce center totaling approximately 308,210 square feet on an approximate 13 acre lot. Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
155	MCN20-000072	Duke Realty - Slover and Oleander		Fontana	16255 SLOVER AVE		Tentative Parcel Map No. 20-018: A request to consolidate the parcels of the subject site into one parcel for the purpose of development of an industrial building. Design Review No. 20-027: A request for site and architectural review and approval for a new 205,949 square feet industrial commerce building. The proposed building will be 205, 949 square feet with 22 loading docs and 42 truck traller parking spaces. The subject site is 8.68 acres. Planner: Cecily Session-Goins Contact: csgoins@fontana.org or (909) 350-6723			
156	MCN21-000038	Duke WAREHOUSE		Fontana	16398 BOYLE AVE		Design Review Project No. 21-013 is a request to construct a 621,460 square foot warehouse/distribution facility including 609,460 square foot of warehouse area, 14,000 square foot of office/mezzanine area over 22 parcels totaling approximately 30 acres with 83 dock doors, 125 trailer stalls, and 235 auto stalls. Tentative Parcel Map No.20363 (TPM No. 21-007): A request to consolidate 22 parcels into one (1) 29.8-acre parcel. Planner: Jon Dille Contact: jdille@fontana.org or 909-350-6681			
157	MCN22-000019	East Coast Truck and Auto Sales		Fontana	15990 VALLEY BLVD		Administrative Site Plan No. 22-004: A request for site and architectural review for two (2) new proposed buildings totaling approximately 11,000 SF. Conditional Use Permit No. 22-005: A request to operate tractor truck and automobile sales, retail truck parts, and maintenance and minor repairs. Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
158	MCN19-000019	EIP DIESEL REPAIR		Fontana	16144 BOYLE AVE		New Project Description: The applicant, Susana Palomino, is proposing to construct a new diesel repair/maintenance facility within two new buildings, Building No. "1," repair and office building of approximately 8,638 square feet and Building No. "2," repair building of approximately 3,800 square feet over one (1) parcel, APN: 0251 141 18, of approximately 1.1 adjusted gross acres. Moreover, the project will include appropriate parking facilities; landscaping; and off-site improvements. Administrative Site Plan No. 19-010: A request for site and architectural review for a new diesel repair/maintenance facility totaling approximately 12,438 square foot. Conditional Use Permit No. 19-007: A request to operate a repair/maintenance facility. Planner: Jon Dille Contact: jdille@fontana.org or 909-350-6681			
159	MCN22-000041	El Encanto Apartments		Fontana	16381 ARROW BLVD		Design Review Project No. 22-022 - A request for site and architectural review of twenty (20) multi-family residential units. Planner: Alejandro Rico Contact: 909-350-6558 / arico@fontana.org			
160	MCN22-000023	Electronic/Digital Billboard - SEC Foothill Blvd & Citrus Av		Fontana	16115 FOOTHILL BLVD		Conditional Use Permit No. 22-006 - A request to install a 21' (l) x 10.6' (w) x 29'6" (h) two-faced digital billboard sign located at the southeast corner of Foothill Boulevard and Citrus Avenue. Design Review Sign No. 22-009 - A request to install a 21' (l) x 10.6' (w) x 29'6" (h) two-faced digital billboard sign located at the southeast corner of Foothill Boulevard and Citrus Avenue. Planner: Cecily Session-Goins Contact: csgoins@fontana.org or (909) 350-6723			
161	MCN20-000062	ELIZABETH'S INSURANCE SERVICES		Fontana	15954 VALLEY BLVD		ASP20-014 is a request for site and architectural review of two (2) new office buildings totaling in approximately 6,975 square feet total on a 0.89 acre lot Planner: Mai Thao Contact: 909-350-6650 or at mthao@fontana.org			
162	MCN20-000100	ESM WAREHOUSE		Fontana	15551 BOYLE AV		SITE AND ARCHITECTURAL REVIEW OF A PROPOSED WAREHOUSE BUILDING TOTALING 83,619 SF WHICH INCLUDES 5,000 SF OF OFFICE SPACE, 12 DOCK DOORS, 82 TRACTOR-TRAILER PARKING STALLS AND 70 AUTO STALLS ON A 5.66 ACRE LOT.			
163	MCN22-000134	Exgon Asphalt & Emersions		Fontana	14929 SLOVER AVE		Administrative Site Plan No. 22-048: A request for site and architectural review for an existing asphalt manufacturing company with an office, approximately 2,250 square feet, a warehouse building, approximately 10,000 square feet and 98 above ground storage tanks of various sizes over one parcel totaling approximately 3.5 adjusted gross acres. The applicant is proposing to remove three of the existing 1,100 asphalt emulsion tanks and constructing one 6,000 asphalt emulsion storage tank (approximately 1,086,672 gallons). Planner: Jon Dille Contact: 909-350-6681 jdille@fontana.org			

164	MCN15-00000181	EUGENIA 8-HOMES - Tract 17784		Fontana	9743 EUGENIA AVE			Design Review No. 20-026 is a request for site and architecture review to construct eight single-family homes ranging in size from 2,148 square feet to 2,556 square feet and four accessory dwelling unit (ADUs) of 1,074 square feet. The homes are proposed on a previously approved/recorded tract map. Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			
165	MCN23-0092	FHRCC Project		Fontana	8599 Tokay Ave			GPA23-0003- General Plan Amendment for ZCA23-0004- Zone Change for ZCA23-0005- Zoning Code Amendment ASP23-0037-Request for site and architectural review for Fontana's Homelessness Resource Care Center Project. ENV23-0048- Planner : Rina Leung Contact: rleung@fontanaca.gov / 909-350-6566			
166	MCN22-000031	First Industrial Catawba Warehouse		Fontana	11191 CATAWBA AVE			Administrative Site Plan No. 22-009: A request for site and architectural review for an 18,467 SF speculative shell warehouse with associated improvements on a 2.42 AC vacant			
167	MCN22-000030	First Industrial Santa Ana Warehouse		Fontana	14403 SANTA ANA AVE			Administrative Site Plan No. 22-008: A request for site and architectural review for an 18,315 SF speculative shell warehouse with associated improvements on a 2.35 acre vacant			
168	MCN23-0093	Fixed Image Tunnel (FIT)		Fontana	10823 Hemlock Ave			Administrative Site Plan No. 23-0018 - Site and architectural review for a new Canopy the will house a Fixed Image Tunnel (FIT) The structure is approximately 62 feet long, 32 feet wide, and about 20 feet tall at its peak. The construction of the building is metal tubing. The tubing will be permanently attached to a concrete footing. The building is unmanned and only requires electricity to operate. Water and sewer utilities are not needed. Environmental No. 23-0049 - Review for a canopy that will house a Fixed Image Tunnel (FIT) Planner: TBD Contact: TBD			
169	MCN21-000086	FONTANA AVE NEW LEGACY HOMES		Fontana	East of 8979 Fontana Ave			Design Review Project No. 21-031 - A request for site and architectural review for seven new two story single-family homes with seven new single story non-standard accessory dwelling units, and seven new single story junior accessory dwelling units. Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			
170	MCN22-000090	Fontana Business Center		Fontana	14523 MILLER AVE			Administrative Site Plan No. 22-023: Proposed new 24,750 sf industrial building with a footprint of 23,560 sf, 810 sf 1st floor office, 1,190 sf mezzanine office, 20,830 sf warehouse, 1,920 sf covered secured truck dock loading area, truck yard with concrete screen walls & sliding gate, total 21 parking spaces, one on grade ohd covered break area, trash enclosure, landscaped yard &site lighting on 1.28 net acre site Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
171	MCN22-000092	Fontana Business Center 2		Fontana	11040 CHERRY AVE			Administrative Site Plan No. 22-025: A request for site and architectural review for a 40,800 SF industrial building on a 2.3 AC site. Planner: Mai Thao Contact: mthao@fontana.org or at 909-350-6650			
172	MCN21-000106	FONTANA CALABASH TOWNHOMES		Fontana	8162 CALABASH AVE			Design Review No. 21-042: Applicant is proposing to construct 50 condo units per the Form Based Code. Tentative Tract Map No. 21-005: The applicant is proposing to establish the multi-family project as condominiums. Planner: Alejandro Rico Contact: 909-350-6558 / arico@fontana.org			
173	MCN21-000030	FONTANA CITRUS AND CERES DRIVE-THRUS		Fontana	8788 CITRUS AVE			Lot Line Adjustment 21-003: A request to consolidate two (2) parcels into one (1) parcel. Administrative Site Plan No. 21-017: Site and architectural review for two new casual restaurants specializing in fast-food items. Pad 1 is an approximate 2,380 square foot building and pad 2 is an approximate 2,400 square foot building. The new establishment will have drive-thru services with outdoor patio tables and seating. Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
174	MCN21-000064	Fontana Corporate Center Project		Fontana	13592 SLOVER AVE			Design Review No. 21-025: A request for site and architectural review of two speculative warehouse buildings (209,391 square feet and 143,063 square feet) in the Fontana Gateway Specific Plan. Planner: Cecily Session-Goins Contact: csgoins@fontana.org or (909) 350-6723			
175	MCN22-000086	Fontana Evergreen Senior Living		Fontana	15918 MERRILL AVE			Design Review Project No. 22-044: A request for site and architectural review for the development of a 65,218 square foot senior housing facility to include forty-six (46) studio units, twenty-two (22) 1-bedroom units, four (4) 2-bedroom units for a total of seventy-two (72) units. Conditional Use Permit No. 22-024: A request to operate a senior housing facility in a single-family residential (R-1) zone. Planner: Alejandro Rico Contact: 909-350-6558 / arico@fontana.org			
176	MCN22-000137	Fontana Fire Station No. 80 & Training Center		Fontana	SE Corner of SR-210 and Cherry Ave			Administrative Site Plan No. 22-050: A request for site and architectural review for a 4,193 square-foot, single-story training facility with a 5,727 square-foot, six-story training tower, and a 14,404 square-foot, two-story fire station and associated improvements. This a two phased project. Planner: Irene Romero Contact: ironmero@fontana.org OR 909-350-6658			
177	MCN22-000129	Fontana Mobile Home Village Relocation		Fontana	15069 VALLEY BLVD			Miscellaneous No. 22-013: A request for the closure and approval of Relocation Impact Report with Replacement and Relocation Plan for the Fontana Mobile Home Villa, pursuant to the State of California Government Code and Mobile Home Residency Law. Planner: Rina Leung Contact: rleung@fontana.org			
178	MCN20-000083	FONTANA SQUARE		Fontana	Entire parcel above South Highland Ave from Catawba Ave to Citrus Ave			Design Review No. 20-031: A request for the site and architectural review for the construction of a banquet hall, Holiday Inn Express Hotel AND Suites (83 Rooms, 4 Story), Staybridge Suites (101 Rooms, 4 Story), Restaurant (1 Story) and an IN-N-OUT BURGER (1 Story). Conditional Use Permit No. 20-025: A request to establish a Holiday Inn Express Hotel (83 Rooms, 4 Story) Conditional Use Permit No. 20-026: A request to establish a Staybridge Hotel (101 rooms, 4 Story). Conditional Use Permit No. 22-018: A request to operate an Alcoholic Beverage Control (ABC) license type 41 at the Staybridge Hotel. Applicant place this Application on hold. Conditional Use Permit No. 22-019 A request to operate an Alcoholic Beverage Control (ABC) license type 47 at the Fontana Square Banquet Hall. Conditional Use Permit No. 22-028: A request to operate a place of assembly (banquet hall) at the Fontana Square. Tentative Parcel Map No. 20-021 (TPM No. 20464): A request to combined 31 parcels into four parcels for the proposed project. Variance 22-001: A request for a variance from the development standards for Fontana Square. Planner: Salvador Quintanilla Contact: squintanilla@fontana.org or (909) 350-6656			
179	MCN21-000079	FOOTHILL AND TOKAY MULTIFAMILY DEVELOPMENT		Fontana	15926 FOOTHILL BLVD			Design Review Project No. 21-028 – Site and architectural review for the propose construction of 400 multi-family units, amenities, parking garage, circulation, and emergency access. Tentative Parcel Map No. 21-016 (TPM No. 20400) – Consolidation of four parcels into one parcel for the proposed multi-family development. Planner Salvador Quintanilla Contact: squintanilla@fontana.org or (909) 350-6656.			
180	MCN20-000081	Foothill Mixed Use Project		Fontana	13381 FOOTHILL BLVD			Design Review No. 20-030 A request for site and architectural review and approval to construct a new mixed-use building on a .61 acre site. The development will consist of 24 residential units and 3,100 square foot commercial space. Planner: Cecily Session-Goins Contact: csgoins@fontana.org or (909) 350-6723			
181	MCN23-000030	Foothill Place & Quick Quack Car Wash		Fontana	14451 FOOTHILL BLVD			Administrative Site Plan No. 23 -013 - Site and architectural review for the development of an approximately 7,290 Square Foot multi-tenant retail building with drive-through and a Quick Quack Car Wash Facility which will be comprised of an approximately 3,364 Square Foot building with self-serve vacuum stations. Minor Use Permit No. 23-004 - Request to operate a drive-through establishment at the multi-tenant retail building Minor Use Permit No. 23-005 - Request to operate a car wash Tentative Parcel Map No. 23-005 - Request to subdivide the existing legal parcel to create one parcel approximately 43,291 square feet in area for the multi-tenant retail building and a second parcel approximately 61,905 square feet in area for the Quick Quack Car Wash facility Variance No. 23-001 - Request to allow a set back further then the required 10' Maximum front setback because of the current sewer easement that is located mostly on the Foothill Blvd public right of way. Planner: George Velarde Contact: (909) 359-6569 or gvelarde@fontana.org			
182	MCN20-000052	FOUNTAIN CITY VILLAS		Fontana	9154 DATE ST			Tentative Tract Map No. 18973 (TTM No. 20-003): A request to establish 10 condominiums on a 0.88-acre parcel. Design Review Project No. 20-021: A request for site and architectural review of 10 condominiums on a 0.88-acre parcel. Planner: Planning Department Contact: planning@fontana.org or (909) 350-6178			
183	MCN18-00010782	Goldenrod and Sienna at Aurora Park Revision		Fontana	SW Corner of Victoria St and Kestrel Dr			Design Review Project: No. 23-006 - Revision to DRP18-107 that was approved by Planning Commission on 04/08/2021. Revisions include rear and side roof simplifications, wall stacking, window size adjustments, window omissions, making outdoor room optional, window trim revisions at rear and side windows located greater than 8' from front elevation, front door glass omission and garage. The Revision is for Goldenrod and Sienna at Aurora Park Planner: TBD Contact: TBD			
184	MCN21-000111	GUARD SHACK		Fontana	15521 SLOVER AVE			Administrative Site Plan No. 21-054: request to install a pre-fabricated guard shack for an existing warehouse. Planner: Alexia Delatorre adelatorre@fontana.org, 909-350-6568			
185	MCN21-000128	GVT TRUCK CENTER (CARCILON TRUCK REPAIR)		Fontana	14808 Boyle Ave			Administrative Site Plan No. 21-057: GV Trucking is proposing to construct a site for truck repair and truck sales. Tentative Parcel Map No. 21-027: Applicant is proposing to merge four sites into one for the truck sales and repair site. Conditional Use Permit No. 21-021: CUP for truck repair. Conditional Use Permit No. 21-025: CUP for truck sales. Planner: Alejandro Rico Contact: 909-350-6558 / arico@fontana.org			
186	MCN18-00002SR3	Happy Senior Apartments		Fontana	15224 Foothill Blvd			Tentative Parcel Map No. 22-012: A request for a tentative parcel map to restate existing property line for a parcel currently under construction for a senior housing development. Planner: Cecily Session-Goins Contact: csgoins@fontana.org or (909) 350-6723			
187	MCN18-00002SR1	Happy Senior Apartments Revision		Fontana	14755 FOOTHILL BLVD			Design Review No. 18-00781: A request to amend a previously-approved Design Review for the construction of 77 senior apartment units on approx. 2.38 acre site. The new proposal includes 78 units and changes to the site plan and floor plan. Planner: Cecily Session-Goins Contact: csgoins@fontana.org or (909) 350-6723			
188	MCN21-000058	Hanean Trucking Facility		Fontana	10955 CALABASH AVE			Conditional Use Permit No. 21-009: A request to operate a "registered vehicle storage" use on the subject site. Administrative Site Plan No. 21-031: A request for site and architectural review and approval for a proposed "registered vehicle storage" facility (vehicle storage). Improvements to include on-site improvements such as paving, lighting, landscaping - as well as off-site improvements. The applicant is also proposing a building on the site for an office and storage. Tentative Parcel Map No. 22-005: A request to consolidate two parcels into one parcel for the purpose of development and use of the site for registered vehicle storage. Note: this application replaces Lot Line Adjustment No. 21-008 at the request of the Engineering Department. Planner: Cecily Session-Goins Contact: csgoins@fontana.org or (909) 350-6723			
189	MCN19-00009681	HIGHLAND PARK REVISION		Fontana	NW corner of S Highland Ave and Arcade Wy			MCN19-09681 REQUEST TO MAKE MINOR MODIFICATIONS TO FLOOR PLANS OF THE ALLEY AND CLUSTER PRODUCTS OF THE ORIGINALLY APPROVED PROJECT PLANNER: JON DILLE CONTACT: JDILLE@FONTANA.ORG OR (909) 350-6681			
190	MCN18-000053	HILTON DR WAREHOUSE BUILDING		Fontana	West of 14900 Hilton Dr			Design Review Project No. 18-010 - Proposed review for new concrete tilt-up buildings of approximately 75,000 of within the BP-3 zoning district of the west end specific plan, on a parcel of approximately 3.4 acres Tentative Parcel Map No. 18-005 - Request to consolidate 2 parcels in to one (1) for new concrete tilt-up buildings of approximately 75,000 of within the BP-3 zoning district of the west end specific plan, on a parcel of approximately 3.4 acres Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			
191	MCN20-000091	HOOVER FLOORING WAREHOUSE BUILDING AND OFFICE EXPANSION		Fontana	10130 REDWOOD AVE			Administrative Site Plan No. 20-031 - Request to add additional 4,990 SF warehouse and 1,231 SF office, enlarge the driveways, new AC paving and curbs, Re-striping of parking lot, new trash enclosure and a new sidewalk along redwood ave on .75 acre lot. Planner: Alejandro Rico Contact: Arico@fontana.org and 909.350.6558			

192	MCN20-000084	HOWMET AEROSPACE		Fontana	10601 BEECH AVE			Administrative Site Plan No. 20-084: The applicant is requesting site and architectural review of an Administrative Site Plan to legalize unpermitted site modifications for an existing aerospace manufacturing facility: 5,700 sq. ft. forge shop, 994 sq. ft. tool and equipment storage, 368 sq. ft. equipment storage, 846 sq. ft. heavy equipment canopy, 472 sq. ft. tool grinding room, 1,373 sq. ft. hazardous waste canopy, and redesign the interior of the existing administration building (4,150 sq. ft.). Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			
193	MCN22-000141	Indorama Ventures Accessory Equipment		Fontana	11591 ETIWANDA AVE			Administrative Site Plan No. 22-052: A request for site and architectural review for accessory equipment consisting of three (3) flake storage silos, two (2) rpet storage silos, two (2) towers, two (2) chillers, and a metal canopy with associated screening at an existing warehouse on a 11.73-acre site. Planner: Mai Thao Contact: mthao@fontana.org or at 909-350-6650			
194	MCN22-000020	Inspiration Village		Fontana	8012 OLEANDER AVE			Tentative Tract Map No. 22-001 (TTM No. 18631): A Proposal of 30 townhome units on a 1.76 acre site. Design Review No. 22-014: A request for site and architectural review for thirty (30) townhomes on a 1.76 acre site. Conditional Use Permit No. 22-021: A request to develop High Density Residential (up to 18 DU/AC) in the Northgate Specific Plan. Planner: Salvador Quintanilla Contact: squintanilla@fontana.org or (909) 350-6656			
195	MCN17-000038	IRREVOCABLE AGGREEMENT FOR BJM LIQUOR TO CONNECT TO FONTANA		Fontana	14529 SAN BERNARDINO AVE			IRREVOCABLE AGGREEMENT FOR BJM LIQUOR TO CONNECT TO FONTANA SEWER. LIQUOR STORE IS IN THE COUNTY. (5/2/2019 1:50 PM ARCO) THE APPLICATION WAS VOIDED BY STAFF SINCE THE APPLICANT HAS NOT RESUBMITTED FOR AN EXTENDED PERIOD.			
196	MCN22-000166	James Hardie building Minor Modification to Elevation		Fontana	10901 ELM AVE			Master Case No. 22-166 - Approval for a proposed revision to a previously approved Design Review No. 87-189 for a 97,681 square-foot building for James Hardie Products located on the south side of Santa Ana Ave and east of Elm Ave. Minor modifications will be done to the elevation of the main entrance of the existing building and has been administratively approved by the Director of Planning. Approved entitlement DR 87-189 is in Laserfiche. Planner: Salvador Quintanilla, Senior Planner Contact: squintanilla@fontana.org, (909) 350-6656			
197	MCN19-000064	JURUPA AVENUE OFFICES		Fontana	14818 Jurupa Ave			Administrative Site Plan No. 19-040: Site plan review for a cargo container and modular building refabrication for buildings on a .4 acre site. Tentative Parcel Map No. 19-010: Proposal to merge two parcels together for a refabrication site. Conditional Use Permit No. 19-026: Conditional use permit application to refabricate cargo containers and modular buildings for building material. Planner: Alejandro Rico Contact: arico@fontana.org or (909) 350-6558			
198	MCN21-000089	JURUPA MODULA AND TRAILER REPAIR		Fontana	14818 Jurupa Ave			Administrative Site Plan No. 21-045: Site plan review for a cargo container and modular building refabrication for buildings on a .4 acre site. Conditional Use Permit No. 21-015: Conditional use permit application to refabricate cargo containers and modular buildings for building material. Planner: Alejandro Rico Contact: arico@fontana.org or (909) 350-6558			
199	MCN23-0099	Jurupa Warehouse		Fontana	13946 Jurupa Ave			Design Project Review-23-0020-The proposed project consists of a previously approved 3-building industrial warehouse project totaling +/-279,859 SF on +/-13.98 net acres (MCN No. 21-096, DR No. 21-037), which is being increased by an additional +/-104,958 SF, for a proposed single industrial warehouse building totaling +/-384,817 SF on +/-16.3 net acres. Tentative Parcel Map 23-0013- TPM 20467-a proposal to Planner: Cecily Session-Goins Contact: csgoins@fontana.gov or (909) 350-6723			
200	MCN21-000096	Jurupa Warehouses		Fontana	13946 Jurupa Ave			Design Review No. 21-037: A request for site and architectural review and approval for the construction of three warehousing facilities totaling approx. 279,859 square feet on a total of 13.99 acres. Off-site improves to Jurupa Avenue, Calabash Avenue and Buena Vista Street are proposed. On-site improvements include paving, lighting, and landscaping. The proposed land use is "warehousing facility" (not logistics/distribution). Tentative Parcel Map No. 21-020 (20467): A request to consolidate six existing parcels into three parcels. Planner: Cecily Session-Goins Contact: csgoins@fontana.org or (909) 350-6723			
201	MCN15-00003SR1	KINGSTON MEADOW		Fontana	16312 KINGSTON CT			Design Review No. 21-012 is a request for approval of the site and architecture review to construct 19 single-family homes ranging in size from 3,024 square feet up to 3,752 square feet. The homes are proposed to be located on a previously reviewed, approved, and recorded tract map, Tract Map No. 20060, totaling approximately 3.5 adjusted gross acres. Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			
202	MCN15-00001SR1	LIN BATTING CAGES		Fontana	15458 FOOTHILL BLVD			Administrative Site Plan No. 15-003EX - Request for a two-year time extension of approved entitlements MCN21-010 for the construction of a batting cage facility and a retail building on an approximately 1.62 acre site located a 15458 Foothill Blvd Conditional Use Permit No. 15-002 EX - Request for a two-year time extension of approved entitlements for theconstruction of a batting cage facility and a retail building Variance 17-004EX -Request for extension for VAR17-004 Planner: Salvador Quintanilla Contact: SQuintanilla@fontana.org and 909.350.6656			
203	MCN13-00001ZR2	LOPEZ-REDWOOD MODIFICATIONS		Fontana	10677 REDWOOD AVE			Administrative Site Plan No. 13-006R2: A request for site and architectural review for the redesign of a previously approved 1,020 square foot office building. Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			
204	MCN20-000019	MALOOF TWO-LOT SUBDIVISION		Fontana	6128 MALOOF AVE			Tentative Parcel Map No. 20205 (TPM No. 20-004) is a request to subdivide a parcel of land, approximately 0.9 adjusted gross acres, into two lots for the purpose of single family residential development. The parcels are proposed at approximately 19,235 square feet (63-foot by 303-foot). The project will include a twenty (20) foot wide by 168-foot long access easement for through Parcel No. 2 (APN: 1108-051-28) for a land-locked parcel, south of the project site (APN: 1108-051-26), to the right-of-way of Maloof Avenue. Variance No. 20-002 is a request to allow a ten (10) percent reduction of the width of the lots from 70-foot to approximately 63-foot. Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			
205	MCN20-000080	MANHEIM BUILDING EXPANSION		Fontana	One lot north of NW Corner of Beech Ave and Santa Ana Ave			ASP20-026 is a request to expand an existing office and service bay building of approximately 3,291 square feet total Planner: Mai Thao Contact: 909-350-6650 or at mthao@fontana.org			
206	MCN21-000013	MARLAY AVE WAREHOUSE PROJECT		Fontana	13135 MARLAY AVE			Administrative Site Plan No. 21-013: A request for site and architectural review for a 44,900 SF one-story concrete tilt up warehouse on a 2.05-acre vacant lot. Planner: Alejandro Rico Contact: arico@fontana.org or (909) 350-6558			
207	MCN22-000057	MBK Durian Ave Warehouse		Fontana	11179 BANANA AVE			Design Review Project No.22-030 - Proposal OF a new concrete tilt up totalling 97,384 sf with a 4,000 sf mezzanine Tentative Parcel Map No. 20585 (TPM No. 22-011) To consolidate four (4) lots into one (1) for the proposal of a new concrete tilt up totaling 97,384 sf with a 4,000 sf mezzanine Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			
208	MCN19-00001SR1	McDonald's Drive-Thru Expansion		Fontana	14454 FOOTHILL BLVD			Administrative Site Plan 19-008R1: A request for site and architectural review for the expansion of an existing drive-thru at an existing fast-food restaurant. Planner: Mai Thao Contact: 909-350-6650 or mthao@fontana.org			
209	MCN19-0000098X	Medina Truck Sales Extension		Fontana	14969 VALLEY BLVD			Administrative Site Plan No. 19-007EX: A request for a time extension for Administrative Site Plan No. 19-007, a request for site and architectural review for the modification and expansion of an existing building to create a 3,553 square foot building, which was approved by the City of Fontana's Planning Commission on May 5, 2020. Conditional Use Permit No. 19-004X: A request for a time extension for Conditional Use Permit No. 19-004, a request to operate a used truck sale facility with incidental truck repair and truck parts sales, which was approved by the City of Fontana's Planning Commission on May 5, 2020. Planner: Cecily Session-Goins Contact: csgoins@fontana.org or (909) 350-6723			
210	MCN19-000117	MERRILL 20-UNITS		Fontana	15909 MERRILL AVE			Design Review No. 19-039 is for the site and architectural review for 20-unit multi-family condominium complex with three- and four-bedroom units within three different floor plans and all have a two-car garage. All 20 units will be an attached product within five buildings. The complex includes: barbeque/picnic area (approximately 650 square foot), tot-lot (approximately 500 square foot), common open space/lawn area (approximately 1,430 square foot), and 11 guest parking spaces. The elevations are designed with a Spanish Revival style architecture, including: low pitched roofs, architectural pop-outs with recessed windows, arches over the doors and windows, covered porches, stone veneer, stucco door and window trim, and metal guardrails. This project was previously reviewed and approved through Design Review No. 03-035 and Tentative Tract Map No. 16898 (TTM No. 04-010), (APN: 0233-131-02). This project was approved by the Planning Commission on May 24, 2004. Planner: Jon Dille Contact:jdille@fontana.org and 909.350.6681			
211	MCN23-000069	MN Indian Bazar ABC License Type 20		Fontana	13819 FOOTHILL BLVD			Conditional Use Permit 23-013- Request for a ABC License Type 20 to sell beer and wine for International Grocery Bazar Market. Planner: Mai Thao Contact: 909-350-6650 or at mthao@fontana.org			
212	MCN21-000068	Mobile Welding Lab		Fontana	15186 FOOTHILL BLVD			Conditional Use Permit No. 21-013: A request to operate a mobile welding lab to provide training. The mobile welding lab would be present on the subject site intermittently and there will be no changes to the existing site. Planner: Cecily Session-Goins Contact: csgoins@fontana.org or (909) 350-6723			
213	MCN21-000097	MULBERRY		Fontana	13804 JURUPA AVE			Design Review Plan No. 21-038 - Panattoni Development Company proposal to construct a 229,014 square foot warehouse on a 9.91 acre site. Project includes a merger of seven lots. Tentative Parcel Map No. 21-021 - Request to merge seven (7) lots into one to construct a 229,014 sf warehouse Planner: Alex Rico Contact: Arico@fontana.org and 909-350-6558			
214	MCN22-000089	NEC Marlay & Etiwanda Warehouse		Fontana	NE Corner of Etiwanda Ave and Marlay Ave			Tentative Parcel Map No. 22-020: A request to consolidate two (2) parcels into one (1) 4.89 AC.. Design Review Project No. 22-046: A request for site and architectural review for a 100,750 SF warehouse with associated improvements on a 4.89 AC site. Planner: TBD Contact: TBD			
215	MCN23-000002	New Carl's Jr		Fontana	SE Corner of Foothill Blvd and Redwood Ave			Administrative Site Plan No. 23-002 - Request for site and architectural review for a new Carl's Jr restaurant with drive-thru approximately 2,475 S.F. Minor Use Permit No. 23-001 - A request to operate a new drive-thru restaurant specializing in fast-food items Planner: Irene Romero Contact Iromero@Fontana.org			
216	MCN17-00004SR1	NEW LEGACY HAWTHORNE HOMES		Fontana	16294 Hawthorne Ave			Design Review No. 22-003 is a proposal for site and architectural review for seven new single-family dwelling located on a previously approved tract map, Tract Map No. 17440. The project incorporates three primary floor plans, ranging in size from 2,071 square feet to 2,470 square feet, with three different architectural styles. In addition to the seven single-family dwelling, the applicant is proposing to develop nine accessory dwelling units, ranging in size from 500 square feet to 1,199 square feet, with three different architectural styles. Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			
217	MCN22-000025	NWC Rose Ave & Banana Ave Warehouse		Fontana	14044 ROSE AVE			Design Review No. 22-017 - a proposal to develop an approximately 87,590 SF industrial building on a 4.095 AC site. Tentative Parcel Map No. 22-003 - a proposal to merge two (2) separate parcels into one (1) single parcel (TPM 20529) Planner: Rina Leung Contact: rleung@fontana.org or at 909-350-6566			
218	MCN22-000058	NWC Santa Ana & Cherry Warehouse Accessory Structures		Fontana	10840 CHERRY AVE			Administrative Site Plan No. 22-015: A request for site and architectural review for accessory structures to the warehouse on the NWC of Santa Ana Avenue and Cherry Avenue including a prefabricated guard shack, two gate arms, lighting, and a revision to the trash enclosure. Planner: Nicole Campbell Contact: (909) 350-7626 or ncampbell@fontana.org			
219	MCN22-000150	Oleander Lot Line Adjustment		Fontana	9996 OLEANDER AVE			MCN-ACTIVE PROJECTS			
220	MCN21-000017	OLEANDER NINE LOTS		Fontana	9320 OLEANDER AVE			Tentative Tract Map 20307 (TTM No. 21-001): a request to subdivide an existing parcel compromised of approximately 2.03 acres into nine lots. Design Review No. 21-032: a request for site and architectural review to construct one two-story single- family dwelling and one detached single-story nonstandard accessory dwelling units on each of the nine lots. Variance No. 21-002 is a request to reduce the required lot depth. Planner: Rina Leung Contact: rleung@fontana.org or (909) 350-6566			
221	MCN23-000032	Orange Oleander Apartment		Fontana	SE Corner of Oleander Ave and Orange Way			Design Review Project No. 23-009 - Site and architectural review for the construction of 24 units. Six (6) one-bedroom and eighteen (18) two-bedroom apartments. Planner: Mai Thao Contact: 909-350-6650 or at mthao@fontana.org			
222	MCN23-000047	OTC Fontana LLC		Fontana	10177 CITRUS AVE			Commercial Cannabis Business Permit No 23-005 - Request to open and operate a Cannabis Business at APN: 0251-121-33 Address: 10177 Citrus Ave Planner: Salvador Quintanilla Contact: 909-350-6556, squintanilla@fontana.org			

223	MCN22-000101	Patriot Partners -NWC Santa Ana & Almond Warehouse		Fontana	14272 SANTA ANA AVE		Tentative Parcel Map (TPM22-023): To consolidate three parcels into one (1) 6.46 acre parcel. APNs: 0236-091-01, -02, &- 03. Design Review Project (DRP22-050): For site and architectural review for a proposed 152,960 sq. ft. industrial building with associated improvements on a 6.46 AC site. The project site is located on the northwest corner of Santa Ana Avenue and Almond Avenue within the Southwest Industrial Park Specific Plan (SWIP) / Slover West Industrial District (SWD). Planner: Irene Romero Contact: (909) 350-6658 or ironero@fontana.org			
224	MCN21-000003	PATRIOT PARTNERS ON LIVE OAK AND WASHINGTON		Fontana	14928 WASHINGTON DR		Design Review Project No. 21-001 - Proposal for a new speculative tilt-up warehouse/office. Approximately 177,680 SF on a 7.37 Acre lot Tentative Parcel Map No. 21-002 - Proposal for a new speculative tilt-up warehouse/office. Approximately 177,660 SF on a 7.37 Acre lot Planner: Alejandro Rico Contact: Arico@fontana.org and 909-350-6558			
225	MCN22-000069	Petrakis Subdivision		Fontana	9169 CATAWBA AVE		Tentative Parcel Map No. 22-013: A request for a subdivision of one (1) 52,272 SF parcel into two (2) parcels. Parcel A: 14,700 SF Parcel B: 37,572 SF Planner: Nicole Campbell Contact: (909) 350 7626 or ncampbell@fontana.org			
226	MCN22-000127	Plant F20 Water Storage Project		Fontana	Eastern Terminus of Long View Drive		Conditional Use Permit No. 22-030: A request for the installation and operation of two (2) 1.28 million gallon, 40' tall, 74' wide steel water storage reservoirs in the Southridge Village Specific Plan. Design Review Project No. 22-058: A request for site and architectural review for two (2) 40' tall, 74' wide steel water storage reservoirs with associated improvements. Planner: Irene Romero Contact: (909)350-6658 or ironero@fontana.org			
227	MCN22-000079	Poplar South Distribution Center		Fontana	11011 POPLAR AVE		Design Review No. 22-040: A request for site and architectural review for the development of a 490,565 SF warehouse with associated improvements. General Plan Amendment No. 22-007: A request to amend the general plan land use designation for the associated properties from Residential Trucking (R-T) to General Industrial (I-G). Specific Plan Amendment No. 22-003: A request to amend the zoning district for the associated properties within the Southwest Industrial Park Specific Plan from Residential Trucking District (RTD) to Slover East Industrial District (SED). Tentative Parcel Map No. 22-016: A request to consolidate 41 parcels and the public right-of-way into one (1) 18.82 AC site. Development Agreement No. 22-003: A request for a development agreement for a public benefit fee in connection with the proposed project. Planner: Alejandro Rico Contact: 909-350-6558 / arico@fontana.org			
228	MCN23-000063	Prestige Fuels ABC License Upgrade		Fontana	16406 FOOTHILL BLVD		Conditional Use Permit No. 23-008 Request for existing mini market with gasoline sales and ABC License Type 20 to upgrade to ABC License Type 21. Planner: Mai Thao Contact: 909-350-6650 or at mthao@fontanaca.gov			
229	MCN22-000143	Prologis L.P.		Fontana	11115 HEMLOCK AVE		Design Review Project No. 22 -064 - Proposal for a 882,008 square foot industrial commerce center building with a total of 114 dock doors and associated improvements. Planner: Rina Leung Contact: rleung@fontana.org Phone: (909) 350-6566			
230	MCN21-000119	RANGEL LOT MERGER		Fontana	6409 MALOOF AVE		Lot Line Adjustment No. 21-015 - Request to merge two parcels into one parcels. Planner: Salvador Quintanilla Contact: squintanilla@fontana.org or (909) 350-6656			
231	MCN21-000052	REALTERM LOGISTICS		Fontana	14570 WASHINGTON DR		Tentative Parcel Map (TPM) No. 20401, a request to combine five (5) lots (APNs: 0234-221-23, -24, -25, and 0234-231-11 and -12) into one (1) lot totaling approximately 5.8 adjusted gross acres for an existing logistics center. Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			
232	MCN23-000060	Redwood Ave & Carmel St Sewer Service		Fontana	14775 CARMEL ST		Annexation No. 23-001: Request for a Pre-annexation Agreement between the City of Fontana and Maria L. Burciaga for the sewer extension from the County of San Bernardino to City of Fontana. PLANNER: Irene Romero CONTACT: 909-350-6658 or Ironero@fontana.org			
233	MCN20-000049	REDWOOD INDUSTRIAL CENTER		Fontana	NE Corner of Redwood Ave and Washington Dr		Tentative Parcel Map No. 20235 is a request to combine six (6) lots (APNs: 0234 241 08, -14, and -15, and 0234-251-01, -02, and -03) into one (1) lot totaling approximately 10.8 adjusted gross acres. Design Review No. 20-019 for a new warehouse facility of approximately 247,740 square foot. The facility is proposed with two potential offices of approximately 4,000 square foot each, 34 warehouse dock doors, two (2) ground level loading doors, 122 automobile parking spaces, and 50 trailer parking spaces. The building height of 40 foot. Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			
234	MCN20-000049EX1	Redwood Industrial Center Time Extension		Fontana	10131 Redwood Ave		Design Review Project No. 20-019EXT - Time extension for site and architectural approval to construct a 247,786 square foot warehouse facility over six (6) lots (APN: 0234-352-08, 0234-352-14, 0234-241-15, 0234-251-01, 0234-251-02, 0234-251-03). Planner: TBD Contact: TBD			
235	MCN21-000125	REDWOOD TRUCK AND TRAILER STORAGE		Fontana	10584 REDWOOD AVE		Conditional Use Permit No. 21-023: A request to establish the land use of registered vehicle storage.			
236	MCN23-000054	Remedy Room Holdings		Fontana	14575 FOOTHILL BLVD		Commercial Cannabis Business Permit No 23-013 - Request to open and operate a Cannabis Business at APN: 0230-562-42 Address: 14575 Foothill Blvd Planner: Salvador Quintanilla Contact: 909-350-6556, squintanilla@fontana.org			
237	MCN23-0082	Ring Container Silo		Fontana	8275 ALMERIA AVE		Administrative Site Plan No. 23 - 0025 - Site and architectural review to replace perimeter chain link fence, replenish parkway & Building Planter landscape, trash enclosure, steel/concrete foundation. For silos, to erect silo and add protection bollards. Environmental No. 23-0041 - Review to replace perimeter chain link fence, replenish parkway & Building Planter landscape, trash enclosure, steel/concrete foundation. For silos, to erect silo and add protection bollards. Planner: Mai Thao Contact: 909-350-6650 or at mthao@fontanaca.gov			
238	MCN20-000064	RIVAS TRAILERS		Fontana	16256 SLOVER AVE		Conditional Use Permit No. 20-021: A request to operate a trailer sales office. Administrative Site Plan No. 20-016: A request for site and architectural review for the conversion of an existing residence into a trailer sales office and associated improvements. Planning Department planning@fontana.org or (909) 350-6718			
239	MCN22-000074	Salter 72-Unit Apartment complex		Fontana	16236 ARROW BLVD		Design Review Project No.22-031 - Request for site and architectural review for a 72 unit apartment complex consisting of three three-story buildings Lot Line Adjustment No. 22-008 – Lot merger of two (2) parcels into one (1). APN: 0191-041-06 & 0191-041-07 Planners: Nicole Campbell & Jon Dille Contact: ncampbell@fontana.org jdille@fontana.org			
240	MCN20-000086	SALGUERO TRUCK STORAGE		Fontana	10691 CHERRY AVE		Lot Line Adjustment No. 20-004: A request to consolidate two (2) parcels into one (1). Conditional Use Permit No. 20-028: A request to establish the registered vehicle storage land use. Administrative Site Plan No. 20-030: A request for site and architectural review for an administrative office and maintenance building totaling approximately 2,200 square feet, truck/trailer parking spaces and landscaping. Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
241	MCN21-000084	SANTA ANA AND CALABASH WAREHOUSE		Fontana	13930 SANTA ANA AVE		Tentative Parcel Map No. 20447 (TPM No. 21-025) - a proposal to consolidate six (6) parcels (APNs: 0236-581-08, -09, -41, -42, -43, and -44) totaling approximately 6.6 acres into one (1) parcel for the development of a warehouse facility. Design Review No. 21-030 - a proposal to construct an approximately 137,000 square foot warehouse facility on approximately 6.6 acres. Planner: Jon Dille Contact: jdille@fontana.org 909-350-6681			
242	MCN22-000053	Santa Ana Ave three (3) Warehouse Industrial Development		Fontana	10841 CITRUS AVE		Design Review Project No. 22-029 - Proposes project for (3) three speculative industrial warehouse buildings across various parcels totaling approximately 24.43 Acres. Building 1 - 154,405 sf. Building 2 - 199,395 sf Building 3 - 200,500 sf. General Plan Amendment No. 22-004 - Amend the General Plan Land Use Designation from Residential Planned Community (R-PC) to Light Industrial (I-L). Zone Change No. 22-005 - A Zone Change to change the zoning from Residential Planned Community (R-PC) to Slover East Industrial District (SED) within the Southwest Industrial Park Specific Plan. Tentative Parcel Map No. 22-009 (TPM No. - Tentative Parcel Map for the consolidation of multiple parcel into three (3) for the purpose of developing three (3) speculative warehouse buildings. Specific Plan Amendment Application No. 22-005 - to amend the boundaries of the Southwest Industrial Specific Plan, Slover East Industrial District to include the parcels of the proposed project. Planner: Salvador Quintanilla, Senior Planner Contact: 909-350-6656, squintanilla@fontana.org			
243	MCN20-000046	SANTA ANA INDUSTRIAL FACILITY		Fontana	10588 CALABASH AVE		Administrative Site Plan No. 20-039: A request for site and architectural review to construct a 11,200 SF metal forming facility. Planner: Alejandro Rico Contact: arico@fontana.org or (909) 350-6558			
244	MCN21-000077	SANTA ANA WAREHOUSE		Fontana	14770 Santa Ana Ave		Administrative Site Plan No. 21-040: A request for site and architectural review for a 49,600 square foot speculative industrial commerce center. Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
245	MCN22-000149	SEC Slover Ave & Banana Ave Logistics Facility		Fontana	14129 Slover Ave		Administrative Site Plan No. 22-054: A request for site and architectural review for a 43,775 square-foot logistics facility with associated improvements on a 7.66-acre site. Tentative Parcel Map No. 22-035: A request to consolidate eight (8) parcels into one (1) 7.66-acre site. Planner: Irene Romero Contact: IRomero@fontana.org or (909) 350 6658			
246	MCN21-000029	SIRRENA VILLAGE		Fontana	14027 Foothill Blvd		Design Review Project No. 21-009 - Site and Architectural review to construct 71 townhome dwelling. Tentative Parcel Map No. 21-005 - To consolidate four (4) Parcels into one (1) parcel to construct 71 townhome dwellings. Tentative Tract Map No. 21-003 - To consolidate four (4) Parcels into one (1) parcel to construct 71 townhome dwellings. Variance No 21-004 - Request is for the reduction from 12 ft to 10 ft foot the first floor of the units. Planner: Planning Department Contact: Planning@fontana.org and 909.350.6718 TPM NO. 20382			
247	MCN21-000093	SIRRENA VILLAGE EAST MULTI-FAMILY DEVELOPMENT		Fontana	8186 BANANA AVE		Design Review Project No. 21-036 – Site and architectural review for the proposed 22 townhome units, amenities, parking, circulation, and connection to the County of San Bernardino project. Tentative Tract Map No. 21-004 (TPM No. 20397) – For the creation of Condo map for the townhome development. Planner: Salvador Quintanilla Contact: squintanilla@fontana.org or (909) 350-6656.			
248	MCN21-000029R1	SIRRENA VILLAGE REVISION		Fontana	13995 Foothill Blvd		Design Review Project No. 21-009R1 - A request to revised the previously approved site and architecture for the construction of 71 multi-family residential units, the changes include the following: 1. Remove the 3-Story homes and replace them with the previously approved 2-Story homes; 2. Add one unit to Building No. 16; 3. Add (3) parking spaces to the site plan; and 4. Shift the Buildings to accommodate the new building layout. Tentative Tract Map No. 20382 - No Changes to the map. Planner: Salvador Quintanilla Contact: squintanilla@fontana.org or (909) 350-6656			
249	MCN22-000146	Sierra Lakes Pkwy Six (6) SFR Dwelling Unit Subdivision		Fontana	6285 LYTLE CREEK RD		Tentative Tract Map No. 20585 (TTM No. 22-010): A request to subdivide two (2) parcels into six (6) parcels. Design Review Project No. 22-066: A request for site and architectural review for six (6) single-family residential dwelling units. Variance No. 22-003: A request for a variance from the development standards in the Residential Planned Community (R-PC) zoning district. Planner: Nicole Campbell Contact: ncampbell@fontana.org or (909) 350 7626			
250	MCN24-0001	Slover & Almond EV Truck Charging		Fontana	14329 SLOVER AVE		Master Case Number -MCN24-0001- A request for site and architecture review for the construction of EV Truck Charging Station consisting of a 798 sf prefabricated building, a utility area, EV charging for trucks, (7) Trailer spaces, (9) Bobtailing spaces, with landscaping throughout. To include sidewalk and driveway infill improvements. Planner: TBD Contact: TBD			

251	MCN22-000013	Slover & Banana Industrial Building		Fontana	14090 SLOVER AVE		Tentative Parcel Map No. TPM22-002 (TPM No. 20508): A request to consolidate six (6) parcels into one (1) 12.142 acre site. Design Review No. 22-007: A request for site and architectural review for a 289,635 SF speculative industrial warehouse/distribution building on a 12.142 acre site. Planner: Alejandro Rico Contact: 909-350-6558 / arico@fontana.org			
252	MCN21-000039	SLOVER TRUCK/TRAILER PARKING LOT		Fontana	14137 Slover Ave		Administrative Site Plan No. 21-021 - Request for truck and trailer parking and to modify an existing house to an office building on three lots Lot Line Adjustment No. 21-005 - To consolidate three (3) parcels into one for a truck and trailer parking and to modify an existing house to an office building on three lots. Planner: Planning Department Contact: 909.350.6718 and Planning@fontana.org			
253	MCN21-000126	Sobrato Residential Project		Fontana	6371 LYTLE CREEK RD		Design Review No. 21-049: A request for site and architectural review and approval to construct a new residential development containing 143 units (96 motorcourt units and 47 detached, cluster units) in the R-3 zone. Conditional Use Permit No. 21-024: A request to form a planned unit development in the R-3 zone. Tentative Tract Map No. 21-010: A request to subdivide the subject site for condominium purposes. Tentative Parcel Map No. 21-026: A tentative parcel map for off-site improvements associated with the project. Planner: Cecily Session-Goins Contact: csgoins@fontana.org or (909) 350-6723			
254	MCN16-000063	SOUTHERN CALIFORNIA TRUCK TIRE CENTER		Fontana	15059 SLOVER AVE		THE APPLICANT IS PROPOSING A FACADE IMPROVEMENT TO AN EXISTING BUILDING AND THE CONSTRUCTION OF A NEW 6,388 SQUARE FOOT BUILDING, CONSISTING OF OFFICES, 2 - CAR SERVICE BAYS, WORKSPACE, 2 TRUCK SERVICE BAYS, AND TIRE STORAGE. in ADDITION TENANT IMPROVEMENT FOR THE INTERIOR OF THE EXISTING BUILDING.			
255	MCN21-000021	SOUTHRIDGE DOG PARK		Fontana	14501 LIVE OAK AVE		Design Review No. 21-007: A request for park review the construction of the Southridge Dog Park comprised of two (2) dog fields, lighting, fencing, drinking fountains, hand washing stations, benches, picnic table benches, and waste receptacles on an 0.53-acre portion of the existing 24 acre Southridge Park site. Planner: Rina Leung Contact: rleung@fontana.org or (909) 350-6566			
256	MCN22-000082	Stater Bros. Markets #175 CRV Recycling Facility		Fontana	15268 SUMMIT AVE		Administrative Site Plan No. 22-020: A request for site and architectural review for an approximately 540 SF CRV recycling facility. Minor Use Permit No. 22-004: A request to operate a CRV recycling facility in the Westgate Specific Plan. Planner: Jon Dille Contact: jdille@fontana.org or (909) 350 6681			
257	MCN22-000045	SWC Santa Ana & Almond Warehouse		Fontana	10960 ALMOND AVE		Design Review Project No. 22-025: A request for site and architectural review for a 195,690 SF warehouse on a 8.78 AC site. Tentative Parcel Map No. 22-008 (TPM No. 20550): A request to merge seven (7) parcels into one (1) 8.78 AC parcel. Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
258	MCN22-000075	SWC Slover Ave & Cherry Ave Warehouse		Fontana	14457 Slover Ave		Tentative Parcel Map No. 22-014: A request to consolidate two parcels into one (1) 7.36 AC site. Design Review Project No. 22-036: A request for site and architectural review for a 165,400 SF warehouse on a 7.36 AC site. Planner: Candida Neal Contact: cneal@fontana.org or (909) 350-6718			
259	MCN22-000084	The Heights at Southridge		Fontana	Parcel East of Southridge Park		Design Review Project No. 22-043 - Proposal for 255 dwelling units of detached cluster single family homes General Plan Amendment No. 22-008 - General plan amendment to change Public Recreational Facility (P-R) and Open Space "Quarry"(OS) to Medium Density Residential for the proposal to construct 255 dwelling units of detached cluster single family homes Specific Plan Amendment No. 22-004 - Specific plan amendment to the Southridge Village SP to facilitate the development of the proposed "The heights at Southridge" project, a small-lot detached residential housing development of 255 dwelling units. Tentative Parcel Map No. 22-018 -A request for a tentative parcel map to consolidate two (2) parcels into (1) for the proposed "The heights at Southridge" project, a small-lot detached residential housing development of 255 dwelling units. Tentative Tract Map No. 22-007 - A request for a tentative tract map for the proposed "The heights at Southridge" project, a small-lot detached residential housing development of 255 dwelling units. Environmental Review No. 22-011 - Addendum to the EIR of the Southridge Village Specific Plan. Administrative Site Plan No. 23-014 - Site and architectural review for the development of a future park. Planner: Salvador Quintanilla, Senior Planner Contact: 909-350-6656, squintanilla@fontana.org			
260	MCN19-000081R1	Time extension for New-Comm Building 15074 Foothill Bl		Fontana	15074 FOOTHILL BLVD		Administrative Site Plan No. 18-052EX - Time extension for additional buildings to be added on a lot that is approximately 118,000 SF Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
261	MCN21-000071	TPM NO. 20391		Fontana	15250 BLUE SPRUCE LN		Tentative Parcel Map No. 21-014: request to subdivide an existing single-family parcel of 84,718 square feet into two (2) single family parcels. Planner: Alexia De La Torre adelatorre@fontana.org, 909-350-6568			
262	MCN23-0085	Trailer Repair Shop		Fontana	15763 BOYLE AVE		Administrative Site Plan No. 23-0027 - Site and architectural review for the proposal of an office and a 11,933 sf trailer repair shop building with 5 bays. The site will also include 27 customer parking and 21 trailer ancillary parking spaces. Conditional Use Permit No. 23-0018 - Request to operate a trailer repair shop. Environmental No. 23-0031 - Review for the proposal of an office and a 11,933 sf trailer repair shop building Planner: TBD Contact: TBD			
263	MCN19-000093EX	Truck / Trailer Parking Facility		Fontana	10686 BANANA AV		Administrative Site Plan No. 19-060EX - Time Extension for Site review for paving, landscape and parking improvements to an existing eight (8) acre site that is comprised of two (2) existing parcels and is currently developed with two (2) buildings, a trailer parking area and fuel pumps. The existing structures on site will accommodate a proposed motor vehicle sales business (trailer lease/rental) Conditional Use Permit No. 19-035EX - Time Extension for a conditional use permit for motor vehicle sales. Tentative Parcel Map No. 19-014EX - Time Extension for a tentative parcel map for the consolidation of two (2) parcels into one (1). Planner: Rina Leung Contact: rleung@fontana.org and 909.350.6566			
264	MCN21-000082	TRUCK REPAIR		Fontana	10540 LIVE OAK AVE		Administrative Site Plan No. 21-042: PROPOSAL FOR A NEW 10,804 SF OFFICE BUILDING WITH 3,530 TRUCK REPAIR SHOP AND 3850 SF TRUCK WASH AREA WITH 22 PARKING SPACES FOR OFFICE USE AND 8 TRUCK PARKING Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
265	MCN21-000054	TRUCK REPAIR SHOP		Fontana	15817 BOYLE AVE		Conditional Use Permit No. 21-008: Request to establish the land use of truck repair. Administrative Site Plan No. 21-028: Site and architectural review to develop the site for the purpose of operating a truck repair facility. This includes service bays, parking, landscaping and an office. Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
266	MCN23-0083	Truck Tire & Repair Facility		Fontana	13940 ROSE AVE		Administrative Site Plan No. 23-0026 - Proposal for a truck tire and repair facility involving the conversion of an existing single-family into an office and lobby and a new 2652 SF building at the rear of the property for a truck workshop and tire storage. Conditional Use Permit No. 23-0017 - Request for the use of a truck workshop and tire storage Environmental No. 23-0039 - Review for a new truck tire and repair facility involving the conversion of an existing single-family into an office and lobby and a new 2652 SF building at the rear of the property for a truck workshop and tire storage. Planner: TBD Contact: TBD			
267	MCN22-000035	TRUCKING REPAIR AND OFFICE		Fontana	10330 Elm Ave		Administrative Site Plan no. 22-010: Proposal for a new 1,638 sf steel building for minor repair and office with new parking and trash enclosure. Conditional Use Permit no. 22-012: Proposal for a new 1,638 sf steel building for minor repair and office with new parking and trash enclosure. Planner: Mai Thao Contact: (909) 350-6650 or mthao@fontana.org			
268	MCN21-000108	TTM NO. 20325		Fontana	15867 RANDALL AVE		Tentative Tract Map No. 21-006: THE PROPOSED SUBDIVISION TTM NO. 20325 IS A 12 LOT SINGLE FAMILY RESIDENTIAL SUBDIVISION. Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
269	MCN21-000047	Valencia 8-Unit Apartments		Fontana	16385 VALENCIA AVE		Tentative Tract Map No. 22-003 - A request to subdivide an 18,970 SF parcel into eight (8) parcels to develop eight (8) townhomes/condominiums. Design Review Project No. 21-019 - A request to subdivide an 18,970 SF parcel into eight (8) parcels to develop eight (8) townhomes/condominiums. Planner: George Velarde Contact: gvelarde@fontana.org or (909) 350-6569			
270	MCN21-000055	VALENCIA WOODS SOLAR PROJECT		Fontana	16311 VALENCIA AVE		ASP21-029 is a request to install eight (8) solar carports within an existing multi-family project. Planner: Mai Thao Contact: 909-350-6650 or at mthao@fontana.org			
272	MCN23-000065	Valley Truck		Fontana	15132 VALLEY BL		Conditional Use Permit 23-009- To establish two truck sales and repair sites to include: truck sales (2) with individual two story office building and detached three bay repair building. Truck sales (3) with two story office attached and three repair bays. Original Case: CUP No. 18-020, -021, -022 and MCN18-069 Planner: Alexia De La Torre Contact: adelatorre@fontana.org			
273	MCN21-000059	VALLEY TRUCK & TRAILER		Fontana	15762 VALLEY BLVD		Conditional Use Permit No. 21-010: a request to operate dealership with truck/ trailer sales, rental, repair, and parts storage. Desing Review No. 21-022: a request for site and architectural review for a 30,660 square foot truck and trailer sales and rental facility with ancillary wash and repair uses on a site of approximately 4.39 adjusted gross acres. Planner: Rina Leung Contact: rleung@fontana.org or (909) 350-6566			
274	MCN21-000034	Valley Warehouse		Fontana	15894 VALLEY BLVD		Design Review Project 21-011 - Site and architectural review of a 90,433 sf warehouse with three (3) trailer parking spaces. Planner: Planning Department Contact: 909.350.6718 and Planning@fontana.org			
275	MCN21-000060	VARNA OFFICES TRUCK STORAGE		Fontana	10610 LIVE OAK AVE		Conditional Use Permit No. 21-011: CUP is required for the storage of trucks and trailers. Administrative Site Plan No. 21-032: Applicant is proposing to construct office building for administrative purposes and storage area for trucks. Planner: Alejandro Rico Contact: arico@fontana.org or (909) 350-6558			
276	MCN18-000107-R1	VICTORIA HOMES TRACT 20229		Fontana	13894 Orbea Wy		Design Review No. 18-031R1 is a request for the site and architectural review to develop a new 193-unit multi-family detached condominium project with three bedrooms, four bedrooms, and five-bedrooms, having six different floor plans with two car and three car garages over tract No. 20229, of approximately 21.5 adjusted gross acres. Eighty-two of the units will be alley loaded and 111 of the units are designed as cluster development with four and six units per cluster. The 82 alley loaded range from 1,880 square feet to 2,263 square feet. The 111 cluster development range from 1,917 square feet to 2,743 square feet. This project was previously approved with several recreational amenities: a recreational center with cabanas, barbeques, pool, spa, firepit, open lawn area, fitness park, bocce ball court and a public stroll park. The complex also includes 70 open parking spaces for tenants and guests.			
277	MCN23-000070	Vulcan Lot Line Adjustment		Fontana	15885 Arrow Blvd		Lot Line Adjustment No. 23-007 - Request for a lot line adjustment of lot 194 of Etiwanda Vineyards as per map recorded in book 17, page 29 of Maps per the request of the City of Fontana. Planner: TBD Contact: TBD			
278	MCN22-000042	Water of Life		Fontana	16029 ARROW AVE		Lot Line Adjustment No. 22-003: A request to reconfigure two parcels totaling approximately 4.13-acre site. Conditional Use Permit No. 22-014: A request to operate a public assembly land use in the Form Based Code Transitional District. Design Review No. 22-024: A request for site and architectural review for a new public assembly building to be used for community assistance, religious services and offices. Planner: Cecily Session-Goins Contact: csgoins@fontana.org or (909) 350-6723			
279	MCN22-000033	Well Relax Massage		Fontana	13451 BASELINE AVE		Conditional Use Permit No. 22-010 is a proposal to operate a new massage establishment within an existing suite of approximately 1,140 square feet of an existing commercial center over approximately 0.5 adjusted gross acres Planner: Jon Dille Contact: jdille@fontana.org or (909) 350-6681			
280	MCN18-000113	WESTGATE COMMERCE CENTER		Fontana	14311 HIGHLAND AVE		WESTGATE COMMERCE CENTER includes Development Agreement No. 12-002, Tentative Parcel Map 19564 to subdivide approximately 156 acres into six (6) parcels with two (2) remainder parcels. Along with two design review options for the same parcel as seen below: Design Review No. 18-032 for the development of 63.63 acres for one (1) fulfillment center warehouse of approximately 1,114,267 sq.ft Design Review No. 18-033 for the development 63.63 acres for two (2) warehouse logistic buildings of 838,857 sq.ft and 248,408 sq.ft.			
281	MCN22-000044	Westgate Specific Plan Amendment 2		Fontana	SE Corner of Cherry Ave and S Highland Ave		General Plan Amendment No. 22-002: A request to amend the general plan land use designation of the Westgate Specific Plan. Specific Plan Amendment No. 22-001: A request to amend the Westgage Specific Plan. Agreement No. 22-005 - Westgate Specific Plan Development Agreement Planner: Cecily Session-Goins Contact: csgoins@fontanaca.gov or (909) 350-6723			
282	MCN16-000069	WIENER FAMILY REVOCABLE TRUST		Fontana	15972 Boyle Ave		THE APPLICANT IS PROPOSING TO COMBINE THREE EXISTING LOTS AND SUBDIVIDE THEM INTO TWO LOTS.			
283	MCN22-000032	WPT Industrial		Fontana	14874 SANTA ANA AVE		Design Review No. DR22-018 - A request for site and architectural review for an approximately 370,956 SF industrial building inclusive of 10,000 SF office space on the first floor and 5,000 SF office space on the second floor, and related improvements. Planner: Mai Thao Contact: mthao@fontana.org or (909) 350-6650			
284				County of San Bernardino	SE Corner of Burlington Northern Santa Fe and Cherry Ave		CONDITIONAL USE PERMIT TO ESTABLISH THREE SEPARATE WAREHOUSE BUILDINGS OF 40,700 SQ. FT., 51,600 SQ. FT. and 58,500 SQ. FT. ON SEVEN EXISTING PARCELS THAT WILL BE MERGED OR INVOLVE A LOT LINE ADJUSTMENT ON 7.66 ACRES ZONED SPECIAL DEVELOPMENT (SD).			

285	MCN22-000061	Valley Warehouse		Fontana	14387 VALLEY BLVD		Design Review Project No. 22-032: A request for site and architectural review for a 93,500 SF warehouse on a 4.7 gross acre site. Planner: Alexia De La Torre Contact: adelatorre@fontana.org, 909-350-6568			

Appendix C: Existing Traffic Counts

INTERSECTION TURNING MOVEMENT COUNTS

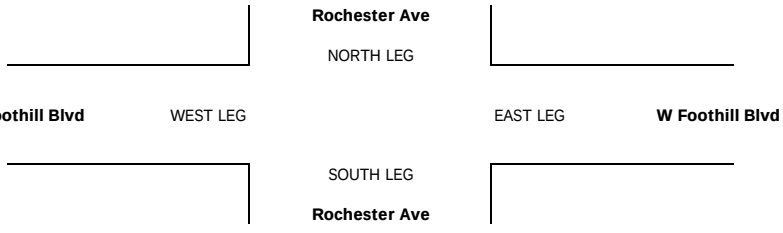
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
Tue, Nov 14, 23	NORTH & SOUTH:	Rochester Ave	LOCATION #:	18
	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Rochester Ave)			SOUTHBOUND (Rochester Ave)			EASTBOUND (W Foothill Blvd)			WESTBOUND (W Foothill Blvd)				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	6	18	13	96	56	12	11	96	9	29	280	26	652	0	0	0	0	0
	7:15 AM	10	40	12	81	65	33	12	118	6	30	298	26	731	0	0	0	0	0
	7:30 AM	5	29	23	79	79	32	9	151	12	43	409	27	898	0	0	0	0	0
	7:45 AM	10	38	9	83	126	45	9	153	8	31	389	37	938	0	0	0	0	0
	8:00 AM	9	46	15	84	129	38	22	203	18	64	413	49	1,090	0	0	0	0	0
	8:15 AM	10	56	20	75	137	50	17	158	18	42	364	47	994	0	0	1	0	1
	8:30 AM	13	34	18	82	121	42	16	172	16	63	377	47	1,001	0	0	0	0	0
	8:45 AM	9	39	30	51	108	32	14	152	15	45	358	54	907	0	0	0	1	1
	VOLUMES	72	300	140	631	821	284	110	1,203	102	347	2,888	313	7,213	0	0	1	1	2
	APPROACH %	14%	59%	27%	36%	47%	16%	8%	85%	7%	10%	81%	9%						
	APP/DEPART	512	/	723	1,736	/	1,270	1,416	/	1,975	3,549	/	3,245	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	42	174	62	324	513	175	64	686	60	200	1,543	180	4,024					
	APPROACH %	15%	63%	22%	32%	51%	17%	8%	85%	7%	10%	80%	9%						
	PEAK HR FACTOR		0.808			0.966			0.834			0.914		0.923					
	APP/DEPART	278	/	418	1,012	/	773	811	/	1,072	1,923	/	1,761	0					
PM	4:00 PM	23	130	50	49	72	31	41	385	14	36	205	37	1,073	0	0	2	0	2
	4:15 PM	18	138	75	53	82	8	36	419	9	40	168	45	1,091	0	0	0	0	0
	4:30 PM	23	136	77	46	67	14	33	417	22	32	213	43	1,123	0	0	1	2	3
	4:45 PM	16	139	81	59	87	19	36	456	20	55	230	41	1,239	0	0	0	2	2
	5:00 PM	31	200	105	43	65	11	42	424	11	44	186	41	1,203	0	0	0	0	0
	5:15 PM	16	148	77	51	79	13	45	476	16	38	234	42	1,235	0	0	3	0	3
	5:30 PM	26	176	80	44	107	16	56	397	14	41	164	53	1,174	0	0	8	2	10
	5:45 PM	17	121	72	41	86	12	63	451	28	58	194	58	1,201	0	0	1	0	1
	VOLUMES	170	1,188	617	386	645	124	352	3,425	134	344	1,594	360	9,360	0	0	15	6	21
	APPROACH %	9%	60%	31%	33%	56%	11%	9%	87%	3%	15%	69%	16%						
	APP/DEPART	1,975	/	1,900	1,155	/	1,123	3,926	/	4,434	2,304	/	1,903	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	89	663	343	197	338	59	179	1,753	61	178	814	177	4,866					
	APPROACH %	8%	61%	31%	33%	57%	10%	9%	87%	3%	15%	69%	15%						
	PEAK HR FACTOR		0.815			0.889			0.928			0.894		0.980					
	APP/DEPART	1,095	/	1,019	594	/	577	2,004	/	2,297	1,173	/	973	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

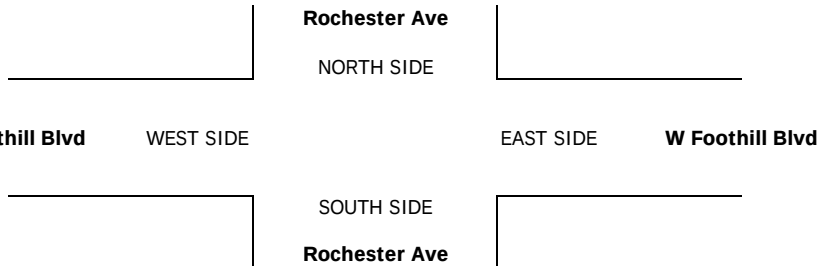
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Rochester Ave	LOCATION #:	18
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Rochester Ave			SOUTHBOUND Rochester Ave			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	15	12	88	49	11	9	92	9	26	254	23	591	0	0	0	0	0
	7:15 AM	7	32	9	73	63	31	11	102	6	27	273	23	657	0	0	0	0	0
	7:30 AM	5	24	18	72	72	32	8	141	12	40	380	26	830	0	0	0	0	0
	7:45 AM	10	30	7	80	120	42	8	141	6	29	367	33	873	0	0	0	0	0
	8:00 AM	8	44	14	80	126	35	21	187	18	61	393	42	1,029	0	0	0	0	0
	8:15 AM	7	48	17	67	132	46	17	142	17	38	345	41	917	0	0	0	0	0
	8:30 AM	12	27	16	79	115	40	16	152	16	59	353	43	928	0	0	0	0	0
	8:45 AM	8	33	26	51	104	31	14	133	14	41	338	50	843	0	0	0	1	1
	VOLUMES	60	253	119	590	781	268	104	1,090	98	321	2,703	281	6,669	0	0	0	1	1
	APPROACH %	14%	59%	28%	36%	48%	16%	8%	84%	8%	10%	82%	8%						
	APP/DEPART	432	/	638	1,639	/	1,200	1,292	/	1,800	3,306	/	3,031	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	37	149	54	306	493	163	62	622	57	187	1,458	159	3,747					
	APPROACH %	15%	62%	23%	32%	51%	17%	8%	84%	8%	10%	81%	9%						
	PEAK HR FACTOR		0.833			0.982			0.820			0.909		0.910					
	APP/DEPART	240	/	370	962	/	737	741	/	982	1,804	/	1,658	0					
PM	4:00 PM	22	124	49	47	69	28	39	370	14	33	200	36	1,031	0	0	2	0	2
	4:15 PM	18	131	72	52	79	8	35	400	9	36	160	43	1,043	0	0	0	0	0
	4:30 PM	23	132	72	43	67	14	32	396	21	28	210	41	1,079	0	0	1	2	3
	4:45 PM	15	136	77	58	84	17	34	437	19	53	224	41	1,195	0	0	0	2	2
	5:00 PM	31	197	102	40	65	11	41	416	11	42	185	41	1,182	0	0	0	0	0
	5:15 PM	16	147	75	49	78	13	45	461	15	36	230	41	1,206	0	0	3	0	3
	5:30 PM	25	175	79	42	107	16	56	387	14	41	160	52	1,154	0	0	8	2	10
	5:45 PM	15	121	68	39	85	11	62	435	27	57	188	58	1,166	0	0	1	0	1
	VOLUMES	165	1,163	594	370	634	118	344	3,302	130	326	1,557	353	9,077	0	0	15	6	21
	APPROACH %	9%	61%	31%	33%	57%	11%	9%	87%	3%	15%	69%	16%						
	APP/DEPART	1,922	/	1,860	1,122	/	1,090	3,791	/	4,272	2,242	/	1,855	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	87	655	333	189	334	57	176	1,701	59	172	799	175	4,752					
	APPROACH %	8%	61%	31%	33%	58%	10%	9%	87%	3%	15%	69%	15%						
	PEAK HR FACTOR		0.814			0.879			0.929			0.898		0.983					
	APP/DEPART	1,075	/	1,006	580	/	565	1,947	/	2,227	1,150	/	954	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	Rochester Ave	LOCATION #:	18
	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Rochester Ave			SOUTHBOUND Rochester Ave			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	3	3	0	8	7	0	1	2	0	0	14	3	41	0	0	0	0	0
7:15 AM	2	8	2	8	2	2	1	12	0	3	18	2	60	0	0	0	0	0
7:30 AM	0	4	3	5	7	0	1	8	0	2	20	1	51	0	0	0	0	0
7:45 AM	0	7	1	2	5	1	1	7	2	2	14	4	46	0	0	0	0	0
8:00 AM	1	1	1	4	3	2	1	7	0	3	17	5	45	0	0	0	0	0
8:15 AM	2	7	2	6	5	3	0	9	1	3	18	5	61	0	0	1	0	1
8:30 AM	1	6	1	2	5	1	0	12	0	3	12	4	47	0	0	0	0	0
8:45 AM	0	6	1	0	4	0	0	10	1	2	13	3	40	0	0	0	0	0
VOLUMES	9	42	11	35	38	9	5	67	4	18	126	27	392	0	0	1	0	1
APPROACH %	15%	68%	18%	43%	46%	11%	6%	87%	5%	11%	74%	16%						
APP/DEPART	62	/	74	82	/	60	77	/	113	171	/	145	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	4	21	5	14	18	7	2	35	3	11	61	18	200					
APPROACH %	13%	70%	17%	36%	46%	18%	5%	85%	7%	12%	68%	20%						
PEAK HR FACTOR		0.682			0.696			0.854			0.865		0.806					
APP/DEPART	30	/	41	39	/	32	41	/	54	90	/	73	0					
PM 4:00 PM	1	5	1	2	2	0	2	13	0	1	1	1	29	0	0	0	0	0
4:15 PM	0	5	1	1	3	0	1	14	0	2	5	2	34	0	0	0	0	0
4:30 PM	0	4	3	2	0	0	1	15	1	0	2	2	30	0	0	0	0	0
4:45 PM	1	3	4	1	2	2	2	15	1	0	3	0	34	0	0	0	0	0
5:00 PM	0	2	1	3	0	0	1	3	0	0	0	0	10	0	0	0	0	0
5:15 PM	0	1	0	2	1	0	0	11	0	0	0	1	16	0	0	0	0	0
5:30 PM	1	0	0	2	0	0	0	8	0	0	1	1	13	0	0	0	0	0
5:45 PM	1	0	3	2	1	1	1	12	0	0	4	0	25	0	0	0	0	0
VOLUMES	4	20	13	15	9	3	8	91	2	3	16	7	191	0	0	0	0	0
APPROACH %	11%	54%	35%	56%	33%	11%	8%	90%	2%	12%	62%	27%						
APP/DEPART	37	/	35	27	/	14	101	/	119	26	/	23	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	2	6	5	8	3	2	3	37	1	0	4	2	73					
APPROACH %	15%	46%	38%	62%	23%	15%	7%	90%	2%	0%	67%	33%						
PEAK HR FACTOR		0.406			0.650			0.569			0.500		0.537					
APP/DEPART	13	/	11	13	/	4	41	/	50	6	/	8	0					

Rochester Ave

NORTH SIDE

W Foothill Blvd WEST SIDE EAST SIDE **W Foothill Blvd**

SOUTH SIDE

Rochester Ave

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Rochester Ave	LOCATION #:	18
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Rochester Ave			SOUTHBOUND Rochester Ave			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	0	1	0	0	0	1	3	0	6	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	1	0	0	3	0	5	0	0	0	0	0
	7:30 AM	0	0	0	2	0	0	0	0	0	1	2	0	5	0	0	0	0	0
	7:45 AM	0	0	0	1	0	2	0	1	0	0	4	0	8	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	2	0	0	0	1	4	0	0	0	0	0
	8:15 AM	0	0	1	1	0	1	0	2	0	0	0	1	6	0	0	0	0	0
	8:30 AM	0	1	1	1	0	0	0	2	0	1	1	0	7	0	0	0	0	0
	8:45 AM	0	0	1	0	0	0	0	2	0	0	2	0	5	0	0	0	0	0
	VOLUMES	1	2	4	5	0	4	0	10	0	3	15	2	46	0	0	0	0	0
	APPROACH %	14%	29%	57%	56%	0%	44%	0%	100%	0%	15%	75%	10%						
	APP/DEPART	7	/	4	9	/	3	10	/	19	20	/	20	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	2	2	3	0	3	0	7	0	1	5	2	25					
	APPROACH %	0%	50%	50%	50%	0%	50%	0%	100%	0%	13%	63%	25%						
	PEAK HR FACTOR		0.500			0.500			0.875			0.500		0.781					
	APP/DEPART	4	/	4	6	/	1	7	/	12	8	/	8	0					
PM	4:00 PM	0	0	0	0	1	1	0	1	0	1	1	0	5	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	2	0	0	1	0	4	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2	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	0
	VOLUMES	0	2	4	0	2	1	0	5	1	1	2	0	18	0	0	0	0	0
	APPROACH %	0%	33%	67%	0%	67%	33%	0%	83%	17%	33%	67%	0%						
	APP/DEPART	6	/	2	3	/	4	6	/	9	3	/	3	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	1	3	0	1	0	0	2	1	0	0	0	8					
	APPROACH %	0%	25%	75%	0%	100%	0%	0%	67%	33%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.250			0.750			0.000		1.000					
	APP/DEPART	4	/	1	1	/	2	3	/	5	0	/	0	0					

Rochester Ave

NORTH SIDE

W Foothill Blvd WEST SIDE EAST SIDE **W Foothill Blvd**

SOUTH SIDE

Rochester Ave

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Rochester Ave	LOCATION #:	18
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

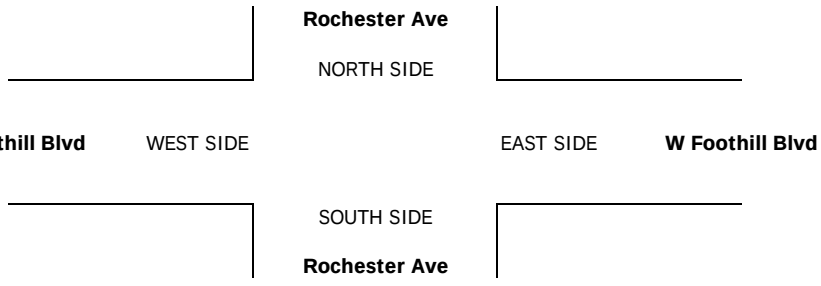
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Rochester Ave			SOUTHBOUND Rochester Ave			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	2	8	0	11	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	0	2	0	0	2	1	6	0	0	0	0	0
	7:30 AM	0	0	2	0	0	0	0	1	0	0	7	0	10	0	0	0	0	0
	7:45 AM	0	1	1	0	0	0	0	4	0	0	3	0	9	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	0	4	0	0	3	1	9	0	0	0	0	0
	8:15 AM	1	0	0	1	0	0	0	3	0	1	0	0	6	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	6	0	0	9	0	16	0	0	0	0	0
	8:45 AM	1	0	2	0	0	1	0	5	0	2	3	1	15	0	0	0	0	0
	VOLUMES	2	1	6	1	1	2	0	26	0	5	35	3	82	0	0	0	0	0
	APPROACH %	22%	11%	67%	25%	25%	50%	0%	100%	0%	12%	81%	7%						
	APP/DEPART	9	/	4	4	/	6	26	/	33	43	/	39	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	1	1	1	1	1	1	0	17	0	1	15	1	40					
	APPROACH %	33%	33%	33%	33%	33%	33%	0%	100%	0%	6%	88%	6%						
	PEAK HR FACTOR		0.375			0.750			0.708			0.472		0.625					
	APP/DEPART	3	/	2	3	/	2	17	/	19	17	/	17	0					
PM	4:00 PM	0	1	0	0	0	0	0	1	0	1	1	0	4	0	0	0	0	0
	4:15 PM	0	1	2	0	0	0	0	4	0	2	2	0	11	0	0	0	0	0
	4:30 PM	0	0	1	1	0	0	0	2	0	4	0	0	8	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	3	0	2	2	0	7	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	3	0	2	1	0	7	0	0	0	0	0
	5:15 PM	0	0	1	0	0	0	0	3	0	2	2	0	8	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0
	5:45 PM	1	0	1	0	0	0	0	3	1	1	2	0	9	0	0	0	0	0
	VOLUMES	1	3	6	1	0	0	0	19	1	14	12	0	57	0	0	0	0	0
	APPROACH %	10%	30%	60%	100%	0%	0%	0%	95%	5%	54%	46%	0%						
	APP/DEPART	10	/	3	1	/	15	20	/	26	26	/	13	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	1	2	0	0	0	0	9	0	6	7	0	25					
	APPROACH %	0%	33%	67%	0%	0%	0%	0%	100%	0%	46%	54%	0%						
	PEAK HR FACTOR		0.750			0.000			0.750			0.813		0.781					
	APP/DEPART	3	/	1	0	/	6	9	/	11	13	/	7	0					



INTERSECTION TURNING MOVEMENT COUNTS

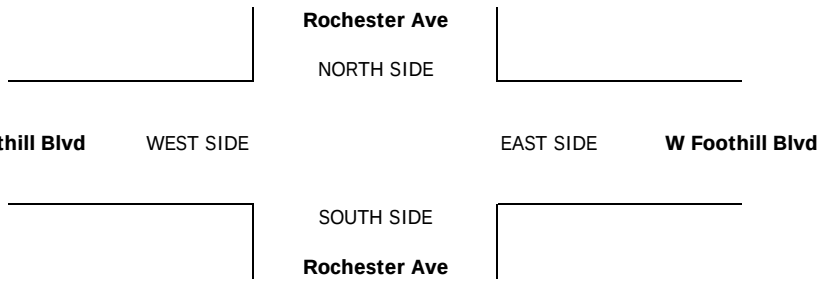
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Rochester Ave	LOCATION #:	18
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Rochester Ave			SOUTHBOUND Rochester Ave			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	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	0
	7:45 AM	0	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	0
	8:15 AM	0	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	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	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	0
	4:30 PM	0	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	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	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	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

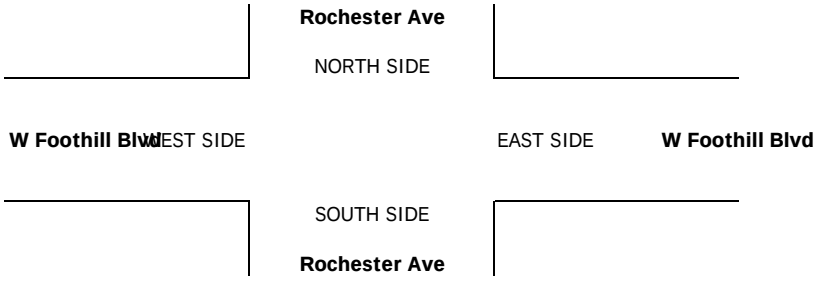
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Rochester Ave	LOCATION #:	18
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Rochester Ave			SOUTHBOUND Rochester Ave			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	1	1	0	0	1	0	3	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	7:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	2	0	0	1	0	4	0	0	0	0	0
	8:30 AM	0	0	0	0	0	1	0	0	0	0	2	0	3	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	VOLUMES	0	2	0	0	1	1	1	10	0	0	9	0	24	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	50%	50%	9%	91%	0%	0%	100%	0%						
	APP/DEPART	2	/	3	2	/	1	11	/	10	9	/	10	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	1	0	0	1	1	0	5	0	0	4	0	12					
	APPROACH %	0%	100%	0%	0%	50%	50%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.500			0.417			0.500		0.750					
	APP/DEPART	1	/	1	2	/	1	5	/	5	4	/	5	0					
PM	4:00 PM	0	0	0	0	0	2	0	0	0	0	2	0	4	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	2	0	8	0	0	7	0	17	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	2	/	0	8	/	8	7	/	9	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	4	0	0	4	0	8					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.500		0.667					
	APP/DEPART	0	/	0	0	/	0	4	/	4	4	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

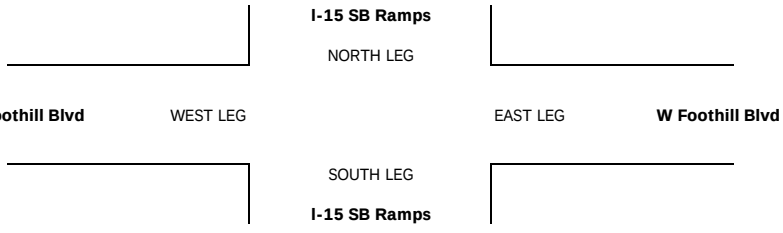
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
Tue, Nov 14, 23	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	1
	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-15 SB Ramps			SOUTHBOUND I-15 SB Ramps			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1.5	ST X	SR 1.5	EL X	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	22	0	159	0	108	218	0	221	165	893	0	0	0	0	0
	7:15 AM	0	0	0	21	0	202	0	124	243	0	287	160	1,037	0	0	0	0	0
	7:30 AM	0	0	0	17	0	221	0	116	248	0	318	165	1,085	0	0	0	0	0
	7:45 AM	0	0	0	46	0	239	0	166	235	0	411	182	1,279	0	0	0	0	0
	8:00 AM	0	0	0	22	0	212	0	152	208	0	419	193	1,206	0	0	0	0	0
	8:15 AM	0	0	0	14	0	172	0	139	258	0	429	157	1,169	0	0	0	0	0
	8:30 AM	0	0	0	14	0	178	0	131	231	0	345	146	1,045	0	0	0	0	0
	8:45 AM	0	0	0	27	0	228	0	135	179	0	378	105	1,052	0	0	0	0	0
	VOLUMES	0	0	0	183	0	1,611	0	1,071	1,820	0	2,808	1,273	8,766	0	0	0	0	0
	APPROACH %	0%	0%	0%	10%	0%	90%	0%	37%	63%	0%	69%	31%						
	APP/DEPART	0	/	1,273	1,794	/	1,820	2,891	/	1,254	4,081	/	4,419	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	99	0	844	0	573	949	0	1,577	697	4,739					
	APPROACH %	0%	0%	0%	10%	0%	90%	0%	38%	62%	0%	69%	31%						
	PEAK HR FACTOR		0.000			0.827			0.949			0.929		0.926					
	APP/DEPART	0	/	697	943	/	949	1,522	/	672	2,274	/	2,421	0					
PM	4:00 PM	0	0	0	34	0	133	0	429	246	0	294	103	1,239	0	0	0	0	0
	4:15 PM	0	0	0	32	0	180	0	526	216	0	269	110	1,333	0	0	0	0	0
	4:30 PM	0	0	0	35	0	166	0	485	235	0	293	113	1,327	0	0	0	0	0
	4:45 PM	0	0	0	36	0	202	0	503	218	0	315	127	1,401	0	0	0	0	0
	5:00 PM	0	0	0	22	0	150	0	519	272	0	273	105	1,341	0	0	0	0	0
	5:15 PM	0	0	0	32	0	177	0	504	231	0	260	112	1,316	0	0	0	0	0
	5:30 PM	0	0	0	28	0	152	0	537	203	0	271	82	1,273	0	0	0	0	0
	5:45 PM	0	0	0	29	0	193	0	489	234	0	299	100	1,344	0	0	0	0	0
	VOLUMES	0	0	0	248	0	1,353	0	3,992	1,855	0	2,274	852	10,574	0	0	0	0	0
	APPROACH %	0%	0%	0%	15%	0%	85%	0%	68%	32%	0%	73%	27%						
	APP/DEPART	0	/	852	1,601	/	1,855	5,847	/	4,240	3,126	/	3,627	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	125	0	698	0	2,033	941	0	1,150	455	5,402					
	APPROACH %	0%	0%	0%	15%	0%	85%	0%	68%	32%	0%	72%	28%						
	PEAK HR FACTOR		0.000			0.864			0.940			0.908		0.964					
	APP/DEPART	0	/	455	823	/	941	2,974	/	2,158	1,605	/	1,848	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

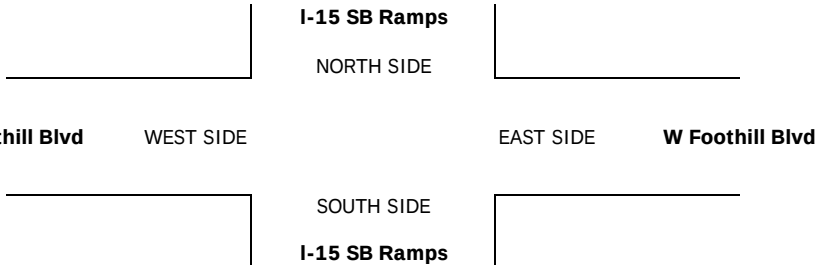
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	1
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-15 SB Ramps			SOUTHBOUND I-15 SB Ramps			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1.5	ST X	SR 1.5	EL X	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	17	0	143	0	107	209	0	193	158	827	0	0	0	0	0
	7:15 AM	0	0	0	17	0	191	0	114	230	0	257	146	955	0	0	0	0	0
	7:30 AM	0	0	0	15	0	213	0	107	240	0	291	151	1,017	0	0	0	0	0
	7:45 AM	0	0	0	39	0	227	0	152	227	0	380	170	1,195	0	0	0	0	0
	8:00 AM	0	0	0	14	0	206	0	142	198	0	385	175	1,120	0	0	0	0	0
	8:15 AM	0	0	0	11	0	165	0	125	244	0	396	139	1,080	0	0	0	0	0
	8:30 AM	0	0	0	11	0	168	0	115	217	0	318	133	962	0	0	0	0	0
	8:45 AM	0	0	0	17	0	217	0	119	170	0	346	94	963	0	0	0	0	0
	VOLUMES	0	0	0	141	0	1,530	0	981	1,735	0	2,566	1,166	8,119	0	0	0	0	0
	APPROACH %	0%	0%	0%	8%	0%	92%	0%	36%	64%	0%	69%	31%						
	APP/DEPART	0	/	1,166	1,671	/	1,735	2,716	/	1,122	3,732	/	4,096	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	79	0	811	0	526	909	0	1,452	635	4,412					
	APPROACH %	0%	0%	0%	9%	0%	91%	0%	37%	63%	0%	70%	30%						
	PEAK HR FACTOR		0.000			0.836			0.947			0.932		0.923					
	APP/DEPART	0	/	635	890	/	909	1,435	/	605	2,087	/	2,263	0					
PM	4:00 PM	0	0	0	32	0	132	0	416	234	0	279	98	1,191	0	0	0	0	0
	4:15 PM	0	0	0	26	0	174	0	512	204	0	264	103	1,283	0	0	0	0	0
	4:30 PM	0	0	0	30	0	160	0	470	226	0	285	105	1,276	0	0	0	0	0
	4:45 PM	0	0	0	33	0	193	0	486	205	0	310	121	1,348	0	0	0	0	0
	5:00 PM	0	0	0	21	0	150	0	513	260	0	263	97	1,304	0	0	0	0	0
	5:15 PM	0	0	0	25	0	171	0	493	225	0	256	103	1,273	0	0	0	0	0
	5:30 PM	0	0	0	22	0	148	0	527	195	0	264	81	1,237	0	0	0	0	0
	5:45 PM	0	0	0	27	0	190	0	478	223	0	296	95	1,309	0	0	0	0	0
	VOLUMES	0	0	0	216	0	1,318	0	3,895	1,772	0	2,217	803	10,221	0	0	0	0	0
	APPROACH %	0%	0%	0%	14%	0%	86%	0%	69%	31%	0%	73%	27%						
	APP/DEPART	0	/	803	1,534	/	1,772	5,667	/	4,111	3,020	/	3,535	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	110	0	677	0	1,981	895	0	1,122	426	5,211					
	APPROACH %	0%	0%	0%	14%	0%	86%	0%	69%	31%	0%	72%	28%						
	PEAK HR FACTOR		0.000			0.871			0.930			0.898		0.966					
	APP/DEPART	0	/	426	787	/	895	2,876	/	2,091	1,548	/	1,799	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	1
	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-15 SB Ramps			SOUTHBOUND I-15 SB Ramps			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1.5	ST X	SR 1.5	EL X	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	3	0	10	0	0	5	0	15	2	35	0	0	0	0	0
	7:15 AM	0	0	0	0	0	9	0	4	10	0	20	7	50	0	0	0	0	0
	7:30 AM	0	0	0	2	0	5	0	4	6	0	19	6	42	0	0	0	0	0
	7:45 AM	0	0	0	1	0	9	0	9	5	0	27	5	56	0	0	0	0	0
	8:00 AM	0	0	0	3	0	6	0	5	3	0	25	6	48	0	0	0	0	0
	8:15 AM	0	0	0	0	0	6	0	8	7	0	21	8	50	0	0	0	0	0
	8:30 AM	0	0	0	0	0	4	0	8	11	0	21	4	48	0	0	0	0	0
	8:45 AM	0	0	0	0	0	5	0	9	7	0	20	7	48	0	0	0	0	0
	VOLUMES	0	0	0	9	0	54	0	47	54	0	168	45	377	0	0	0	0	0
	APPROACH %	0%	0%	0%	14%	0%	86%	0%	47%	53%	0%	79%	21%						
	APP/DEPART	0	/	45	63	/	54	101	/	56	213	/	222	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	6	0	26	0	26	21	0	92	25	196					
	APPROACH %	0%	0%	0%	19%	0%	81%	0%	55%	45%	0%	79%	21%						
	PEAK HR FACTOR		0.000			0.800			0.783			0.914		0.875					
	APP/DEPART	0	/	25	32	/	21	47	/	32	117	/	118	0					
PM	4:00 PM	0	0	0	1	0	1	0	8	9	0	11	4	34	0	0	0	0	0
	4:15 PM	0	0	0	2	0	1	0	11	7	0	4	2	27	0	0	0	0	0
	4:30 PM	0	0	0	0	0	3	0	9	7	0	6	4	29	0	0	0	0	0
	4:45 PM	0	0	0	1	0	3	0	12	9	0	4	2	31	0	0	0	0	0
	5:00 PM	0	0	0	1	0	0	0	3	9	0	8	3	24	0	0	0	0	0
	5:15 PM	0	0	0	0	0	2	0	8	5	0	2	6	23	0	0	0	0	0
	5:30 PM	0	0	0	0	0	2	0	5	7	0	5	0	19	0	0	0	0	0
	5:45 PM	0	0	0	0	0	1	0	5	10	0	2	3	21	0	0	0	0	0
	VOLUMES	0	0	0	5	0	13	0	61	63	0	42	24	208	0	0	0	0	0
	APPROACH %	0%	0%	0%	28%	0%	72%	0%	49%	51%	0%	64%	36%						
	APP/DEPART	0	/	24	18	/	63	124	/	66	66	/	55	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	4	0	7	0	35	32	0	22	11	111					
	APPROACH %	0%	0%	0%	36%	0%	64%	0%	52%	48%	0%	67%	33%						
	PEAK HR FACTOR		0.000			0.688			0.798			0.750		0.895					
	APP/DEPART	0	/	11	11	/	32	67	/	39	33	/	29	0					

I-15 SB Ramps

NORTH SIDE

W Foothill Blvd WEST SIDE EAST SIDE **W Foothill Blvd**

SOUTH SIDE

I-15 SB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	1
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND I-15 SB Ramps			SOUTHBOUND I-15 SB Ramps			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1.5	ST X	SR 1.5	EL X	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	6	1	8	0	0	0	0	0
	7:15 AM	0	0	0	1	0	1	0	1	0	0	3	4	10	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	2	0	6	2	11	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	0	0	3	0	2	1	7	0	0	0	0	0
	8:00 AM	0	0	0	1	0	0	0	0	3	0	3	3	10	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	2	5	0	5	1	14	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	0	3	0	0	2	2	8	0	0	0	0	0
	8:45 AM	0	0	0	2	0	1	0	2	0	0	2	2	9	0	0	0	0	0
	VOLUMES	0	0	0	6	0	3	0	10	13	0	29	16	77	0	0	0	0	0
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	43%	57%	0%	64%	36%						
	APP/DEPART	0	/	16	9	/	13	23	/	16	45	/	32	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	2	0	1	0	3	13	0	16	7	42					
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	19%	81%	0%	70%	30%						
	PEAK HR FACTOR		0.000			0.750			0.571			0.719		0.750					
	APP/DEPART	0	/	7	3	/	13	16	/	5	23	/	17	0					
PM	4:00 PM	0	0	0	1	0	0	0	1	1	0	0	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	2	0	1	2	0	0	0	5	0	0	0	0	0
	4:30 PM	0	0	0	2	0	0	0	2	0	0	1	1	6	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0
	5:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
	5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	5	0	2	0	10	4	0	2	2	25	0	0	0	0	0
	APPROACH %	0%	0%	0%	71%	0%	29%	0%	71%	29%	0%	50%	50%						
	APP/DEPART	0	/	2	7	/	4	14	/	15	4	/	4	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	2	0	2	0	5	3	0	1	2	15					
	APPROACH %	0%	0%	0%	50%	0%	50%	0%	63%	38%	0%	33%	67%						
	PEAK HR FACTOR		0.000			0.500			0.667			0.375		0.625					
	APP/DEPART	0	/	2	4	/	3	8	/	7	3	/	3	0					

I-15 SB Ramps

NORTH SIDE

W Foothill Blvd WEST SIDE EAST SIDE **W Foothill Blvd**

SOUTH SIDE

I-15 SB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	1
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND I-15 SB Ramps			SOUTHBOUND I-15 SB Ramps			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1.5	ST X	SR 1.5	EL X	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	2	0	6	0	0	3	0	4	4	19	0	0	0	0	0
	7:15 AM	0	0	0	3	0	1	0	4	3	0	6	3	20	0	0	0	0	0
	7:30 AM	0	0	0	0	0	3	0	3	0	0	2	6	14	0	0	0	0	0
	7:45 AM	0	0	0	6	0	2	0	5	0	0	1	6	20	0	0	0	0	0
	8:00 AM	0	0	0	4	0	0	0	3	4	0	5	8	24	0	0	0	0	0
	8:15 AM	0	0	0	2	0	1	0	2	2	0	6	9	22	0	0	0	0	0
	8:30 AM	0	0	0	2	0	5	0	5	3	0	4	7	26	0	0	0	0	0
	8:45 AM	0	0	0	8	0	5	0	4	2	0	7	2	28	0	0	0	0	0
	VOLUMES	0	0	0	27	0	23	0	26	17	0	35	45	173	0	0	0	0	0
	APPROACH %	0%	0%	0%	54%	0%	46%	0%	60%	40%	0%	44%	56%						
	APP/DEPART	0	/	45	50	/	17	43	/	53	80	/	58	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	12	0	6	0	13	6	0	14	29	80					
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	68%	32%	0%	33%	67%						
	PEAK HR FACTOR		0.000			0.563			0.679			0.717		0.833					
	APP/DEPART	0	/	29	18	/	6	19	/	25	43	/	20	0					
PM	4:00 PM	0	0	0	0	0	0	0	3	2	0	2	1	8	0	0	0	0	0
	4:15 PM	0	0	0	4	0	3	0	2	3	0	0	5	17	0	0	0	0	0
	4:30 PM	0	0	0	3	0	3	0	3	2	0	1	3	15	0	0	0	0	0
	4:45 PM	0	0	0	2	0	6	0	3	4	0	0	4	19	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	2	1	0	1	4	8	0	0	0	0	0
	5:15 PM	0	0	0	6	0	3	0	1	1	0	2	3	16	0	0	0	0	0
	5:30 PM	0	0	0	6	0	2	0	1	1	0	0	1	11	0	0	0	0	0
	5:45 PM	0	0	0	1	0	2	0	5	1	0	0	2	11	0	0	0	0	0
	VOLUMES	0	0	0	22	0	19	0	20	15	0	6	23	105	0	0	0	0	0
	APPROACH %	0%	0%	0%	54%	0%	46%	0%	57%	43%	0%	21%	79%						
	APP/DEPART	0	/	23	41	/	15	35	/	42	29	/	25	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	9	0	12	0	10	10	0	2	16	59					
	APPROACH %	0%	0%	0%	43%	0%	57%	0%	50%	50%	0%	11%	89%						
	PEAK HR FACTOR		0.000			0.656			0.714			0.900		0.776					
	APP/DEPART	0	/	16	21	/	10	20	/	19	18	/	14	0					

I-15 SB Ramps

NORTH SIDE

W Foothill Blvd WEST SIDE EAST SIDE **W Foothill Blvd**

SOUTH SIDE

I-15 SB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

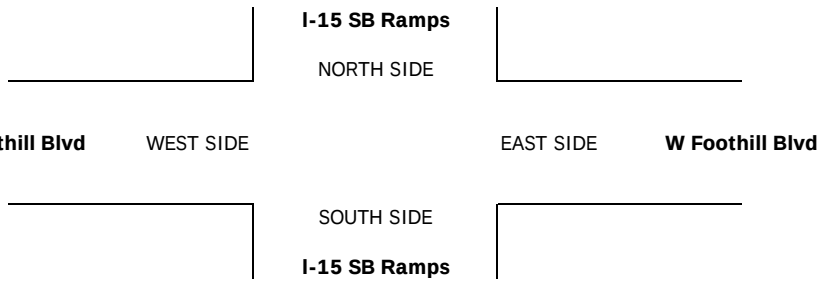
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	1
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND I-15 SB Ramps			SOUTHBOUND I-15 SB Ramps			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	X	X	1.5	X	1.5	X	3	1	X	3	1						
AM																		
7:00 AM	0	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	0
7:30 AM	0	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	0
8:00 AM	0	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	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	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	0
VOLUMES	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	1	/	0	0	/	0	0	/	1	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM																		
4:00 PM	0	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	0
4:30 PM	0	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	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	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	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

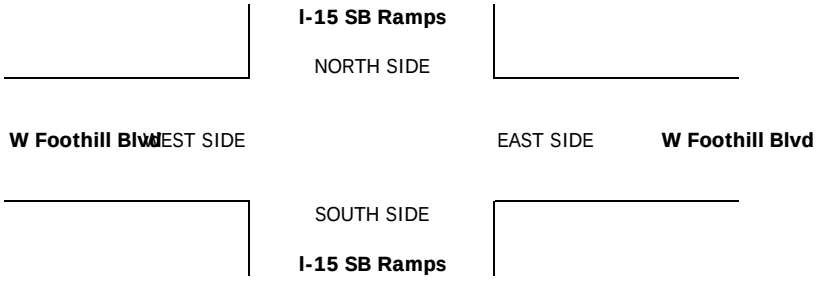
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	1
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

	NORTHBOUND I-15 SB Ramps			SOUTHBOUND I-15 SB Ramps			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
LANES:	NL X	NT X	NR X	SL 1.5	ST X	SR 1.5	EL X	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	0	1	0	3	0	4	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	2	0	0	1	1	4	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	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	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	7	1	0	10	1	19	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	88%	13%	0%	91%	9%						
APP/DEPART	0	/	1	0	/	1	8	/	7	11	/	10	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	5	0	0	3	1	9					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	75%	25%						
PEAK HR FACTOR		0.000			0.000			0.625			0.500		0.563					
APP/DEPART	0	/	1	0	/	0	5	/	5	4	/	3	0					
PM 4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	1	0	1	0	3	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
VOLUMES	0	0	0	0	0	1	0	6	1	0	7	0	15	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	100%	0%	86%	14%	0%	100%	0%						
APP/DEPART	0	/	0	1	/	1	7	/	6	7	/	8	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	0	0	0	0	0	0	2	1	0	3	0	6					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	67%	33%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.375			0.750		0.500					
APP/DEPART	0	/	0	0	/	1	3	/	2	3	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Nov 14, 23

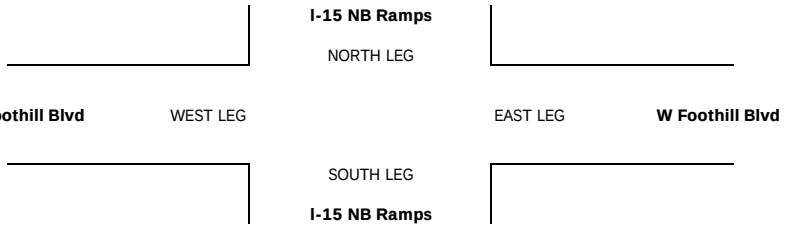
LOCATION: Rancho Cucamonga
NORTH & SOUTH: I-15 NB Ramps
EAST & WEST: W Foothill Blvd

PROJECT #: SC4307
LOCATION #: 2
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL 1.5	NT X	NR 1.5	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	157	0	86	0	0	0	0	71	59	0	229	29	631	0	0	0	0	0
	7:15 AM	177	0	82	0	0	0	0	78	67	0	270	25	699	0	0	0	0	0
	7:30 AM	211	0	92	0	0	0	0	68	63	0	272	28	734	0	0	0	0	0
	7:45 AM	251	0	122	0	0	0	0	141	71	0	342	49	976	0	0	0	0	0
	8:00 AM	246	0	89	0	0	0	0	87	87	0	368	49	926	0	0	0	0	0
	8:15 AM	227	0	82	0	0	0	0	82	71	0	359	32	853	0	0	0	0	0
	8:30 AM	206	0	67	0	0	0	0	89	55	0	284	38	739	0	0	1	0	1
	8:45 AM	243	0	87	0	0	0	0	118	44	0	240	32	764	0	0	0	0	0
	VOLUMES	1,718	0	707	0	0	0	0	734	517	0	2,364	282	6,323	0	0	1	0	1
	APPROACH %	71%	0%	29%	0%	0%	0%	0%	59%	41%	0%	89%	11%						
	APP/DEPART	2,425	/	282	0	/	517	1,252	/	1,441	2,646	/	4,083	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	930	0	360	0	0	0	0	399	284	0	1,353	168	3,495					
	APPROACH %	72%	0%	28%	0%	0%	0%	0%	58%	42%	0%	89%	11%						
	PEAK HR FACTOR		0.865			0.000			0.807			0.912		0.895					
	APP/DEPART	1,290	/	168	0	/	284	684	/	759	1,521	/	2,284	0					
PM	4:00 PM	135	0	94	0	0	0	0	247	216	0	262	73	1,027	0	0	0	0	0
	4:15 PM	125	0	94	0	0	0	0	297	261	0	254	76	1,107	0	0	0	0	0
	4:30 PM	147	0	87	0	0	0	0	283	233	0	265	69	1,084	0	0	0	0	0
	4:45 PM	160	0	89	0	0	0	0	277	262	0	282	66	1,136	0	0	0	0	0
	5:00 PM	114	0	80	0	0	0	0	250	291	0	264	75	1,074	0	0	0	0	0
	5:15 PM	126	0	66	0	0	0	0	241	295	0	246	53	1,027	0	0	0	0	0
	5:30 PM	119	0	77	0	0	0	0	269	296	0	234	63	1,058	0	0	0	0	0
	5:45 PM	143	0	84	0	0	0	0	233	285	0	256	66	1,067	0	0	0	0	0
	VOLUMES	1,069	0	671	0	0	0	0	2,097	2,139	0	2,063	541	8,580	0	0	0	0	0
	APPROACH %	61%	0%	39%	0%	0%	0%	0%	50%	50%	0%	79%	21%						
	APP/DEPART	1,740	/	541	0	/	2,139	4,236	/	2,768	2,604	/	3,132	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	546	0	350	0	0	0	0	1,107	1,047	0	1,065	286	4,401					
	APPROACH %	61%	0%	39%	0%	0%	0%	0%	51%	49%	0%	79%	21%						
	PEAK HR FACTOR		0.900			0.000			0.965			0.971		0.969					
	APP/DEPART	896	/	286	0	/	1,047	2,154	/	1,457	1,351	/	1,611	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

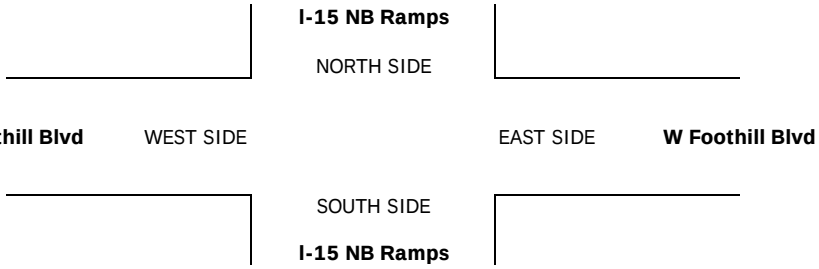
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	2
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL 1.5	NT X	NR 1.5	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	138	0	73	0	0	0	0	68	57	0	213	19	568	0	0	0	0	0
	7:15 AM	159	0	70	0	0	0	0	68	62	0	244	19	622	0	0	0	0	0
	7:30 AM	192	0	76	0	0	0	0	63	57	0	250	26	664	0	0	0	0	0
	7:45 AM	233	0	105	0	0	0	0	125	66	0	317	43	889	0	0	0	0	0
	8:00 AM	223	0	78	0	0	0	0	76	80	0	339	45	841	0	0	0	0	0
	8:15 AM	207	0	66	0	0	0	0	71	65	0	328	28	765	0	0	0	0	0
	8:30 AM	188	0	58	0	0	0	0	79	46	0	262	26	659	0	0	1	0	1
	8:45 AM	227	0	70	0	0	0	0	98	38	0	213	23	669	0	0	0	0	0
	VOLUMES	1,567	0	596	0	0	0	0	648	471	0	2,166	229	5,678	0	0	1	0	1
	APPROACH %	72%	0%	28%	0%	0%	0%	0%	58%	42%	0%	90%	10%						
	APP/DEPART	2,163	/	229	0	/	471	1,120	/	1,244	2,395	/	3,734	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	851	0	307	0	0	0	0	351	257	0	1,246	142	3,155					
	APPROACH %	73%	0%	27%	0%	0%	0%	0%	58%	42%	0%	90%	10%						
	PEAK HR FACTOR		0.857			0.000			0.797			0.904		0.887					
	APP/DEPART	1,158	/	142	0	/	257	609	/	658	1,388	/	2,098	0					
PM	4:00 PM	128	0	85	0	0	0	0	238	210	0	249	68	978	0	0	0	0	0
	4:15 PM	121	0	87	0	0	0	0	287	251	0	246	68	1,060	0	0	0	0	0
	4:30 PM	143	0	79	0	0	0	0	272	224	0	252	62	1,032	0	0	0	0	0
	4:45 PM	158	0	84	0	0	0	0	270	249	0	273	60	1,094	0	0	0	0	0
	5:00 PM	113	0	74	0	0	0	0	246	288	0	248	64	1,033	0	0	0	0	0
	5:15 PM	124	0	57	0	0	0	0	226	292	0	235	46	980	0	0	0	0	0
	5:30 PM	116	0	74	0	0	0	0	258	291	0	229	57	1,025	0	0	0	0	0
	5:45 PM	141	0	82	0	0	0	0	228	277	0	250	59	1,037	0	0	0	0	0
	VOLUMES	1,044	0	622	0	0	0	0	2,025	2,082	0	1,982	484	8,239	0	0	0	0	0
	APPROACH %	63%	0%	37%	0%	0%	0%	0%	49%	51%	0%	80%	20%						
	APP/DEPART	1,666	/	484	0	/	2,082	4,107	/	2,647	2,466	/	3,026	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	535	0	324	0	0	0	0	1,075	1,012	0	1,019	254	4,219					
	APPROACH %	62%	0%	38%	0%	0%	0%	0%	52%	48%	0%	80%	20%						
	PEAK HR FACTOR		0.887			0.000			0.970			0.956		0.964					
	APP/DEPART	859	/	254	0	/	1,012	2,087	/	1,399	1,273	/	1,554	0					



INTERSECTION TURNING MOVEMENT COUNTS

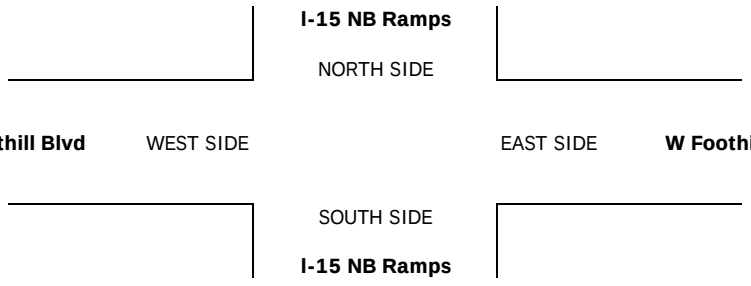
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	2
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL 1.5	NT X	NR 1.5	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	12	0	5	0	0	0	0	1	1	0	5	2	26	0	0	0	0	0
	7:15 AM	14	0	8	0	0	0	0	3	2	0	13	2	42	0	0	0	0	0
	7:30 AM	17	0	10	0	0	0	0	3	3	0	8	0	41	0	0	0	0	0
	7:45 AM	18	0	8	0	0	0	0	7	3	0	14	1	51	0	0	0	0	0
	8:00 AM	16	0	6	0	0	0	0	3	5	0	15	2	47	0	0	0	0	0
	8:15 AM	13	0	7	0	0	0	0	5	3	0	16	0	44	0	0	0	0	0
	8:30 AM	13	0	4	0	0	0	0	4	4	0	12	5	42	0	0	0	0	0
	8:45 AM	9	0	7	0	0	0	0	6	3	0	18	0	43	0	0	0	0	0
	VOLUMES	112	0	55	0	0	0	0	32	24	0	101	12	336	0	0	0	0	0
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	57%	43%	0%	89%	11%						
	APP/DEPART	167	/	12	0	/	24	56	/	87	113	/	213	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	60	0	25	0	0	0	0	19	15	0	57	8	184					
	APPROACH %	71%	0%	29%	0%	0%	0%	0%	56%	44%	0%	88%	12%						
	PEAK HR FACTOR		0.817			0.000			0.850			0.956		0.902					
	APP/DEPART	85	/	8	0	/	15	34	/	44	65	/	117	0					
PM	4:00 PM	5	0	5	0	0	0	0	5	4	0	10	1	30	0	0	0	0	0
	4:15 PM	4	0	3	0	0	0	0	6	7	0	2	0	22	0	0	0	0	0
	4:30 PM	3	0	5	0	0	0	0	2	7	0	7	2	26	0	0	0	0	0
	4:45 PM	2	0	4	0	0	0	0	4	9	0	4	2	25	0	0	0	0	0
	5:00 PM	1	0	4	0	0	0	0	2	2	0	10	4	23	0	0	0	0	0
	5:15 PM	2	0	6	0	0	0	0	5	3	0	6	2	24	0	0	0	0	0
	5:30 PM	3	0	1	0	0	0	0	3	2	0	2	2	13	0	0	0	0	0
	5:45 PM	2	0	2	0	0	0	0	1	4	0	3	2	14	0	0	0	0	0
	VOLUMES	22	0	30	0	0	0	0	28	38	0	44	15	177	0	0	0	0	0
	APPROACH %	42%	0%	58%	0%	0%	0%	0%	42%	58%	0%	75%	25%						
	APP/DEPART	52	/	15	0	/	38	66	/	58	59	/	66	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	10	0	16	0	0	0	0	14	25	0	23	8	96					
	APPROACH %	38%	0%	62%	0%	0%	0%	0%	36%	64%	0%	74%	26%						
	PEAK HR FACTOR		0.813			0.000			0.750			0.554		0.923					
	APP/DEPART	26	/	8	0	/	25	39	/	30	31	/	33	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

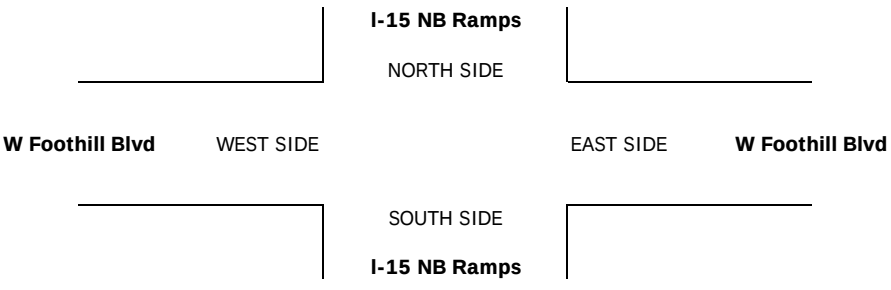
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	2
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL 1.5	NT X	NR 1.5	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	0	2	0	0	0	0	0	1	0	5	3	13	0	0	0	0	0
	7:15 AM	1	0	1	0	0	0	0	1	1	0	6	2	12	0	0	0	0	0
	7:30 AM	0	0	2	0	0	0	0	1	0	0	8	1	12	0	0	0	0	0
	7:45 AM	0	0	3	0	0	0	0	0	0	0	3	1	7	0	0	0	0	0
	8:00 AM	3	0	0	0	0	0	0	1	0	0	3	0	7	0	0	0	0	0
	8:15 AM	3	0	1	0	0	0	0	1	2	0	3	1	11	0	0	0	0	0
	8:30 AM	0	0	1	0	0	0	0	3	1	0	4	0	9	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	4	0	0	4	3	11	0	0	0	0	0
	VOLUMES	9	0	10	0	0	0	0	11	5	0	36	11	82	0	0	0	0	0
	APPROACH %	47%	0%	53%	0%	0%	0%	0%	69%	31%	0%	77%	23%						
	APP/DEPART	19	/	11	0	/	5	16	/	21	47	/	45	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	6	0	5	0	0	0	0	5	3	0	13	2	34					
	APPROACH %	55%	0%	45%	0%	0%	0%	0%	63%	38%	0%	87%	13%						
	PEAK HR FACTOR		0.688			0.000			0.500			0.938		0.773					
	APP/DEPART	11	/	2	0	/	3	8	/	10	15	/	19	0					
PM	4:00 PM	0	0	1	0	0	0	0	2	0	0	0	2	5	0	0	0	0	0
	4:15 PM	0	0	3	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0
	4:30 PM	1	0	0	0	0	0	0	3	1	0	1	1	7	0	0	0	0	0
	4:45 PM	0	0	1	0	0	0	0	0	2	0	1	0	4	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	5:15 PM	0	0	2	0	0	0	0	2	0	0	0	1	5	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	2	0	1	0	4	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	1	0	7	0	0	0	0	9	6	0	3	7	33	0	0	0	0	0
	APPROACH %	13%	0%	88%	0%	0%	0%	0%	60%	40%	0%	30%	70%						
	APP/DEPART	8	/	7	0	/	6	15	/	16	10	/	4	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	1	0	4	0	0	0	0	3	4	0	2	4	18					
	APPROACH %	20%	0%	80%	0%	0%	0%	0%	43%	57%	0%	33%	67%						
	PEAK HR FACTOR		0.417			0.000			0.438			0.750		0.643					
	APP/DEPART	5	/	4	0	/	4	7	/	7	6	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	2
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

	NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
LANES:	NL 1.5	NT X	NR 1.5	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	3	0	5	0	0	0	0	2	0	0	5	5	20	0	0	0	0	0
7:15 AM	3	0	3	0	0	0	0	5	2	0	6	2	21	0	0	0	0	0
7:30 AM	2	0	3	0	0	0	0	0	3	0	6	1	15	0	0	0	0	0
7:45 AM	0	0	5	0	0	0	0	9	2	0	7	4	27	0	0	0	0	0
8:00 AM	4	0	5	0	0	0	0	5	2	0	9	2	27	0	0	0	0	0
8:15 AM	4	0	8	0	0	0	0	3	1	0	11	3	30	0	0	0	0	0
8:30 AM	5	0	4	0	0	0	0	3	4	0	6	5	27	0	0	0	0	0
8:45 AM	6	0	9	0	0	0	0	9	3	0	3	6	36	0	0	0	0	0
VOLUMES	27	0	42	0	0	0	0	36	17	0	53	28	203	0	0	0	0	0
APPROACH %	39%	0%	61%	0%	0%	0%	0%	68%	32%	0%	65%	35%						
APP/DEPART	69	/	28	0	/	17	53	/	78	81	/	80	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	13	0	22	0	0	0	0	20	9	0	33	14	111					
APPROACH %	37%	0%	63%	0%	0%	0%	0%	69%	31%	0%	70%	30%						
PEAK HR FACTOR		0.729			0.000			0.659			0.839		0.925					
APP/DEPART	35	/	14	0	/	9	29	/	42	47	/	46	0					
PM																		
4:00 PM	1	0	3	0	0	0	0	1	2	0	2	1	10	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	4	2	0	5	7	19	0	0	0	0	0
4:30 PM	0	0	3	0	0	0	0	5	1	0	5	4	18	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	3	2	0	3	4	12	0	0	0	0	0
5:00 PM	0	0	2	0	0	0	0	1	1	0	5	5	14	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	7	0	0	5	4	17	0	0	0	0	0
5:30 PM	0	0	2	0	0	0	0	6	1	0	1	4	14	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	2	4	0	2	5	13	0	0	0	0	0
VOLUMES	1	0	12	0	0	0	0	29	13	0	28	34	117	0	0	0	0	0
APPROACH %	8%	0%	92%	0%	0%	0%	0%	69%	31%	0%	45%	55%						
APP/DEPART	13	/	34	0	/	13	42	/	41	62	/	29	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	0	6	0	0	0	0	13	6	0	18	20	63					
APPROACH %	0%	0%	100%	0%	0%	0%	0%	68%	32%	0%	47%	53%						
PEAK HR FACTOR		0.500			0.000			0.792			0.792		0.829					
APP/DEPART	6	/	20	0	/	6	19	/	19	38	/	18	0					

I-15 NB Ramps

NORTH SIDE

W Foothill Blvd WEST SIDE EAST SIDE **W Foothill Blvd**

SOUTH SIDE

I-15 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	2
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
LANES:	NL 1.5	NT X	NR 1.5	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	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	0
7:45 AM	0	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	0
8:15 AM	0	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	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM 4:00 PM	0	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	0
4:30 PM	0	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	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	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	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

I-15 NB Ramps

NORTH SIDE

W Foothill Blvd WEST SIDE EAST SIDE **W Foothill Blvd**

SOUTH SIDE

I-15 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

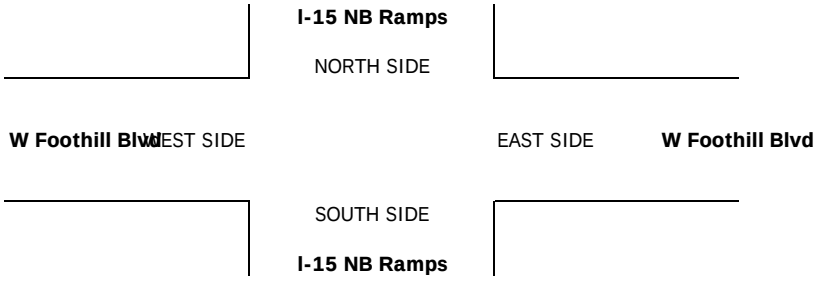
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	2
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (I-15 NB Ramps)			SOUTHBOUND (I-15 NB Ramps)			EASTBOUND (W Foothill Blvd)			WESTBOUND (W Foothill Blvd)				U-TURNS				
	LANES:	NL 1.5	NT X	NR 1.5	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	0	1	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	8:45 AM	1	0	1	0	0	0	0	1	0	0	2	0	5	0	0	0	0	0
	VOLUMES	3	0	4	0	0	0	0	7	0	0	8	2	24	0	0	0	0	0
	APPROACH %	43%	0%	57%	0%	0%	0%	0%	100%	0%	0%	80%	20%						
	APP/DEPART	7	/	2	0	/	0	7	/	11	10	/	11	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	1	0	0	0	0	4	0	0	4	2	11					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	67%	33%						
	PEAK HR FACTOR		0.250			0.000			0.500			0.750		0.688					
	APP/DEPART	1	/	2	0	/	0	4	/	5	6	/	4	0					
PM	4:00 PM	1	0	0	0	0	0	0	1	0	0	1	1	4	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	VOLUMES	1	0	0	0	0	0	0	6	0	0	6	1	14	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	86%	14%						
	APP/DEPART	1	/	1	0	/	0	6	/	6	7	/	7	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	0	0	0	2	0	0	3	0	5					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.750		0.625					
	APP/DEPART	0	/	0	0	/	0	2	/	2	3	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

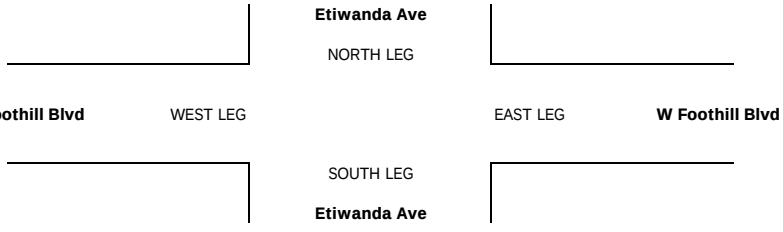
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
Tue, Nov 14, 23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	3
	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

NOTES:

ET/NR/SL AM - Construction

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Etiwanda Ave)			SOUTHBOUND (Etiwanda Ave)			EASTBOUND (W Foothill Blvd)			WESTBOUND (W Foothill Blvd)				U-TURNS				
	LANES:	NL 0	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	36	30	2	2	66	52	30	32	55	26	205	8	544	0	0	1	0	1
	7:15 AM	37	42	0	0	70	64	37	0	88	37	186	12	573	0	0	1	0	1
	7:30 AM	39	77	0	0	72	74	43	0	67	42	213	16	643	0	0	6	0	6
	7:45 AM	34	90	0	0	102	109	50	0	104	27	235	21	772	0	0	2	0	2
	8:00 AM	47	82	0	0	76	71	74	0	78	39	233	20	720	0	0	5	0	5
	8:15 AM	42	54	0	0	90	77	50	0	76	28	220	5	642	0	0	7	0	7
	8:30 AM	56	43	0	0	76	46	47	0	72	26	192	7	565	0	0	5	0	5
	8:45 AM	47	40	0	0	59	43	66	0	92	17	161	13	538	0	0	2	0	2
	VOLUMES	338	458	2	2	611	536	397	32	632	242	1,645	102	5,026	0	0	29	0	29
	APPROACH %	42%	57%	0%	0%	53%	47%	36%	3%	58%	12%	83%	5%						
	APP/DEPART	798	/	957	1,149	/	1,485	1,090	/	36	1,989	/	2,548	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	162	303	0	0	340	331	217	0	325	136	901	62	2,797					
	APPROACH %	35%	65%	0%	0%	51%	49%	39%	0%	58%	12%	82%	6%						
	PEAK HR FACTOR		0.901			0.795			0.895			0.941		0.903					
	APP/DEPART	465	/	582	671	/	801	562	/	0	1,099	/	1,414	0					
PM	4:00 PM	49	68	42	18	30	49	44	229	33	22	174	9	767	0	0	8	1	9
	4:15 PM	50	78	35	19	45	30	45	229	35	21	167	11	765	0	0	9	0	9
	4:30 PM	64	90	31	19	58	43	41	209	45	13	149	10	772	0	0	11	0	11
	4:45 PM	61	84	26	13	49	50	37	238	31	29	235	8	861	0	0	13	0	13
	5:00 PM	49	109	41	17	42	50	39	216	35	9	167	15	789	0	0	17	0	17
	5:15 PM	55	82	43	18	49	59	47	224	33	16	178	14	818	0	0	9	0	9
	5:30 PM	60	86	38	21	52	42	44	188	35	29	161	13	769	0	0	11	0	11
	5:45 PM	64	95	40	9	49	34	44	211	26	20	162	10	764	0	0	19	0	19
	VOLUMES	452	692	296	134	374	357	341	1,744	273	159	1,393	90	6,403	0	0	97	1	98
	APPROACH %	31%	48%	21%	15%	43%	41%	14%	71%	11%	10%	85%	5%						
	APP/DEPART	1,440	/	1,123	865	/	806	2,455	/	2,175	1,643	/	2,299	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	229	365	141	67	198	202	164	887	144	67	729	47	3,290					
	APPROACH %	31%	50%	19%	14%	42%	43%	13%	71%	12%	8%	86%	6%						
	PEAK HR FACTOR		0.923			0.927			0.976			0.775		0.941					
	APP/DEPART	735	/	576	467	/	409	1,245	/	1,095	843	/	1,210	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	3
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL 0	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	24	21	2	2	61	52	25	28	42	26	190	7	480	0	0	1	0	1
	7:15 AM	24	39	0	0	65	64	35	0	72	32	164	12	507	0	0	1	0	1
	7:30 AM	31	66	0	0	69	72	34	0	55	36	199	15	577	0	0	6	0	6
	7:45 AM	27	81	0	0	101	107	40	0	84	24	216	21	701	0	0	2	0	2
	8:00 AM	38	78	0	0	75	66	69	0	55	37	217	18	653	0	0	5	0	5
	8:15 AM	34	49	0	0	84	74	44	0	65	27	197	5	579	0	0	6	0	6
	8:30 AM	44	36	0	0	68	45	44	0	56	23	174	7	497	0	0	5	0	5
	8:45 AM	34	37	0	0	53	41	58	0	67	13	142	13	458	0	0	2	0	2
	VOLUMES	256	407	2	2	576	521	349	28	496	218	1,499	98	4,480	0	0	28	0	28
	APPROACH %	38%	61%	0%	0%	52%	47%	39%	3%	55%	12%	83%	5%						
	APP/DEPART	665	/	854	1,099	/	1,290	901	/	32	1,815	/	2,304	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	130	274	0	0	329	319	187	0	259	124	829	59	2,529					
	APPROACH %	32%	68%	0%	0%	51%	49%	40%	0%	56%	12%	82%	6%						
	PEAK HR FACTOR		0.871			0.779			0.901			0.930		0.899					
	APP/DEPART	404	/	520	648	/	712	465	/	0	1,012	/	1,297	0					
PM	4:00 PM	41	63	40	18	29	48	43	213	28	21	164	9	717	0	0	8	1	9
	4:15 PM	45	76	35	19	37	30	45	220	31	21	156	11	726	0	0	9	0	9
	4:30 PM	55	87	30	18	51	42	41	199	37	12	140	9	721	0	0	11	0	11
	4:45 PM	54	81	26	13	43	49	36	232	26	26	226	8	820	0	0	13	0	13
	5:00 PM	43	106	39	17	37	46	39	209	32	9	154	15	746	0	0	16	0	16
	5:15 PM	51	81	42	18	44	58	46	215	22	15	168	14	774	0	0	9	0	9
	5:30 PM	56	86	38	21	49	42	44	182	32	27	155	13	745	0	0	11	0	11
	5:45 PM	58	93	40	9	48	34	44	204	22	19	157	10	738	0	0	19	0	19
	VOLUMES	403	673	290	133	338	349	338	1,674	230	150	1,320	89	6,084	0	0	96	1	97
	APPROACH %	30%	49%	21%	16%	41%	43%	14%	72%	10%	10%	85%	6%						
	APP/DEPART	1,366	/	1,100	820	/	718	2,338	/	2,098	1,560	/	2,168	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	203	355	137	66	175	195	162	855	117	62	688	46	3,110					
	APPROACH %	29%	51%	20%	15%	40%	45%	14%	72%	10%	8%	86%	6%						
	PEAK HR FACTOR		0.924			0.908			0.963			0.765		0.933					
	APP/DEPART	695	/	563	436	/	354	1,183	/	1,058	796	/	1,135	0					

Etiwanda Ave

NORTH SIDE

W Foothill Blvd WEST SIDE EAST SIDE **W Foothill Blvd**

SOUTH SIDE

Etiwanda Ave

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	3
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	2	1	1	2	0	2	2	1	2	2	1						
AM 7:00 AM	2	4	0	0	3	0	3	0	5	0	6	1	24	0	0	0	0	0
7:15 AM	3	1	0	0	3	0	2	0	8	4	14	0	35	0	0	0	0	0
7:30 AM	3	4	0	0	2	1	8	0	7	4	5	0	34	0	0	0	0	0
7:45 AM	2	6	0	0	1	1	9	0	7	3	8	0	37	0	0	0	0	0
8:00 AM	3	4	0	0	0	5	4	0	8	2	10	1	37	0	0	0	0	0
8:15 AM	0	3	0	0	3	2	3	0	3	1	11	0	26	0	0	1	0	1
8:30 AM	6	6	0	0	1	1	3	0	5	3	12	0	37	0	0	0	0	0
8:45 AM	2	1	0	0	3	1	4	0	6	3	12	0	32	0	0	0	0	0
VOLUMES	21	29	0	0	16	11	36	0	49	20	78	2	263	0	0	1	0	1
APPROACH %	42%	58%	0%	0%	59%	41%	42%	0%	57%	20%	78%	2%						
APP/DEPART	50	/	67	27	/	85	86	/	0	100	/	111	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	8	17	0	0	6	9	24	0	25	10	34	1	135					
APPROACH %	32%	68%	0%	0%	40%	60%	48%	0%	50%	22%	76%	2%						
PEAK HR FACTOR		0.781			0.750			0.781			0.865		0.912					
APP/DEPART	25	/	42	15	/	41	50	/	0	45	/	52	0					
PM 4:00 PM	3	3	1	0	1	1	1	10	1	0	7	0	28	0	0	0	0	0
4:15 PM	0	2	0	0	4	0	0	5	2	0	5	0	18	0	0	0	0	0
4:30 PM	2	3	1	1	0	1	0	6	2	0	4	1	21	0	0	0	0	0
4:45 PM	1	2	0	0	2	1	1	4	2	3	5	0	21	0	0	0	0	0
5:00 PM	1	2	2	0	0	4	0	4	2	0	8	0	23	0	0	1	0	1
5:15 PM	0	1	1	0	1	1	1	5	2	1	6	0	19	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	1	0	0	4	0	6	0	0	0	0	0
5:45 PM	1	2	0	0	1	0	0	5	1	0	3	0	13	0	0	0	0	0
VOLUMES	8	15	5	1	10	8	3	40	12	4	42	1	150	0	0	1	0	1
APPROACH %	29%	54%	18%	5%	53%	42%	5%	71%	21%	9%	89%	2%						
APP/DEPART	28	/	19	19	/	26	56	/	46	47	/	59	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	4	8	4	1	3	7	2	19	8	4	23	1	85					
APPROACH %	25%	50%	25%	9%	27%	64%	7%	63%	27%	14%	82%	4%						
PEAK HR FACTOR		0.667			0.688			0.938			0.875		0.885					
APP/DEPART	16	/	11	11	/	15	30	/	24	28	/	35	0					

Etiwanda Ave

NORTH SIDE

W Foothill Blvd WEST SIDE EAST SIDE **W Foothill Blvd**

SOUTH SIDE

Etiwanda Ave

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	3
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL 0	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	2	0	0	1	0	0	0	2	0	6	0	13	0	0	0	0	0
	7:15 AM	3	0	0	0	0	0	0	0	1	0	6	0	10	0	0	0	0	0
	7:30 AM	4	3	0	0	1	0	1	0	2	0	3	0	14	0	0	0	0	0
	7:45 AM	0	3	0	0	0	1	1	0	0	0	3	0	8	0	0	0	0	0
	8:00 AM	2	0	0	0	1	0	0	0	3	0	1	1	8	0	0	0	0	0
	8:15 AM	2	0	0	0	1	0	0	0	0	0	2	0	5	0	0	0	0	0
	8:30 AM	2	0	0	0	1	0	0	0	4	0	2	0	9	0	0	0	0	0
	8:45 AM	6	2	0	0	1	0	0	0	4	0	1	0	14	0	0	0	0	0
	VOLUMES	21	10	0	0	6	1	2	0	16	0	24	1	81	0	0	0	0	0
	APPROACH %	68%	32%	0%	0%	86%	14%	11%	0%	89%	0%	96%	4%						
	APP/DEPART	31	/	13	7	/	22	18	/	0	25	/	46	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	8	6	0	0	3	1	2	0	5	0	9	1	35					
	APPROACH %	57%	43%	0%	0%	75%	25%	29%	0%	71%	0%	90%	10%						
	PEAK HR FACTOR		0.500			1.000			0.583			0.833		0.625					
	APP/DEPART	14	/	9	4	/	8	7	/	0	10	/	18	0					
PM	4:00 PM	2	1	1	0	0	0	0	3	1	1	0	0	9	0	0	0	0	0
	4:15 PM	0	0	0	0	4	0	0	2	0	0	0	0	6	0	0	0	0	0
	4:30 PM	2	0	0	0	5	0	0	2	1	1	0	0	11	0	0	0	0	0
	4:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:00 PM	2	1	0	0	5	0	0	0	0	0	0	0	8	0	0	0	0	0
	5:15 PM	0	0	0	0	3	0	0	1	2	0	0	0	6	0	0	0	0	0
	5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	1	1	0	0	3	0	0	0	0	0
	VOLUMES	6	3	1	0	22	0	0	9	5	3	0	0	49	0	0	0	0	0
	APPROACH %	60%	30%	10%	0%	100%	0%	0%	64%	36%	100%	0%	0%						
	APP/DEPART	10	/	3	22	/	30	14	/	10	3	/	6	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	4	2	0	0	16	0	0	3	3	1	0	0	29					
	APPROACH %	67%	33%	0%	0%	100%	0%	0%	50%	50%	100%	0%	0%						
	PEAK HR FACTOR		0.500			0.800			0.500			0.250		0.659					
	APP/DEPART	6	/	2	16	/	20	6	/	3	1	/	4	0					

Etiwanda Ave

NORTH SIDE

W Foothill Blvd WEST SIDE EAST SIDE **W Foothill Blvd**

SOUTH SIDE

Etiwanda Ave

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	3
	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL 0	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	8	2	0	0	0	0	1	2	6	0	2	0	21	0	0	0	0	0
	7:15 AM	7	2	0	0	0	0	0	0	6	1	1	0	17	0	0	0	0	0
	7:30 AM	1	3	0	0	0	1	0	0	2	2	6	0	15	0	0	0	0	0
	7:45 AM	5	0	0	0	0	0	0	0	13	0	7	0	25	0	0	0	0	0
	8:00 AM	4	0	0	0	0	0	0	0	11	0	4	0	19	0	0	0	0	0
	8:15 AM	6	2	0	0	2	1	3	0	7	0	9	0	30	0	0	0	0	0
	8:30 AM	4	1	0	0	5	0	0	0	7	0	4	0	21	0	0	0	0	0
	8:45 AM	5	0	0	0	2	0	2	0	14	1	3	0	27	0	0	0	0	0
	VOLUMES	40	10	0	0	9	2	6	2	66	4	36	0	175	0	0	0	0	0
	APPROACH %	80%	20%	0%	0%	82%	18%	8%	3%	89%	10%	90%	0%						
	APP/DEPART	50	/	16	11	/	79	74	/	2	40	/	78	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	16	5	0	0	2	2	3	0	33	2	26	0	89					
	APPROACH %	76%	24%	0%	0%	50%	50%	8%	0%	92%	7%	93%	0%						
	PEAK HR FACTOR		0.656			0.333			0.692			0.778		0.742					
	APP/DEPART	21	/	8	4	/	37	36	/	0	28	/	44	0					
PM	4:00 PM	3	1	0	0	0	0	0	1	3	0	2	0	10	0	0	0	0	0
	4:15 PM	5	0	0	0	0	0	0	2	2	0	5	0	14	0	0	0	0	0
	4:30 PM	5	0	0	0	1	0	0	1	5	0	5	0	17	0	0	0	0	0
	4:45 PM	6	0	0	0	1	0	0	2	3	0	3	0	15	0	0	0	0	0
	5:00 PM	3	0	0	0	0	0	0	2	1	0	4	0	10	0	0	0	0	0
	5:15 PM	4	0	0	0	1	0	0	2	7	0	3	0	17	0	0	0	0	0
	5:30 PM	4	0	0	0	0	0	0	4	3	2	2	0	15	0	0	0	0	0
	5:45 PM	5	0	0	0	0	0	0	0	2	0	1	0	8	0	0	0	0	0
	VOLUMES	35	1	0	0	3	0	0	14	26	2	25	0	106	0	0	0	0	0
	APPROACH %	97%	3%	0%	0%	100%	0%	0%	35%	65%	7%	93%	0%						
	APP/DEPART	36	/	1	3	/	31	40	/	14	27	/	60	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	18	0	0	0	3	0	0	7	16	0	15	0	59					
	APPROACH %	100%	0%	0%	0%	100%	0%	0%	30%	70%	0%	100%	0%						
	PEAK HR FACTOR		0.750			0.750			0.639			0.750		0.868					
	APP/DEPART	18	/	0	3	/	19	23	/	7	15	/	33	0					

Etiwanda Ave

NORTH SIDE

W Foothill Blvd WEST SIDE EAST SIDE **W Foothill Blvd**

SOUTH SIDE

Etiwanda Ave

INTERSECTION TURNING MOVEMENT COUNTS

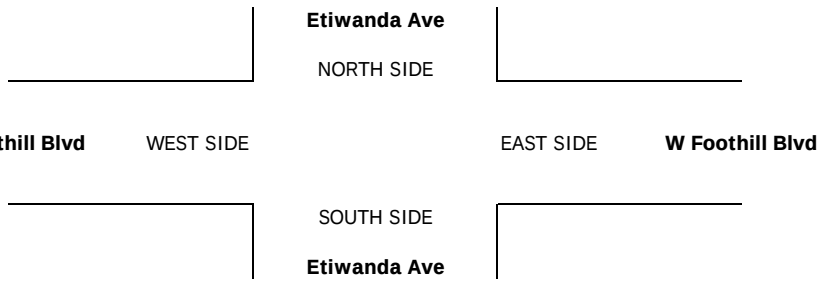
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	3
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
	LANES:	NL 0	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	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	0
	7:45 AM	0	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	0
	8:15 AM	0	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	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	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	0
	4:30 PM	0	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	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	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	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

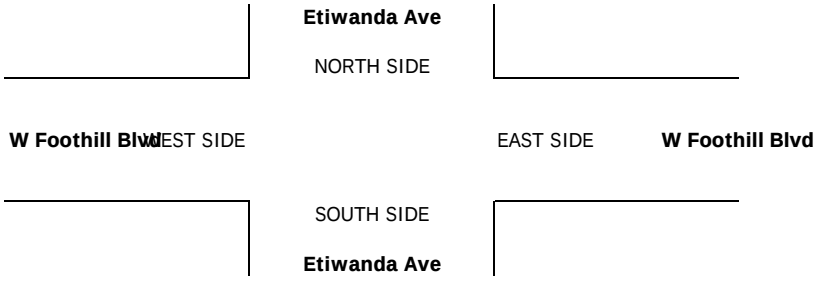
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	3
TUESDAY	EAST & WEST:	W Foothill Blvd	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND W Foothill Blvd			WESTBOUND W Foothill Blvd				U-TURNS				
LANES:	NL 0	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	1	0	0	1	0	1	2	0	0	1	0	6	0	0	0	0	0
7:15 AM	0	0	0	0	2	0	0	0	1	0	1	0	4	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	1	0	1	0	3	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	2	0	1	0	3	0	7	0	0	0	0	0
VOLUMES	0	2	0	0	4	1	4	2	5	0	8	1	27	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	80%	20%	36%	18%	45%	0%	89%	11%						
APP/DEPART	2	/	7	5	/	9	11	/	2	9	/	9	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	1	0	0	0	0	1	0	3	0	3	1	9					
APPROACH %	0%	100%	0%	0%	0%	0%	25%	0%	75%	0%	75%	25%						
PEAK HR FACTOR		0.250			0.000			0.500			1.000		0.750					
APP/DEPART	1	/	3	0	/	3	4	/	0	4	/	3	0					
PM																		
4:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
VOLUMES	0	0	0	0	1	0	0	7	0	0	6	0	14	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	0	/	0	1	/	1	7	/	7	6	/	6	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	0	1	0	0	3	0	0	3	0	7					
APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.250			0.750			0.750		0.875					
APP/DEPART	0	/	0	1	/	1	3	/	3	3	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
Tue, Nov 14, 23	NORTH & SOUTH:	Milliken Ave	LOCATION #:	4
	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	24	47	15	17	127	32	8	71	10	26	169	5	551	0	1	0	0	1
	7:15 AM	24	60	10	11	141	32	7	86	10	25	219	13	638	0	0	0	0	0
	7:30 AM	34	66	18	24	203	35	3	90	13	28	184	13	711	1	1	0	0	2
	7:45 AM	46	92	20	44	204	38	17	142	29	20	206	19	877	1	0	0	0	1
	8:00 AM	45	77	15	19	227	42	17	94	30	26	215	18	825	1	3	0	0	4
	8:15 AM	55	94	12	17	232	46	23	111	26	13	175	24	828	1	6	0	0	7
	8:30 AM	41	97	9	18	194	44	16	76	32	29	212	22	790	1	1	0	0	2
	8:45 AM	47	87	12	15	159	54	13	94	12	23	171	15	702	2	1	0	0	3
	VOLUMES	316	620	111	165	1,487	323	104	764	162	190	1,551	129	5,942	7	13	0	0	20
	APPROACH %	30%	59%	11%	8%	75%	16%	10%	74%	16%	10%	83%	7%						
	APP/DEPART	1,054	/	866	1,988	/	1,846	1,030	/	1,040	1,870	/	2,190	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	187	360	56	98	857	170	73	423	117	88	808	83	3,334					
	APPROACH %	31%	59%	9%	9%	76%	15%	12%	69%	19%	9%	83%	8%						
	PEAK HR FACTOR		0.937			0.943			0.815			0.931		0.949					
	APP/DEPART	607	/	526	1,135	/	1,066	613	/	577	979	/	1,165	0					
PM	4:00 PM	42	319	58	9	108	21	30	203	48	28	123	23	1,012	3	6	0	0	9
	4:15 PM	38	355	70	14	124	23	34	225	38	17	108	15	1,061	2	2	0	0	4
	4:30 PM	33	375	73	19	116	21	45	222	39	31	113	31	1,118	0	2	0	0	2
	4:45 PM	37	320	68	13	128	25	58	209	41	38	142	36	1,115	0	1	0	0	1
	5:00 PM	41	403	110	21	156	20	42	220	45	28	133	27	1,246	1	1	0	0	2
	5:15 PM	40	462	125	17	121	19	40	235	48	26	102	23	1,258	2	0	0	0	2
	5:30 PM	27	364	90	19	126	30	43	232	38	38	114	19	1,140	1	1	0	0	2
	5:45 PM	22	352	73	19	129	21	26	203	29	15	112	18	1,019	0	0	0	0	0
	VOLUMES	280	2,950	667	131	1,008	180	318	1,749	326	221	947	192	8,991	9	13	0	0	22
	APPROACH %	7%	76%	17%	10%	76%	14%	13%	73%	14%	16%	70%	14%						
	APP/DEPART	3,906	/	3,473	1,332	/	1,564	2,393	/	2,547	1,360	/	1,407	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	145	1,549	393	70	531	94	183	896	172	130	491	105	4,766					
	APPROACH %	7%	74%	19%	10%	76%	13%	15%	72%	14%	18%	68%	14%						
	PEAK HR FACTOR		0.831			0.881			0.968			0.840		0.946					
	APP/DEPART	2,091	/	1,840	698	/	837	1,251	/	1,359	726	/	730	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

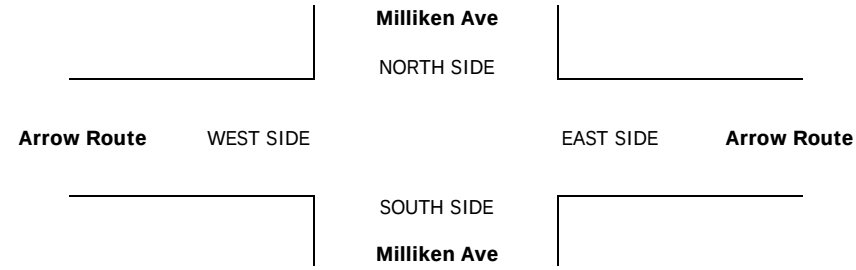
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Milliken Ave	LOCATION #:	4
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Milliken Ave)			SOUTHBOUND (Milliken Ave)			EASTBOUND (Arrow Route)			WESTBOUND (Arrow Route)				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	20	41	12	16	123	30	6	67	9	26	160	4	514	0	1	0	0	1
	7:15 AM	21	58	6	10	128	29	7	79	8	25	210	11	592	0	0	0	0	0
	7:30 AM	31	57	16	20	192	35	2	83	10	27	174	11	658	1	0	0	0	1
	7:45 AM	44	88	20	39	199	38	16	124	28	19	197	17	829	1	0	0	0	1
	8:00 AM	41	71	15	18	218	41	15	85	24	26	203	16	773	1	3	0	0	4
	8:15 AM	54	84	10	14	226	45	18	100	24	12	161	22	770	1	6	0	0	7
	8:30 AM	40	88	8	17	185	44	14	66	30	26	199	22	739	1	1	0	0	2
	8:45 AM	44	83	9	14	152	50	10	83	11	21	163	15	655	2	1	0	0	3
	VOLUMES	295	570	96	148	1,423	312	88	687	144	182	1,467	118	5,549	7	12	0	0	19
	APPROACH %	30%	59%	10%	8%	75%	16%	10%	75%	16%	10%	83%	7%						
	APP/DEPART	968	/	788	1,895	/	1,756	919	/	931	1,767	/	2,074	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	179	331	53	88	828	168	63	375	106	83	760	77	3,125					
	APPROACH %	32%	58%	9%	8%	76%	15%	12%	69%	19%	9%	83%	8%						
	PEAK HR FACTOR		0.926			0.940			0.810			0.931		0.941					
	APP/DEPART	567	/	481	1,094	/	1,021	544	/	516	920	/	1,107	0					
PM	4:00 PM	40	313	54	7	106	21	30	190	45	21	110	19	956	3	6	0	0	9
	4:15 PM	35	351	63	11	119	21	31	211	35	14	102	13	1,006	1	2	0	0	3
	4:30 PM	30	364	69	17	112	20	44	212	36	28	106	29	1,067	0	2	0	0	2
	4:45 PM	35	312	67	13	123	24	57	197	39	38	139	35	1,079	0	1	0	0	1
	5:00 PM	39	388	106	18	152	20	39	210	45	27	130	26	1,200	1	1	0	0	2
	5:15 PM	40	456	119	15	114	17	37	224	47	24	98	21	1,212	1	0	0	0	1
	5:30 PM	24	359	85	18	121	30	43	216	36	34	110	19	1,095	1	1	0	0	2
	5:45 PM	21	350	68	18	125	19	23	196	29	15	105	17	986	0	0	0	0	0
	VOLUMES	264	2,893	631	117	972	172	304	1,656	312	201	900	179	8,621	7	13	0	0	20
	APPROACH %	7%	76%	17%	9%	76%	14%	13%	73%	14%	16%	70%	14%						
	APP/DEPART	3,795	/	3,389	1,274	/	1,492	2,272	/	2,404	1,280	/	1,336	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	138	1,515	377	64	510	91	176	847	167	123	477	101	4,592					
	APPROACH %	7%	75%	19%	10%	76%	14%	15%	71%	14%	18%	68%	14%						
	PEAK HR FACTOR		0.825			0.874			0.966			0.827		0.946					
	APP/DEPART	2,033	/	1,795	668	/	803	1,190	/	1,288	701	/	706	0					



INTERSECTION TURNING MOVEMENT COUNTS

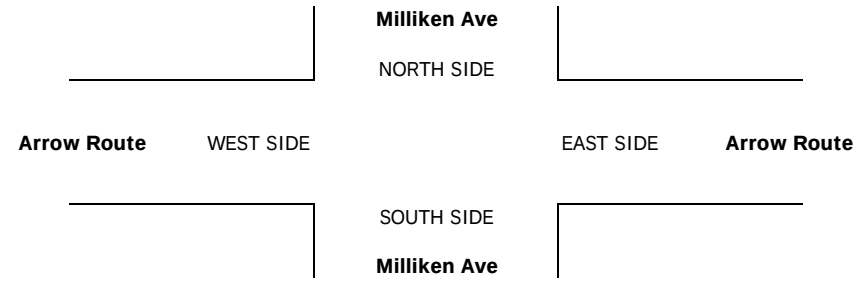
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	Milliken Ave	LOCATION #:	4
	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	2	3	2	0	1	2	2	0	0	0	5	1	18	0	0	0	0	0
7:15 AM	0	2	2	0	6	3	0	4	2	0	5	1	25	0	0	0	0	0
7:30 AM	1	7	1	4	5	0	0	5	3	1	5	1	33	0	1	0	0	1
7:45 AM	1	1	0	2	4	0	0	8	1	0	4	2	23	0	0	0	0	0
8:00 AM	2	3	0	1	5	1	0	5	3	0	7	1	28	0	0	0	0	0
8:15 AM	1	7	2	2	2	1	1	8	0	0	7	2	33	0	0	0	0	0
8:30 AM	1	7	0	1	1	0	1	6	1	2	8	0	28	0	0	0	0	0
8:45 AM	1	1	1	0	2	2	3	6	0	0	5	0	21	0	0	0	0	0
VOLUMES	9	31	8	10	26	9	7	42	10	3	46	8	210	0	1	0	0	1
APPROACH %	19%	65%	17%	22%	57%	20%	12%	71%	17%	5%	81%	14%						
APP/DEPART	48	/	47	46	/	39	59	/	60	57	/	64	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	5	18	2	6	12	2	2	27	5	2	26	5	112					
APPROACH %	20%	72%	8%	30%	60%	10%	6%	79%	15%	6%	79%	15%						
PEAK HR FACTOR		0.625			0.714			0.944			0.825		0.848					
APP/DEPART	25	/	25	20	/	19	34	/	35	33	/	33	0					
PM 4:00 PM	2	4	2	1	1	0	0	8	0	3	6	2	29	0	0	0	0	0
4:15 PM	2	3	4	2	1	2	1	8	0	0	3	2	28	1	0	0	0	1
4:30 PM	1	7	1	1	2	0	0	6	2	2	5	2	29	0	0	0	0	0
4:45 PM	1	4	0	0	4	0	1	6	1	0	1	1	19	0	0	0	0	0
5:00 PM	0	10	2	0	2	0	2	4	0	0	2	0	22	0	0	0	0	0
5:15 PM	0	3	2	2	3	1	2	5	1	1	2	1	23	1	0	0	0	1
5:30 PM	0	3	1	1	1	0	0	6	1	4	2	0	19	0	0	0	0	0
5:45 PM	1	0	2	1	2	0	3	1	0	0	3	0	13	0	0	0	0	0
VOLUMES	7	34	14	8	16	3	9	44	5	10	24	8	184	2	0	0	0	2
APPROACH %	12%	60%	25%	30%	59%	11%	16%	76%	9%	24%	57%	19%						
APP/DEPART	57	/	51	27	/	33	58	/	66	42	/	34	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	1	20	5	3	10	1	5	21	3	5	7	2	84					
APPROACH %	4%	74%	19%	21%	71%	7%	17%	72%	10%	36%	50%	14%						
PEAK HR FACTOR		0.563			0.583			0.906			0.583		0.875					
APP/DEPART	27	/	27	14	/	19	29	/	29	14	/	9	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	Milliken Ave	LOCATION #:	4
	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

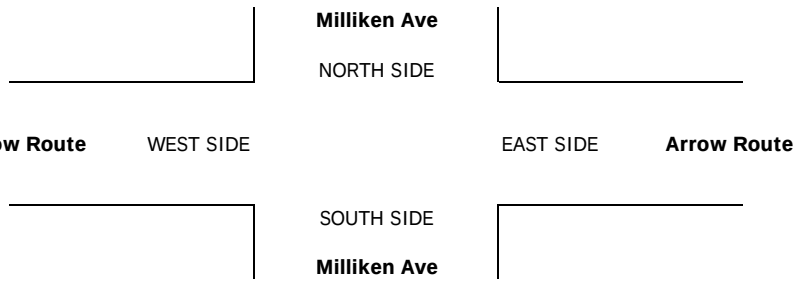
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	0	0	0	2	1	4	0	0	0	0	0
	7:30 AM	0	1	0	0	1	0	0	1	0	0	1	1	5	0	0	0	0	0
	7:45 AM	0	0	0	0	1	0	0	5	0	1	1	0	8	0	0	0	0	0
	8:00 AM	0	0	0	0	2	0	0	1	0	0	2	0	5	0	0	0	0	0
	8:15 AM	0	2	0	1	2	0	1	3	0	0	3	0	12	0	0	0	0	0
	8:30 AM	0	1	0	0	2	0	0	3	0	0	2	0	8	0	0	0	0	0
	8:45 AM	0	1	1	1	0	1	0	3	0	0	2	0	9	0	0	0	0	0
	VOLUMES	1	6	1	2	8	1	1	17	0	1	14	2	54	0	0	0	0	0
	APPROACH %	13%	75%	13%	18%	73%	9%	6%	94%	0%	6%	82%	12%						
	APP/DEPART	8	/	9	11	/	9	18	/	20	17	/	16	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	3	0	1	7	0	1	12	0	1	8	0	33					
	APPROACH %	0%	100%	0%	13%	88%	0%	8%	92%	0%	11%	89%	0%						
	PEAK HR FACTOR		0.375			0.667			0.650			0.750		0.688					
	APP/DEPART	3	/	4	8	/	8	13	/	13	9	/	8	0					
PM	4:00 PM	0	0	0	1	0	0	0	2	1	0	5	1	10	0	0	0	0	0
	4:15 PM	0	0	1	0	0	0	1	4	0	1	0	0	7	0	0	0	0	0
	4:30 PM	0	2	1	0	0	0	1	2	0	0	0	0	6	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	5	0	0	2	0	7	0	0	0	0	0
	5:00 PM	0	1	1	2	0	0	0	6	0	0	0	0	10	0	0	0	0	0
	5:15 PM	0	0	3	0	1	0	0	0	0	0	1	0	5	0	0	0	0	0
	5:30 PM	1	0	3	0	0	0	0	6	0	0	1	0	11	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	4	0	0	2	1	8	0	0	0	0	0
	VOLUMES	1	4	9	3	1	0	2	29	1	1	11	2	64	0	0	0	0	0
	APPROACH %	7%	29%	64%	75%	25%	0%	6%	91%	3%	7%	79%	14%						
	APP/DEPART	14	/	8	4	/	3	32	/	41	14	/	12	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	1	1	7	2	1	0	0	17	0	0	4	0	33					
	APPROACH %	11%	11%	78%	67%	33%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.563			0.375			0.708			0.500		0.750					
	APP/DEPART	9	/	1	3	/	1	17	/	26	4	/	5	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	Milliken Ave	LOCATION #:	4
	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

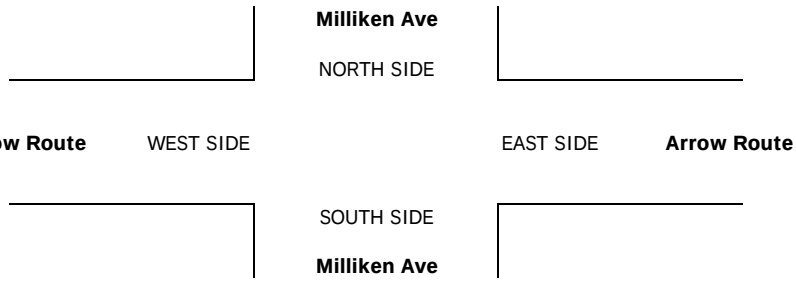
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	2	1	1	1	2	0	0	3	1	0	3	0	14	0	0	0	0	0
7:15 AM	2	0	2	1	6	0	0	3	0	0	1	0	15	0	0	0	0	0
7:30 AM	2	1	1	0	4	0	1	1	0	0	3	0	13	0	0	0	0	0
7:45 AM	1	3	0	2	0	0	0	4	0	0	3	0	13	0	0	0	0	0
8:00 AM	1	2	0	0	2	0	2	2	2	0	1	1	13	0	0	0	0	0
8:15 AM	0	1	0	0	2	0	3	0	2	1	3	0	12	0	0	0	0	0
8:30 AM	0	1	1	0	5	0	1	1	1	1	2	0	13	0	0	0	0	0
8:45 AM	2	1	1	0	5	0	0	1	1	2	0	0	13	0	0	0	0	0
VOLUMES	10	10	6	4	26	0	7	15	7	4	16	1	106	0	0	0	0	0
APPROACH %	38%	38%	23%	13%	87%	0%	24%	52%	24%	19%	76%	5%						
APP/DEPART	26	/	18	30	/	37	29	/	25	21	/	26	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	2	7	1	2	9	0	6	7	5	2	9	1	51					
APPROACH %	20%	70%	10%	18%	82%	0%	33%	39%	28%	17%	75%	8%						
PEAK HR FACTOR		0.625			0.550			0.750			0.750		0.981					
APP/DEPART	10	/	14	11	/	16	18	/	10	12	/	11	0					
PM 4:00 PM	0	2	2	0	1	0	0	2	2	4	2	1	16	0	0	0	0	0
4:15 PM	1	1	1	1	4	0	1	2	3	2	2	0	18	0	0	0	0	0
4:30 PM	2	1	2	1	2	1	0	2	1	1	0	0	13	0	0	0	0	0
4:45 PM	1	4	1	0	1	1	0	1	1	0	0	0	10	0	0	0	0	0
5:00 PM	2	4	1	1	1	0	1	0	0	1	1	1	13	0	0	0	0	0
5:15 PM	0	2	1	0	3	1	1	6	0	1	1	1	17	0	0	0	0	0
5:30 PM	2	2	1	0	4	0	0	4	1	0	1	0	15	0	0	0	0	0
5:45 PM	0	1	2	0	1	2	0	2	0	0	2	0	10	0	0	0	0	0
VOLUMES	8	17	11	3	17	5	3	19	8	9	9	3	112	0	0	0	0	0
APPROACH %	22%	47%	31%	12%	68%	20%	10%	63%	27%	43%	43%	14%						
APP/DEPART	36	/	23	25	/	34	30	/	33	21	/	22	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	5	12	4	1	9	2	2	11	2	2	3	2	55					
APPROACH %	24%	57%	19%	8%	75%	17%	13%	73%	13%	29%	43%	29%						
PEAK HR FACTOR		0.750			0.750			0.536			0.583		0.809					
APP/DEPART	21	/	16	12	/	13	15	/	16	7	/	10	0					



INTERSECTION TURNING MOVEMENT COUNTS

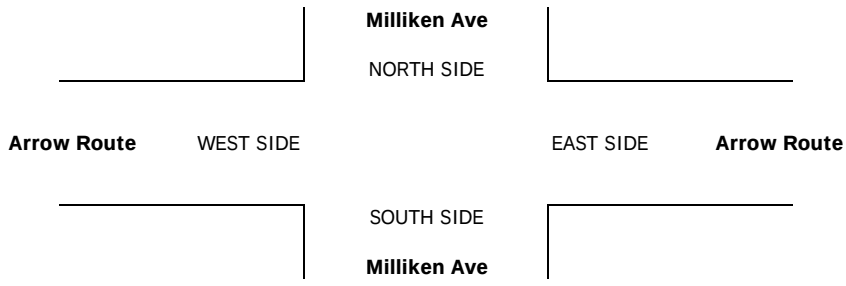
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Milliken Ave	LOCATION #:	4
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	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	0
	7:45 AM	0	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	0
	8:15 AM	0	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	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	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	0
	4:30 PM	0	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	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

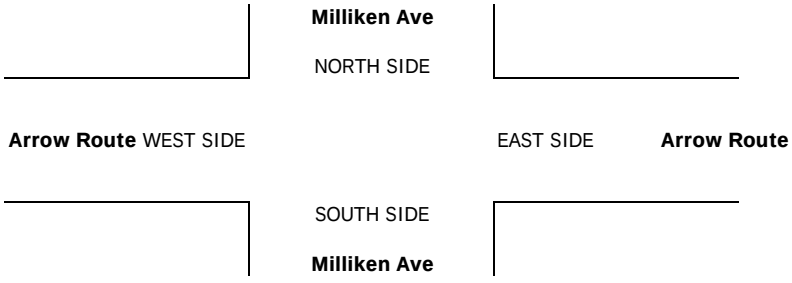
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Milliken Ave	LOCATION #:	4
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	1	1	0	0	1	0	4	0	0	0	0	0
	8:00 AM	1	1	0	0	0	0	0	1	1	0	2	0	6	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	8:45 AM	0	1	0	0	0	1	0	1	0	0	1	0	4	0	0	0	0	0
	VOLUMES	1	3	0	1	4	1	1	3	1	0	8	0	23	0	0	0	0	0
	APPROACH %	25%	75%	0%	17%	67%	17%	20%	60%	20%	0%	100%	0%						
	APP/DEPART	4	/	4	6	/	5	5	/	4	8	/	10	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	1	1	0	1	1	0	1	2	1	0	5	0	13					
	APPROACH %	50%	50%	0%	50%	50%	0%	25%	50%	25%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.500			0.500			0.625		0.542					
	APP/DEPART	2	/	2	2	/	2	4	/	3	5	/	6	0					
PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	4:30 PM	0	1	0	0	0	0	0	0	0	0	2	0	3	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	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	2	1	0	2	0	0	1	0	0	3	0	9	0	0	0	0	0
	APPROACH %	0%	67%	33%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	3	/	2	2	/	2	1	/	2	3	/	3	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500					
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Nov 14, 23

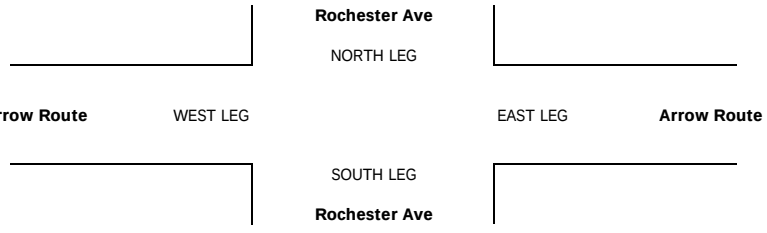
LOCATION: Rancho Cucamonga
NORTH & SOUTH: Rochester Ave
EAST & WEST: Arrow Route

PROJECT #: SC4307
LOCATION #: 5
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Rochester Ave			SOUTHBOUND Rochester Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	4	27	13	15	60	41	15	78	8	14	172	24	471	0	0	0	0	0
	7:15 AM	6	24	12	20	52	34	19	61	16	24	205	20	493	0	0	0	0	0
	7:30 AM	17	39	18	30	76	60	27	79	17	49	171	19	602	0	0	0	0	0
	7:45 AM	23	48	13	27	105	52	43	129	29	89	169	14	741	0	0	0	0	0
	8:00 AM	39	55	23	25	87	83	23	87	15	83	147	9	676	0	0	0	0	0
	8:15 AM	18	46	15	21	121	69	41	81	16	67	123	20	638	0	0	0	0	0
	8:30 AM	17	46	17	19	101	72	25	58	13	62	161	20	611	0	0	0	0	0
	8:45 AM	21	47	14	19	71	65	44	57	16	63	151	17	585	0	0	0	0	0
	VOLUMES	145	332	125	176	673	476	237	630	130	451	1,299	143	4,817	0	0	0	0	0
	APPROACH %	24%	55%	21%	13%	51%	36%	24%	63%	13%	24%	69%	8%						
	APP/DEPART	602	/	712	1,325	/	1,254	997	/	931	1,893	/	1,920	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	97	195	68	92	414	276	132	355	73	301	600	63	2,666					
	APPROACH %	27%	54%	19%	12%	53%	35%	24%	63%	13%	31%	62%	7%						
	PEAK HR FACTOR		0.769			0.927			0.697			0.886		0.899					
	APP/DEPART	360	/	390	782	/	788	560	/	515	964	/	973	0					
PM	4:00 PM	21	173	63	20	66	43	88	202	8	20	110	38	852	0	0	0	0	0
	4:15 PM	11	199	64	19	63	28	84	203	10	17	102	49	849	0	0	0	0	0
	4:30 PM	23	205	77	20	59	37	96	217	8	10	113	41	906	0	0	0	0	0
	4:45 PM	10	189	51	19	56	58	79	194	1	17	136	45	855	0	0	0	0	0
	5:00 PM	17	197	83	32	57	55	92	226	10	13	98	57	937	0	0	0	0	0
	5:15 PM	8	215	72	17	71	35	86	238	10	15	107	48	922	0	0	0	0	0
	5:30 PM	7	219	57	19	73	46	89	259	4	11	100	51	935	0	0	0	0	0
	5:45 PM	12	189	44	27	70	38	94	193	3	18	90	38	816	0	0	0	0	0
	VOLUMES	109	1,586	511	173	515	340	708	1,732	54	121	856	367	7,072	0	0	0	0	0
	APPROACH %	5%	72%	23%	17%	50%	33%	28%	69%	2%	9%	64%	27%						
	APP/DEPART	2,206	/	2,661	1,028	/	690	2,494	/	2,416	1,344	/	1,305	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	42	820	263	87	257	194	346	917	25	56	441	201	3,649					
	APPROACH %	4%	73%	23%	16%	48%	36%	27%	71%	2%	8%	63%	29%						
	PEAK HR FACTOR		0.947			0.934			0.915			0.881		0.974					
	APP/DEPART	1,125	/	1,367	538	/	338	1,288	/	1,267	698	/	677	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

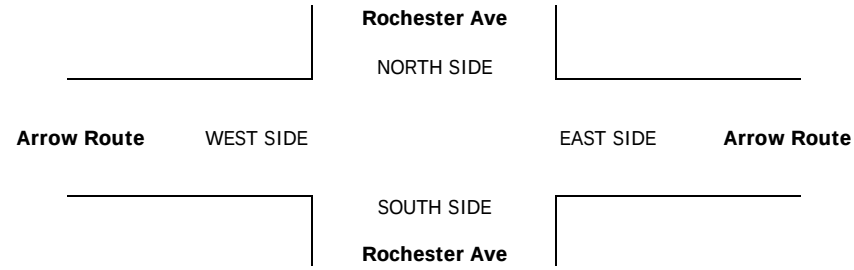
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Rochester Ave	LOCATION #:	5
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Rochester Ave			SOUTHBOUND Rochester Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	3	22	12	14	58	39	13	72	6	12	167	20	438	0	0	0	0	0
7:15 AM	3	18	11	17	52	34	15	57	13	20	193	17	450	0	0	0	0	0
7:30 AM	15	35	14	30	75	58	23	74	16	48	161	16	565	0	0	0	0	0
7:45 AM	22	43	10	23	100	48	38	118	24	85	164	12	687	0	0	0	0	0
8:00 AM	33	50	19	22	87	76	20	82	11	76	141	9	626	0	0	0	0	0
8:15 AM	14	43	13	19	119	65	39	71	13	64	118	18	596	0	0	0	0	0
8:30 AM	15	40	12	16	96	67	21	49	12	61	152	19	560	0	0	0	0	0
8:45 AM	18	43	14	17	67	60	39	50	13	60	146	16	543	0	0	0	0	0
VOLUMES	123	294	105	158	654	447	208	573	108	426	1,242	127	4,465	0	0	0	0	0
APPROACH %	24%	56%	20%	13%	52%	36%	23%	64%	12%	24%	69%	7%						
APP/DEPART	522	/	629	1,259	/	1,188	889	/	836	1,795	/	1,812	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	84	176	54	80	402	256	118	320	60	286	575	58	2,469					
APPROACH %	27%	56%	17%	11%	54%	35%	24%	64%	12%	31%	63%	6%						
PEAK HR FACTOR		0.770			0.909			0.692			0.880		0.898					
APP/DEPART	314	/	352	738	/	748	498	/	454	919	/	915	0					
PM																		
4:00 PM	18	167	62	19	62	40	84	184	7	15	94	34	786	0	0	0	0	0
4:15 PM	8	194	55	16	59	28	81	185	9	16	97	46	794	0	0	0	0	0
4:30 PM	22	197	71	19	55	35	93	205	8	9	105	38	857	0	0	0	0	0
4:45 PM	9	186	50	18	52	56	77	183	1	15	133	40	820	0	0	0	0	0
5:00 PM	16	195	79	30	56	53	89	213	8	13	95	51	898	0	0	0	0	0
5:15 PM	8	212	69	15	68	33	85	223	8	14	98	47	880	0	0	0	0	0
5:30 PM	7	218	56	19	73	44	88	239	4	11	97	50	906	0	0	0	0	0
5:45 PM	12	184	41	26	68	36	91	183	3	18	86	37	785	0	0	0	0	0
VOLUMES	100	1,553	483	162	493	325	688	1,615	48	111	805	343	6,726	0	0	0	0	0
APPROACH %	5%	73%	23%	17%	50%	33%	29%	69%	2%	9%	64%	27%						
APP/DEPART	2,136	/	2,584	980	/	652	2,351	/	2,260	1,259	/	1,230	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	40	811	254	82	249	186	339	858	21	53	423	188	3,504					
APPROACH %	4%	73%	23%	16%	48%	36%	28%	70%	2%	8%	64%	28%						
PEAK HR FACTOR		0.953			0.930			0.920			0.883		0.967					
APP/DEPART	1,105	/	1,338	517	/	323	1,218	/	1,194	664	/	649	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	Rochester Ave	LOCATION #:	5
	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Rochester Ave			SOUTHBOUND Rochester Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	4	0	1	1	0	1	0	0	1	3	3	14	0	0	0	0	0
	7:15 AM	1	5	1	2	0	0	3	0	1	2	7	2	24	0	0	0	0	0
	7:30 AM	0	1	1	0	1	2	3	3	0	1	7	3	22	0	0	0	0	0
	7:45 AM	0	2	1	3	4	2	4	3	2	3	2	2	28	0	0	0	0	0
	8:00 AM	2	3	1	3	0	5	2	3	2	3	4	0	28	0	0	0	0	0
	8:15 AM	3	2	1	2	1	3	2	6	3	2	1	2	28	0	0	0	0	0
	8:30 AM	1	4	4	2	2	4	4	4	1	0	5	1	32	0	0	0	0	0
	8:45 AM	2	1	0	2	2	4	5	1	1	1	3	1	23	0	0	0	0	0
	VOLUMES	9	22	9	15	11	20	24	20	10	13	32	14	199	0	0	0	0	0
	APPROACH %	23%	55%	23%	33%	24%	43%	44%	37%	19%	22%	54%	24%						
	APP/DEPART	40	/	60	46	/	34	54	/	44	59	/	61	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	6	11	7	10	7	14	12	16	8	8	12	5	116					
	APPROACH %	25%	46%	29%	32%	23%	45%	33%	44%	22%	32%	48%	20%						
	PEAK HR FACTOR		0.667			0.861			0.818			0.893		0.906					
	APP/DEPART	24	/	28	31	/	23	36	/	33	25	/	32	0					
PM	4:00 PM	1	6	1	0	2	3	2	10	1	3	8	1	38	0	0	0	0	0
	4:15 PM	3	4	3	3	1	0	2	9	1	1	3	2	32	0	0	0	0	0
	4:30 PM	1	5	4	1	1	1	2	5	0	1	5	3	29	0	0	0	0	0
	4:45 PM	1	2	1	1	1	1	2	4	0	1	2	3	19	0	0	0	0	0
	5:00 PM	0	2	1	0	0	1	2	4	0	0	1	3	14	0	0	0	0	0
	5:15 PM	0	1	2	0	2	1	1	4	2	1	5	1	20	0	0	0	0	0
	5:30 PM	0	1	0	0	0	2	0	10	0	0	1	1	15	0	0	0	0	0
	5:45 PM	0	2	1	0	1	2	1	4	0	0	1	0	12	0	0	0	0	0
	VOLUMES	6	23	13	5	8	11	12	50	4	7	26	14	179	0	0	0	0	0
	APPROACH %	14%	55%	31%	21%	33%	46%	18%	76%	6%	15%	55%	30%						
	APP/DEPART	42	/	49	24	/	19	66	/	68	47	/	43	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	1	6	4	1	3	5	5	22	2	2	9	8	68					
	APPROACH %	9%	55%	36%	11%	33%	56%	17%	76%	7%	11%	47%	42%						
	PEAK HR FACTOR		0.688			0.750			0.725			0.679		0.850					
	APP/DEPART	11	/	19	9	/	7	29	/	27	19	/	15	0					

Rochester Ave

NORTH SIDE

Arrow Route WEST SIDE EAST SIDE **Arrow Route**

SOUTH SIDE

Rochester Ave

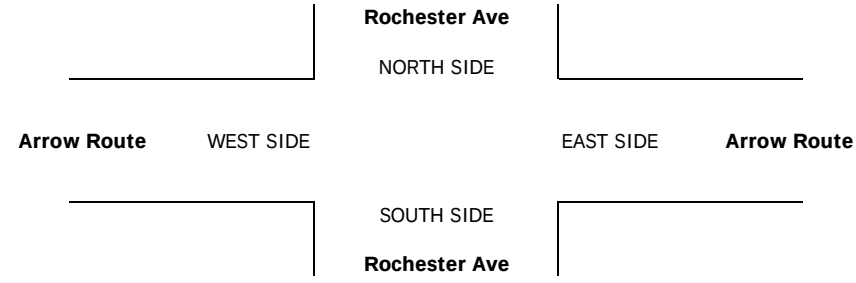
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307	
TUESDAY	NORTH & SOUTH:	Rochester Ave	LOCATION #:	5	
	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL	

CLASS 3:	NOTES:	AM	▲ N	
3-AXLE TRUCKS		PM		
		MD	◄ W	E ►
		OTHER	S	
		OTHER	▼	

		NORTHBOUND Rochester Ave			SOUTHBOUND Rochester Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	1	0	0	0	0	0	1	1	0	1	5	0	0	0	0	0
	7:15 AM	0	0	0	1	0	0	0	0	1	1	3	1	7	0	0	0	0	0
	7:30 AM	1	0	2	0	0	0	1	1	1	0	1	0	7	0	0	0	0	0
	7:45 AM	0	0	1	1	0	1	0	6	1	1	1	0	12	0	0	0	0	0
	8:00 AM	1	2	2	0	0	0	0	1	0	2	1	0	9	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	4	0	1	3	0	8	0	0	0	0	0
	8:30 AM	0	2	1	1	1	0	0	3	0	0	2	0	10	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	0	3	2	0	2	0	9	0	0	0	0	0
	VOLUMES	2	6	7	3	2	1	1	18	6	6	13	2	67	0	0	0	0	0
	APPROACH %	13%	40%	47%	50%	33%	17%	4%	72%	24%	29%	62%	10%						
	APP/DEPART	15	/	9	6	/	14	25	/	28	21	/	16	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	1	4	4	2	1	1	0	14	1	4	7	0	39					
	APPROACH %	11%	44%	44%	50%	25%	25%	0%	93%	7%	36%	64%	0%						
	PEAK HR FACTOR		0.450			0.500			0.536			0.688		0.813					
	APP/DEPART	9	/	4	4	/	6	15	/	20	11	/	9	0					
PM	4:00 PM	0	0	0	1	1	0	1	5	0	0	5	3	16	0	0	0	0	0
	4:15 PM	0	0	5	0	2	0	0	5	0	0	0	1	13	0	0	0	0	0
	4:30 PM	0	2	2	0	0	1	1	3	0	0	0	0	9	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	6	0	1	1	0	8	0	0	0	0	0
	5:00 PM	0	0	2	2	0	0	1	8	1	0	0	3	17	0	0	0	0	0
	5:15 PM	0	1	0	2	0	0	0	2	0	0	2	0	7	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	7	0	0	1	0	9	0	0	0	0	0
	5:45 PM	0	1	2	1	0	0	1	4	0	0	1	1	11	0	0	0	0	0
	VOLUMES	0	4	12	6	3	1	4	40	1	1	10	8	90	0	0	0	0	0
	APPROACH %	0%	25%	75%	60%	30%	10%	9%	89%	2%	5%	53%	42%						
	APP/DEPART	16	/	16	10	/	5	45	/	58	19	/	11	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	1	3	4	0	0	1	23	1	1	4	3	41					
	APPROACH %	0%	25%	75%	100%	0%	0%	4%	92%	4%	13%	50%	38%						
	PEAK HR FACTOR		0.500			0.500			0.625			0.667		0.603					
	APP/DEPART	4	/	5	4	/	2	25	/	30	8	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	Rochester Ave	LOCATION #:	5
	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

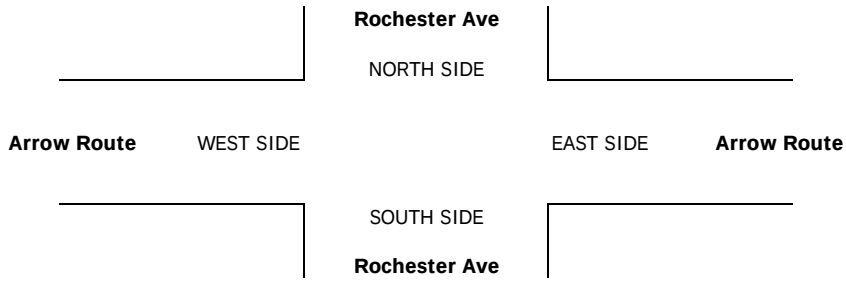
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Rochester Ave			SOUTHBOUND Rochester Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	0	0	0	1	2	1	6	0	0	2	0	13	0	0	0	0	0
	7:15 AM	2	1	0	0	0	0	1	4	1	0	1	0	10	0	0	0	0	0
	7:30 AM	0	2	1	0	0	0	0	1	0	0	2	0	6	0	0	0	0	0
	7:45 AM	1	2	1	0	0	1	1	2	1	0	1	0	10	0	0	0	0	0
	8:00 AM	2	0	1	0	0	0	1	1	1	2	1	0	9	0	0	0	0	0
	8:15 AM	1	0	1	0	1	1	0	0	0	0	1	0	5	0	0	0	0	0
	8:30 AM	1	0	0	0	1	0	0	2	0	0	2	0	6	0	0	0	0	0
	8:45 AM	1	2	0	0	1	0	0	2	0	1	0	0	7	0	0	0	0	0
	VOLUMES	9	7	4	0	4	4	4	18	3	3	10	0	66	0	0	0	0	0
	APPROACH %	45%	35%	20%	0%	50%	50%	16%	72%	12%	23%	77%	0%						
	APP/DEPART	20	/	11	8	/	10	25	/	22	13	/	23	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	5	2	3	0	2	2	2	5	2	2	5	0	30					
	APPROACH %	50%	20%	30%	0%	50%	50%	22%	56%	22%	29%	71%	0%						
	PEAK HR FACTOR		0.625			0.500			0.563			0.583		0.750					
	APP/DEPART	10	/	4	4	/	6	9	/	8	7	/	12	0					
PM	4:00 PM	2	0	0	0	1	0	0	3	0	2	3	0	11	0	0	0	0	0
	4:15 PM	0	1	1	0	1	0	1	3	0	0	1	0	8	0	0	0	0	0
	4:30 PM	0	1	0	0	3	0	0	4	0	0	1	0	9	0	0	0	0	0
	4:45 PM	0	1	0	0	3	1	0	1	0	0	0	2	8	0	0	0	0	0
	5:00 PM	1	0	1	0	1	1	0	1	1	0	2	0	8	0	0	0	0	0
	5:15 PM	0	1	1	0	1	1	0	9	0	0	2	0	15	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	1	3	0	0	1	0	5	0	0	0	0	0
	5:45 PM	0	2	0	0	1	0	1	1	0	0	2	0	7	0	0	0	0	0
	VOLUMES	3	6	3	0	11	3	3	25	1	2	12	2	71	0	0	0	0	0
	APPROACH %	25%	50%	25%	0%	79%	21%	10%	86%	3%	13%	75%	13%						
	APP/DEPART	12	/	11	14	/	14	29	/	28	16	/	18	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	1	2	2	0	5	3	1	14	1	0	5	2	36					
	APPROACH %	20%	40%	40%	0%	63%	38%	6%	88%	6%	0%	71%	29%						
	PEAK HR FACTOR		0.625			0.500			0.444			0.875		0.600					
	APP/DEPART	5	/	5	8	/	6	16	/	16	7	/	9	0					



INTERSECTION TURNING MOVEMENT COUNTS

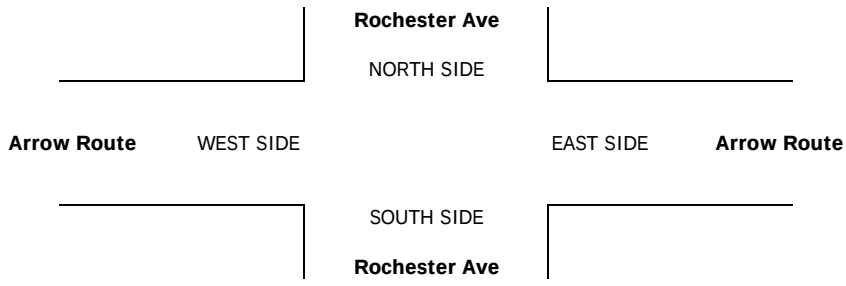
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Rochester Ave	LOCATION #:	5
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Rochester Ave			SOUTHBOUND Rochester Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	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	0
	7:45 AM	0	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	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	2	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	0
	VOLUMES	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	0	/	0	1	/	2	0	/	0	1	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	1	0	0	0	0	1	0	0	2					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.250		0.250					
	APP/DEPART	0	/	0	1	/	2	0	/	0	1	/	0	0					
PM	4:00 PM	0	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	0
	4:30 PM	0	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	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	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	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



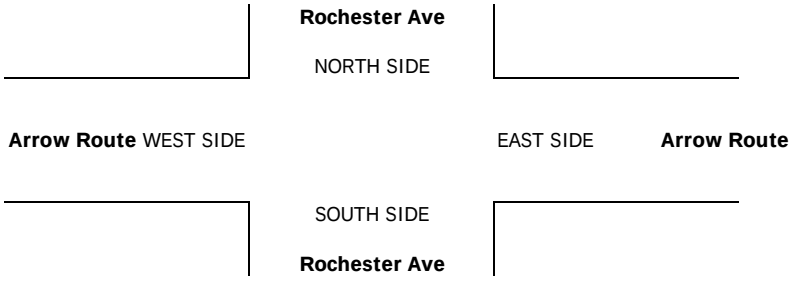
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Rochester Ave	LOCATION #:	5
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM / PM / MD / OTHER / OTHER
BUSES		▲ N ◄ W E ► S ▼

		NORTHBOUND Rochester Ave			SOUTHBOUND Rochester Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0
	7:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	0	1	0	1	0	4	0	0	0	0	0
	8:00 AM	1	0	0	0	0	2	0	0	1	0	0	0	4	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	1	0	1	0	1	0	0	3	0	0	0	0	0
	VOLUMES	2	3	0	0	1	4	0	1	3	2	2	0	18	0	0	0	0	0
	APPROACH %	40%	60%	0%	0%	20%	80%	0%	25%	75%	50%	50%	0%						
	APP/DEPART	5	/	3	5	/	6	4	/	1	4	/	8	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	1	2	0	0	1	3	0	0	2	0	1	0	10					
	APPROACH %	33%	67%	0%	0%	25%	75%	0%	0%	100%	0%	100%	0%						
	PEAK HR FACTOR		0.750			0.500			0.500			0.250		0.625					
	APP/DEPART	3	/	2	4	/	3	2	/	0	1	/	5	0					
PM	4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	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	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	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	0
	VOLUMES	0	0	0	0	0	0	1	1	0	0	3	0	5	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	100%	0%						
	APP/DEPART	0	/	1	0	/	0	2	/	1	3	/	3	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

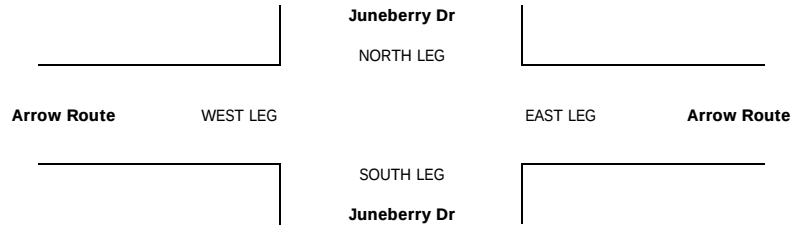
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
Tue, Nov 14, 23	NORTH & SOUTH:	Juneberry Dr	LOCATION #:	6
	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Juneberry Dr			SOUTHBOUND Yellow Wood Rd			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 1	NT 0.5	NR 0.5	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	4	0	0	4	2	98	0	7	198	1	314	0	0	0	0	0
	7:15 AM	0	0	2	1	0	1	0	81	0	5	283	3	376	0	0	0	0	0
	7:30 AM	3	0	1	1	0	1	1	119	0	2	377	1	506	0	0	0	0	0
	7:45 AM	1	0	9	5	0	4	5	125	0	5	345	2	501	0	0	0	0	0
	8:00 AM	3	0	4	4	0	2	1	144	3	13	260	6	440	0	0	0	2	2
	8:15 AM	1	0	4	3	0	4	2	155	1	1	224	6	401	0	0	0	0	0
	8:30 AM	0	0	2	1	0	2	2	103	1	4	214	1	330	0	0	0	0	0
	8:45 AM	2	0	3	2	0	3	2	76	0	5	220	3	316	0	0	0	0	0
	VOLUMES	10	0	29	17	0	21	15	901	5	42	2,121	23	3,186	0	0	0	2	2
	APPROACH %	26%	0%	74%	45%	0%	55%	2%	98%	1%	2%	97%	1%						
	APP/DEPART	39	/	38	38	/	47	921	/	949	2,188	/	2,152	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	8	0	18	13	0	11	9	543	4	21	1,206	15	1,850					
	APPROACH %	31%	0%	69%	54%	0%	46%	2%	98%	1%	2%	97%	1%						
	PEAK HR FACTOR		0.650			0.667			0.880			0.818		0.914					
	APP/DEPART	26	/	24	24	/	25	556	/	576	1,244	/	1,225	0					
PM	4:00 PM	1	3	8	0	0	3	6	262	0	1	116	3	403	0	0	0	0	0
	4:15 PM	0	0	4	1	0	5	8	277	2	1	144	3	445	0	0	0	0	0
	4:30 PM	1	1	3	2	1	6	4	295	2	3	145	7	470	0	0	0	0	0
	4:45 PM	2	0	3	3	0	6	4	280	0	2	175	3	478	0	0	0	0	0
	5:00 PM	0	0	6	5	0	3	7	305	1	2	133	4	466	0	0	0	0	0
	5:15 PM	0	0	1	2	0	6	5	342	2	2	152	6	518	0	0	0	0	0
	5:30 PM	1	0	2	3	0	7	13	319	1	2	150	1	499	0	0	0	0	0
	5:45 PM	0	0	2	4	0	3	11	289	0	3	143	3	458	0	0	0	0	0
	VOLUMES	5	4	29	20	1	39	58	2,369	8	16	1,158	30	3,737	0	0	0	0	0
	APPROACH %	13%	11%	76%	33%	2%	65%	2%	97%	0%	1%	96%	2%						
	APP/DEPART	38	/	92	60	/	25	2,435	/	2,418	1,204	/	1,202	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	3	0	12	13	0	22	29	1,246	4	8	610	14	1,961					
	APPROACH %	20%	0%	80%	37%	0%	63%	2%	97%	0%	1%	97%	2%						
	PEAK HR FACTOR		0.625			0.875			0.916			0.878		0.946					
	APP/DEPART	15	/	43	35	/	12	1,279	/	1,271	632	/	635	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Juneberry Dr	LOCATION #:	6
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Juneberry Dr			SOUTHBOUND Yellow Wood Rd			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 1	NT 0.5	NR 0.5	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	3	2	89	0	0	189	1	284	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	0	76	0	0	264	3	344	0	0	0	0	0
	7:30 AM	0	0	0	1	0	1	1	110	0	0	363	1	477	0	0	0	0	0
	7:45 AM	1	0	5	4	0	4	5	106	0	4	331	1	461	0	0	0	0	0
	8:00 AM	1	0	4	2	0	2	0	129	1	5	242	6	392	0	0	0	2	2
	8:15 AM	1	0	0	2	0	4	2	139	0	0	212	5	365	0	0	0	0	0
	8:30 AM	0	0	0	1	0	2	2	87	0	0	199	1	292	0	0	0	0	0
	8:45 AM	0	0	0	1	0	2	2	64	0	0	208	0	277	0	0	0	0	0
	VOLUMES	3	0	9	11	0	19	14	800	1	9	2,008	18	2,894	0	0	0	2	2
	APPROACH %	25%	0%	75%	37%	0%	63%	2%	98%	0%	0%	99%	1%						
	APP/DEPART	12	/	32	30	/	10	815	/	822	2,037	/	2,030	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	3	0	9	9	0	11	8	484	1	9	1,148	13	1,697					
	APPROACH %	25%	0%	75%	45%	0%	55%	2%	98%	0%	1%	98%	1%						
	PEAK HR FACTOR		0.500			0.625			0.874			0.805		0.889					
	APP/DEPART	12	/	21	20	/	10	493	/	504	1,172	/	1,162	0					
PM	4:00 PM	1	3	6	0	0	2	6	243	0	0	99	3	363	0	0	0	0	0
	4:15 PM	0	0	1	1	0	5	6	255	1	0	139	3	411	0	0	0	0	0
	4:30 PM	1	0	0	2	0	6	4	278	0	1	140	5	437	0	0	0	0	0
	4:45 PM	1	0	3	1	0	6	4	263	0	1	167	1	447	0	0	0	0	0
	5:00 PM	0	0	2	3	0	2	7	290	1	1	126	3	435	0	0	0	0	0
	5:15 PM	0	0	1	2	0	4	4	322	0	1	142	4	480	0	0	0	0	0
	5:30 PM	1	0	2	1	0	7	12	298	0	1	147	1	470	0	0	0	0	0
	5:45 PM	0	0	1	4	0	3	10	277	0	1	138	2	436	0	0	0	0	0
	VOLUMES	4	3	16	14	0	35	53	2,226	2	6	1,098	22	3,479	0	0	0	0	0
	APPROACH %	17%	13%	70%	29%	0%	71%	2%	98%	0%	1%	98%	2%						
	APP/DEPART	23	/	78	49	/	8	2,281	/	2,256	1,126	/	1,137	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	2	0	8	7	0	19	27	1,173	1	4	582	9	1,832					
	APPROACH %	20%	0%	80%	27%	0%	73%	2%	98%	0%	1%	98%	2%						
	PEAK HR FACTOR		0.625			0.813			0.921			0.880		0.954					
	APP/DEPART	10	/	36	26	/	5	1,201	/	1,188	595	/	603	0					

Juneberry Dr

NORTH SIDE

Arrow Route WEST SIDE EAST SIDE **Arrow Route**

SOUTH SIDE

Juneberry Dr

INTERSECTION TURNING MOVEMENT COUNTS

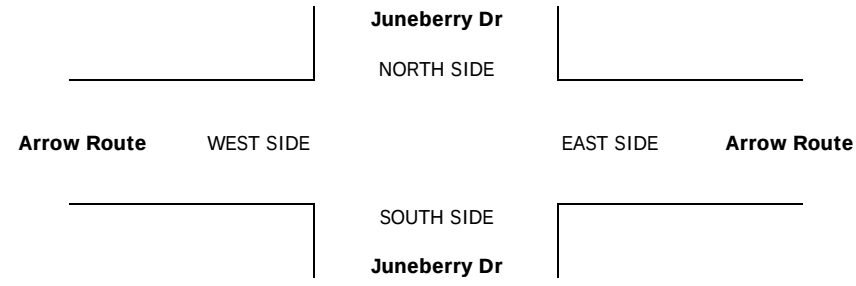
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Juneberry Dr	LOCATION #:	6
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Juneberry Dr			SOUTHBOUND Yellow Wood Rd			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1	0.5	0.5	0	1	0	1	2	0	1	2	0						
AM																		
7:00 AM	0	0	0	0	0	1	0	1	0	1	5	0	8	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	12	0	14	0	0	0	0	0
7:30 AM	2	0	0	0	0	0	0	4	0	0	7	0	13	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	9	0	0	10	0	20	0	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	9	1	0	7	0	18	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	8	1	0	6	0	15	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	11	0	0	7	0	18	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	3	0	0	6	0	9	0	0	0	0	0
VOLUMES	3	0	0	1	0	1	0	47	2	1	60	0	115	0	0	0	0	0
APPROACH %	100%	0%	0%	50%	0%	50%	0%	96%	4%	2%	98%	0%						
APP/DEPART	3	/	0	2	/	3	49	/	48	61	/	64	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	3	0	0	1	0	0	0	30	2	0	30	0	66					
APPROACH %	100%	0%	0%	100%	0%	0%	0%	94%	6%	0%	100%	0%						
PEAK HR FACTOR		0.375			0.250			0.800			0.750		0.825					
APP/DEPART	3	/	0	1	/	2	32	/	31	30	/	33	0					
PM																		
4:00 PM	0	0	0	0	0	1	0	10	0	0	5	0	16	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	14	1	0	3	0	18	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	10	0	0	2	1	15	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	9	0	0	3	0	13	0	0	0	0	0
5:00 PM	0	0	0	2	0	0	0	5	0	0	2	0	9	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	9	0	0	5	0	15	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	7	0	0	1	0	8	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	6	0	0	1	1	8	0	0	0	0	0
VOLUMES	1	1	0	2	1	2	0	70	1	0	22	2	102	0	0	0	0	0
APPROACH %	50%	50%	0%	40%	20%	40%	0%	99%	1%	0%	92%	8%						
APP/DEPART	2	/	3	5	/	2	71	/	72	24	/	25	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	1	0	0	2	0	1	0	30	0	0	11	0	45					
APPROACH %	100%	0%	0%	67%	0%	33%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.250			0.375			0.833			0.550		0.750					
APP/DEPART	1	/	0	3	/	0	30	/	32	11	/	13	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

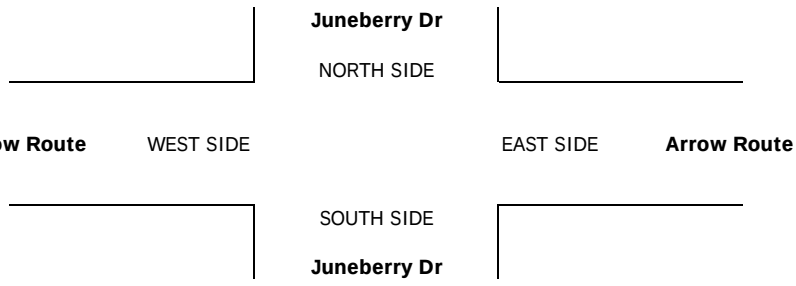
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Juneberry Dr	LOCATION #:	6
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Juneberry Dr			SOUTHBOUND Yellow Wood Rd			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 1	NT 0.5	NR 0.5	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	2	0	0	0	0	0	0	2	1	0	5	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	1	5	0	6	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	3	0	1	2	0	7	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	0	6	0	0	2	0	9	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	3	0	3	6	0	12	0	0	0	0	0
	8:15 AM	0	0	3	0	0	0	0	5	0	0	4	0	12	0	0	0	0	0
	8:30 AM	0	0	1	0	0	0	0	2	0	1	3	0	7	0	0	0	0	0
	8:45 AM	1	0	0	0	0	1	0	6	0	2	4	0	14	0	0	0	0	0
	VOLUMES	1	0	8	0	0	1	0	25	0	10	27	0	72	0	0	0	0	0
	APPROACH %	11%	0%	89%	0%	0%	100%	0%	100%	0%	27%	73%	0%						
	APP/DEPART	9	/	0	1	/	10	25	/	33	37	/	29	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	5	0	0	0	0	17	0	4	14	0	40					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	22%	78%	0%						
	PEAK HR FACTOR		0.417			0.000			0.708			0.500		0.833					
	APP/DEPART	5	/	0	0	/	4	17	/	22	18	/	14	0					
PM	4:00 PM	0	0	0	0	0	0	0	5	0	0	6	0	11	0	0	0	0	0
	4:15 PM	0	0	1	0	0	0	1	7	0	0	1	0	10	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	6	0	0	5	0	11	0	0	0	0	0
	5:00 PM	0	0	3	0	0	1	0	9	0	0	2	0	15	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	5	1	0	4	0	10	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	1	7	0	1	1	0	10	0	0	0	0	0
	5:45 PM	0	0	1	0	0	0	1	4	0	1	2	0	9	0	0	0	0	0
	VOLUMES	0	0	5	0	0	1	3	45	2	2	21	0	79	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	100%	6%	90%	4%	9%	91%	0%						
	APP/DEPART	5	/	3	1	/	4	50	/	50	23	/	22	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	3	0	0	1	1	27	1	1	12	0	46					
	APPROACH %	0%	0%	100%	0%	0%	100%	3%	93%	3%	8%	92%	0%						
	PEAK HR FACTOR		0.250			0.250			0.806			0.650		0.767					
	APP/DEPART	3	/	1	1	/	2	29	/	30	13	/	13	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307	
TUESDAY	NORTH & SOUTH:	Juneberry Dr	LOCATION #:	6	
	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL	

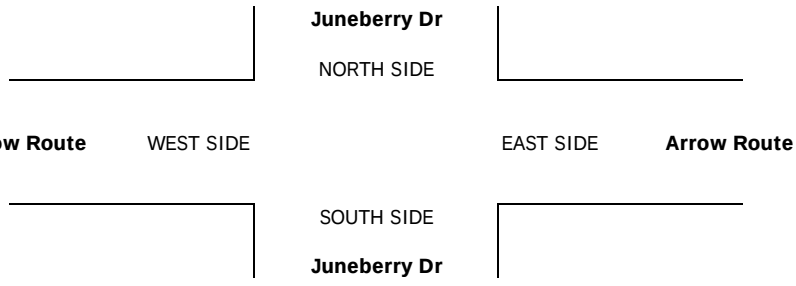
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Juneberry Dr			SOUTHBOUND Yellow Wood Rd			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 1	NT 0.5	NR 0.5	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	2	0	0	0	0	8	0	4	3	0	17	0	0	0	0	0
	7:15 AM	0	0	2	1	0	0	0	3	0	4	0	0	10	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	0	2	0	1	4	0	8	0	0	0	0	0
	7:45 AM	0	0	3	0	0	0	0	4	0	1	2	1	11	0	0	0	0	0
	8:00 AM	1	0	0	2	0	0	1	2	1	5	5	0	17	0	0	0	0	0
	8:15 AM	0	0	1	1	0	0	0	3	0	1	1	1	8	0	0	0	0	0
	8:30 AM	0	0	1	0	0	0	0	3	1	3	5	0	13	0	0	0	0	0
	8:45 AM	1	0	3	1	0	0	0	3	0	3	1	3	15	0	0	0	0	0
	VOLUMES	3	0	12	5	0	0	1	28	2	22	21	5	99	0	0	0	0	0
	APPROACH %	20%	0%	80%	100%	0%	0%	3%	90%	6%	46%	44%	10%						
	APP/DEPART	15	/	6	5	/	24	31	/	45	48	/	24	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	0	4	3	0	0	1	11	1	8	12	2	44					
	APPROACH %	33%	0%	67%	100%	0%	0%	8%	85%	8%	36%	55%	9%						
	PEAK HR FACTOR		0.500			0.375			0.813			0.550		0.647					
	APP/DEPART	6	/	3	3	/	9	13	/	18	22	/	14	0					
PM	4:00 PM	0	0	2	0	0	0	0	4	0	1	6	0	13	0	0	0	0	0
	4:15 PM	0	0	2	0	0	0	1	1	0	1	0	0	5	0	0	0	0	0
	4:30 PM	0	0	3	0	0	0	0	4	1	2	1	1	12	0	0	0	0	0
	4:45 PM	0	0	0	2	0	0	0	2	0	1	0	2	7	0	0	0	0	0
	5:00 PM	0	0	1	0	0	0	0	1	0	1	3	1	7	0	0	0	0	0
	5:15 PM	0	0	0	0	0	1	1	6	1	1	1	2	13	0	0	0	0	0
	5:30 PM	0	0	0	2	0	0	0	7	1	0	1	0	11	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	1	2	0	4	0	0	0	0	0
	VOLUMES	0	0	8	4	0	1	2	26	3	8	14	6	72	0	0	0	0	0
	APPROACH %	0%	0%	100%	80%	0%	20%	6%	84%	10%	29%	50%	21%						
	APP/DEPART	8	/	8	5	/	11	31	/	38	28	/	15	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	1	4	0	1	1	16	2	3	5	5	38					
	APPROACH %	0%	0%	100%	80%	0%	20%	5%	84%	11%	23%	38%	38%						
	PEAK HR FACTOR		0.250			0.625			0.594			0.650		0.731					
	APP/DEPART	1	/	6	5	/	5	19	/	21	13	/	6	0					



INTERSECTION TURNING MOVEMENT COUNTS

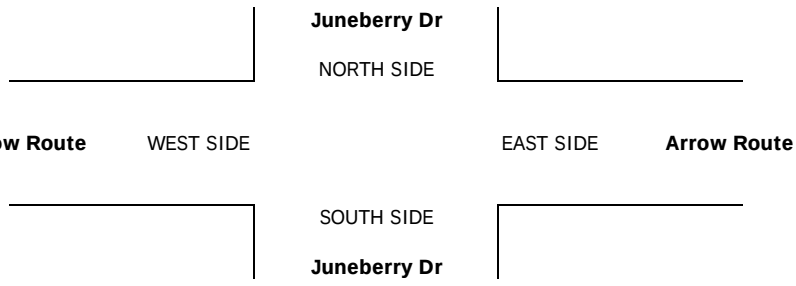
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Juneberry Dr	LOCATION #:	6
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Juneberry Dr			SOUTHBOUND Yellow Wood Rd			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 1	NT 0.5	NR 0.5	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	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	0
	7:45 AM	0	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	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	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	0
	4:30 PM	0	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	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	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	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

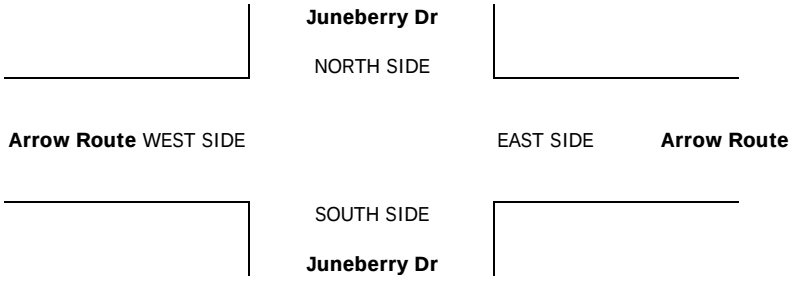
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Juneberry Dr	LOCATION #:	6
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Juneberry Dr			SOUTHBOUND Yellow Wood Rd			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 1	NT 0.5	NR 0.5	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	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	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	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	0
	8:30 AM	0	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	1	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	4	0	5	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	4	/	4	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.500					
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0					
PM	4:00 PM	0	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	1	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	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	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	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	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	3	/	3	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
Tue, Nov 14, 23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	7
	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Etiwanda Ave)			SOUTHBOUND (Etiwanda Ave)			EASTBOUND (Arrow Route)			WESTBOUND (Arrow Route)				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 1	ER 1	WL 2	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	37	23	4	25	55	37	10	54	35	29	142	34	485	0	0	0	0	0
	7:15 AM	61	28	8	62	58	36	17	43	27	25	195	31	591	0	0	0	0	0
	7:30 AM	66	39	6	50	42	64	21	71	33	35	254	41	722	0	0	0	0	0
	7:45 AM	66	41	6	46	54	62	33	64	40	25	225	39	701	0	0	0	0	0
	8:00 AM	58	49	10	56	67	51	40	72	42	28	181	38	692	0	0	0	0	0
	8:15 AM	45	31	8	54	50	29	38	80	44	22	163	29	593	0	0	0	0	0
	8:30 AM	39	45	9	54	49	43	29	57	28	22	146	34	555	0	0	0	0	0
	8:45 AM	41	31	12	50	48	34	15	52	26	16	156	38	519	0	0	0	0	0
	VOLUMES	413	287	63	397	423	356	203	493	275	202	1,462	284	4,858	0	0	0	0	0
	APPROACH %	54%	38%	8%	34%	36%	30%	21%	51%	28%	10%	75%	15%						
	APP/DEPART	763	/	774	1,176	/	900	971	/	953	1,948	/	2,231	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	235	160	30	206	213	206	132	287	159	110	823	147	2,708					
	APPROACH %	55%	38%	7%	33%	34%	33%	23%	50%	28%	10%	76%	14%						
	PEAK HR FACTOR		0.908			0.898			0.892			0.818		0.938					
	APP/DEPART	425	/	439	625	/	482	578	/	523	1,080	/	1,264	0					
PM	4:00 PM	35	83	23	19	28	18	62	152	68	12	80	39	619	0	0	0	0	0
	4:15 PM	34	94	26	29	39	21	59	143	54	11	77	27	614	0	0	0	0	0
	4:30 PM	40	104	21	40	39	26	65	166	61	15	94	36	707	0	0	0	0	0
	4:45 PM	34	114	25	24	38	22	84	148	63	19	126	39	736	0	0	0	0	0
	5:00 PM	38	93	21	28	27	20	82	166	77	15	91	47	705	0	0	0	0	0
	5:15 PM	46	126	25	13	45	31	76	159	81	19	83	35	739	0	0	0	0	0
	5:30 PM	32	125	29	28	39	27	88	163	87	14	88	34	754	0	0	0	0	0
	5:45 PM	29	127	33	29	39	34	73	160	53	13	73	26	689	0	0	0	0	0
	VOLUMES	288	866	203	210	294	199	589	1,257	544	118	712	283	5,563	0	0	0	0	0
	APPROACH %	21%	64%	15%	30%	42%	28%	25%	53%	23%	11%	64%	25%						
	APP/DEPART	1,357	/	1,738	703	/	956	2,390	/	1,670	1,113	/	1,199	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	150	458	100	93	149	100	330	636	308	67	388	155	2,934					
	APPROACH %	21%	65%	14%	27%	44%	29%	26%	50%	24%	11%	64%	25%						
	PEAK HR FACTOR		0.898			0.910			0.942			0.829		0.973					
	APP/DEPART	708	/	943	342	/	524	1,274	/	829	610	/	638	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	7
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Etiwanda Ave)			SOUTHBOUND (Etiwanda Ave)			EASTBOUND (Arrow Route)			WESTBOUND (Arrow Route)				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 1	ER 1	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	30	14	1	21	49	32	7	54	27	25	137	24	421	0	0	0	0	0
	7:15 AM	47	22	5	52	53	31	14	42	22	23	190	24	525	0	0	0	0	0
	7:30 AM	56	27	4	44	36	62	19	66	31	31	250	37	663	0	0	0	0	0
	7:45 AM	61	34	5	39	45	58	27	58	32	17	215	37	628	0	0	0	0	0
	8:00 AM	46	43	7	48	57	47	37	65	32	27	174	36	619	0	0	0	0	0
	8:15 AM	39	24	6	41	45	27	31	76	35	21	157	26	528	0	0	0	0	0
	8:30 AM	29	36	6	43	37	38	24	48	20	19	140	31	471	0	0	0	0	0
	8:45 AM	32	21	11	37	35	32	14	47	16	12	147	32	436	0	0	0	0	0
	VOLUMES	340	221	45	325	357	327	173	456	215	175	1,410	247	4,291	0	0	0	0	0
	APPROACH %	56%	36%	7%	32%	35%	32%	20%	54%	25%	10%	77%	13%						
	APP/DEPART	606	/	641	1,009	/	747	844	/	826	1,832	/	2,077	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	202	128	22	172	183	194	114	265	130	96	796	136	2,438					
	APPROACH %	57%	36%	6%	31%	33%	35%	22%	52%	26%	9%	77%	13%						
	PEAK HR FACTOR		0.880			0.903			0.896			0.808		0.919					
	APP/DEPART	352	/	378	549	/	409	509	/	459	1,028	/	1,192	0					
PM	4:00 PM	27	74	22	17	25	16	60	145	54	9	74	38	561	0	0	0	0	0
	4:15 PM	31	86	21	28	30	21	57	136	39	10	74	26	559	0	0	0	0	0
	4:30 PM	37	97	18	37	29	24	62	161	51	15	91	35	657	0	0	0	0	0
	4:45 PM	29	107	20	21	30	19	79	141	54	18	123	36	677	0	0	0	0	0
	5:00 PM	33	88	17	28	23	19	77	161	65	13	87	46	657	0	0	0	0	0
	5:15 PM	37	123	22	13	32	29	76	156	68	17	78	33	684	0	0	0	0	0
	5:30 PM	29	120	28	28	32	26	84	152	75	14	88	34	710	0	0	0	0	0
	5:45 PM	25	124	30	28	35	31	72	155	45	13	72	25	655	0	0	0	0	0
	VOLUMES	248	819	178	200	236	185	567	1,207	451	109	687	273	5,160	0	0	0	0	0
	APPROACH %	20%	66%	14%	32%	38%	30%	25%	54%	20%	10%	64%	26%						
	APP/DEPART	1,245	/	1,659	621	/	796	2,225	/	1,585	1,069	/	1,120	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	128	438	87	90	117	93	316	610	262	62	376	149	2,728					
	APPROACH %	20%	67%	13%	30%	39%	31%	27%	51%	22%	11%	64%	25%						
	PEAK HR FACTOR		0.897			0.872			0.955			0.829		0.961					
	APP/DEPART	653	/	903	300	/	441	1,188	/	787	587	/	597	0					

Etiwanda Ave

NORTH SIDE

Arrow Route WEST SIDE EAST SIDE **Arrow Route**

SOUTH SIDE

Etiwanda Ave

INTERSECTION TURNING MOVEMENT COUNTS

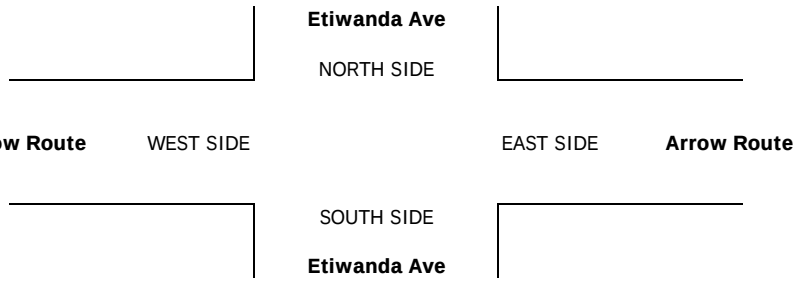
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	7
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 1	ER 1	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	3	1	2	2	2	0	0	0	1	3	4	20	0	0	0	0	0
	7:15 AM	7	1	2	3	2	3	1	1	1	0	3	4	28	0	0	0	0	0
	7:30 AM	2	3	1	2	3	2	1	2	0	1	3	2	22	0	0	0	0	0
	7:45 AM	0	4	0	3	3	2	3	3	1	3	8	0	30	0	0	0	0	0
	8:00 AM	4	3	1	2	6	0	2	5	4	1	4	0	32	0	0	0	0	0
	8:15 AM	3	3	0	5	3	0	5	0	1	1	3	0	24	0	0	0	0	0
	8:30 AM	4	4	1	3	4	2	4	7	4	0	2	1	36	0	0	0	0	0
	8:45 AM	0	1	0	3	6	0	0	1	2	1	5	2	21	0	0	0	0	0
	VOLUMES	22	22	6	23	29	11	16	19	13	8	31	13	213	0	0	0	0	0
	APPROACH %	44%	44%	12%	37%	46%	17%	33%	40%	27%	15%	60%	25%						
	APP/DEPART	50	/	51	63	/	50	48	/	48	52	/	64	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	9	13	2	12	15	4	11	10	6	6	18	2	108					
	APPROACH %	38%	54%	8%	39%	48%	13%	41%	37%	22%	23%	69%	8%						
	PEAK HR FACTOR		0.750			0.969			0.614			0.591		0.844					
	APP/DEPART	24	/	26	31	/	27	27	/	24	26	/	31	0					
PM	4:00 PM	2	1	0	1	0	1	1	5	6	2	3	1	23	0	0	0	0	0
	4:15 PM	1	2	0	1	3	0	1	6	4	0	2	1	21	0	0	0	0	0
	4:30 PM	1	3	1	1	0	0	2	3	3	0	1	1	16	0	0	0	0	0
	4:45 PM	1	3	1	2	3	1	1	5	4	0	2	1	24	0	0	0	0	0
	5:00 PM	1	2	0	0	0	1	3	4	2	0	1	0	14	0	0	0	0	0
	5:15 PM	4	1	2	0	2	0	0	2	3	1	3	1	19	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	2	8	2	0	0	0	14	0	0	0	0	0
	5:45 PM	1	1	2	0	0	2	0	3	3	0	1	0	13	0	0	0	0	0
	VOLUMES	11	14	6	5	9	5	10	36	27	3	13	5	144	0	0	0	0	0
	APPROACH %	35%	45%	19%	26%	47%	26%	14%	49%	37%	14%	62%	24%						
	APP/DEPART	31	/	29	19	/	39	73	/	47	21	/	29	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	6	7	3	2	6	2	6	19	11	1	6	2	71					
	APPROACH %	38%	44%	19%	20%	60%	20%	17%	53%	31%	11%	67%	22%						
	PEAK HR FACTOR		0.571			0.417			0.750			0.450		0.740					
	APP/DEPART	16	/	15	10	/	18	36	/	24	9	/	14	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

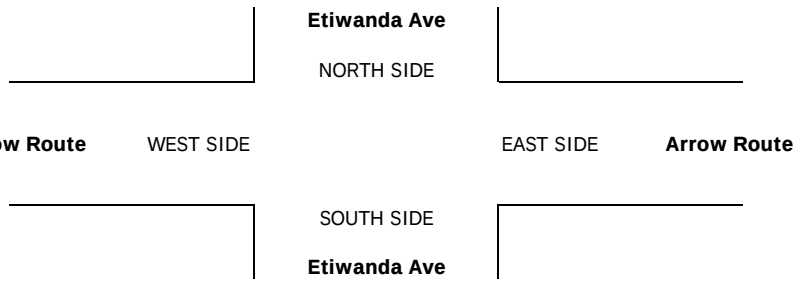
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	7
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 1	ER 1	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	4	1	1	1	0	0	0	1	3	0	4	18	0	0	0	0	0
	7:15 AM	3	3	0	3	1	1	0	0	0	1	1	2	15	0	0	0	0	0
	7:30 AM	2	7	1	2	1	0	1	1	2	2	1	2	22	0	0	0	0	0
	7:45 AM	2	1	1	0	0	0	1	2	5	2	1	0	15	0	0	0	0	0
	8:00 AM	4	0	1	0	1	2	0	1	2	0	2	1	14	0	0	0	0	0
	8:15 AM	2	1	2	1	1	0	1	2	5	0	2	1	18	0	0	0	0	0
	8:30 AM	1	0	0	1	4	0	1	2	1	1	3	2	16	0	0	0	0	0
	8:45 AM	4	5	0	1	2	0	0	2	5	1	3	4	27	0	0	0	0	0
	VOLUMES	21	21	6	9	11	3	4	10	21	10	13	16	145	0	0	0	0	0
	APPROACH %	44%	44%	13%	39%	48%	13%	11%	29%	60%	26%	33%	41%						
	APP/DEPART	48	/	41	23	/	42	35	/	25	39	/	37	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	10	9	5	3	3	2	3	6	14	4	6	4	69					
	APPROACH %	42%	38%	21%	38%	38%	25%	13%	26%	61%	29%	43%	29%						
	PEAK HR FACTOR		0.600			0.667			0.719			0.700		0.784					
	APP/DEPART	24	/	16	8	/	21	23	/	14	14	/	18	0					
PM	4:00 PM	3	6	1	0	2	0	0	0	4	1	1	0	18	0	0	0	0	0
	4:15 PM	1	0	3	0	4	0	0	1	9	1	0	0	19	0	0	0	0	0
	4:30 PM	0	1	1	1	6	0	1	1	0	0	0	0	11	0	0	0	0	0
	4:45 PM	2	1	2	0	3	1	1	2	4	1	1	0	18	0	0	0	0	0
	5:00 PM	1	1	2	0	3	0	1	1	9	1	1	1	21	0	0	0	0	0
	5:15 PM	2	0	1	0	6	1	0	1	5	0	2	0	18	0	0	0	0	0
	5:30 PM	2	0	1	0	3	0	0	1	4	0	0	0	11	0	0	0	0	0
	5:45 PM	0	0	0	0	2	1	0	2	4	0	0	1	10	0	0	0	0	0
	VOLUMES	11	9	11	1	29	3	3	9	39	4	5	2	126	0	0	0	0	0
	APPROACH %	35%	29%	35%	3%	88%	9%	6%	18%	76%	36%	45%	18%						
	APP/DEPART	31	/	14	33	/	72	51	/	21	11	/	19	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	7	2	6	0	15	2	2	5	22	2	4	1	68					
	APPROACH %	47%	13%	40%	0%	88%	12%	7%	17%	76%	29%	57%	14%						
	PEAK HR FACTOR		0.750			0.607			0.659			0.583		0.810					
	APP/DEPART	15	/	5	17	/	39	29	/	11	7	/	13	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

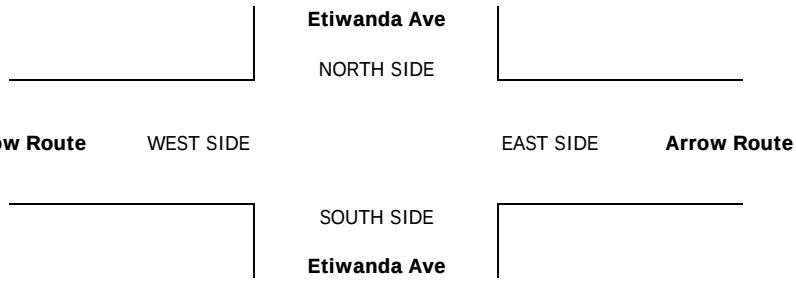
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	7
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 1	ER 1	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	2	1	1	3	3	3	0	7	0	2	2	26	0	0	0	0	0
	7:15 AM	3	2	1	3	2	1	2	0	4	1	0	0	19	0	0	0	0	0
	7:30 AM	5	2	0	1	2	0	0	2	0	1	0	0	13	0	0	0	0	0
	7:45 AM	3	2	0	4	6	2	2	1	2	3	1	2	28	0	0	0	0	0
	8:00 AM	4	3	1	5	3	2	1	1	3	0	1	0	24	0	0	0	0	0
	8:15 AM	1	3	0	6	1	2	1	2	3	0	0	2	21	0	0	0	0	0
	8:30 AM	5	5	2	7	3	3	0	0	3	2	1	0	31	0	0	0	0	0
	8:45 AM	5	4	1	8	5	2	1	2	3	2	0	0	33	0	0	0	0	0
	VOLUMES	28	23	6	35	25	15	10	8	25	9	5	6	195	0	0	0	0	0
	APPROACH %	49%	40%	11%	47%	33%	20%	23%	19%	58%	45%	25%	30%						
	APP/DEPART	57	/	39	75	/	59	43	/	49	20	/	48	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	13	10	1	16	12	6	4	6	8	4	2	4	86					
	APPROACH %	54%	42%	4%	47%	35%	18%	22%	33%	44%	40%	20%	40%						
	PEAK HR FACTOR		0.750			0.708			0.750			0.417		0.768					
	APP/DEPART	24	/	18	34	/	24	18	/	23	10	/	21	0					
PM	4:00 PM	3	2	0	1	1	1	1	2	4	0	2	0	17	0	0	0	0	0
	4:15 PM	1	6	2	0	2	0	1	0	2	0	0	0	14	0	0	0	0	0
	4:30 PM	2	3	1	1	4	1	0	0	7	0	1	0	20	0	0	0	0	0
	4:45 PM	2	3	2	1	2	1	3	0	1	0	0	2	17	0	0	0	0	0
	5:00 PM	3	2	2	0	1	0	1	0	1	1	2	0	13	0	0	0	0	0
	5:15 PM	3	2	0	0	5	1	0	0	5	1	0	1	18	0	0	0	0	0
	5:30 PM	1	4	0	0	3	1	2	2	6	0	0	0	19	0	0	0	0	0
	5:45 PM	3	2	1	1	2	0	0	0	1	0	0	0	10	0	0	0	0	0
	VOLUMES	18	24	8	4	20	5	8	4	27	2	5	3	128	0	0	0	0	0
	APPROACH %	36%	48%	16%	14%	69%	17%	21%	10%	69%	20%	50%	30%						
	APP/DEPART	50	/	35	29	/	49	39	/	16	10	/	28	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	9	11	4	1	11	3	6	2	13	2	2	3	67					
	APPROACH %	38%	46%	17%	7%	73%	20%	29%	10%	62%	29%	29%	43%						
	PEAK HR FACTOR		0.857			0.625			0.525			0.583		0.882					
	APP/DEPART	24	/	20	15	/	26	21	/	7	7	/	14	0					



INTERSECTION TURNING MOVEMENT COUNTS

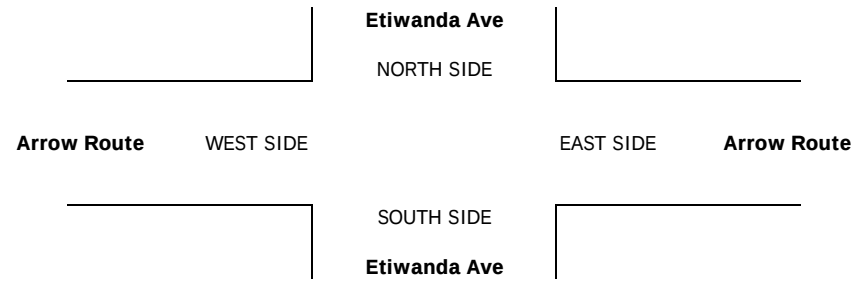
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	7
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 1	ER 1	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	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	0
	7:45 AM	0	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	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	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	0
	4:30 PM	0	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	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	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	1	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

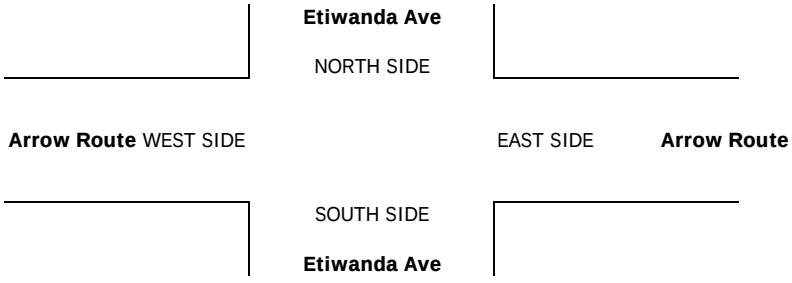
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	7
TUESDAY	EAST & WEST:	Arrow Route	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Arrow Route			WESTBOUND Arrow Route				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 1	ER 1	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	1	0	0	1	0	0	0	0	0	0	1	1	4	0	0	0	0	0
	7:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	2	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	0
	8:00 AM	0	0	0	1	0	0	0	0	1	0	0	1	3	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	VOLUMES	2	0	0	5	1	0	0	0	1	0	2	2	13	0	0	0	0	0
	APPROACH %	100%	0%	0%	83%	17%	0%	0%	0%	100%	0%	50%	50%						
	APP/DEPART	2	/	2	6	/	2	1	/	5	4	/	4	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	0	0	3	0	0	0	0	1	0	0	1	6					
	APPROACH %	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%						
	PEAK HR FACTOR		0.250			0.750			0.250			0.250		0.500					
	APP/DEPART	1	/	1	3	/	1	1	/	3	1	/	1	0					
PM	4:00 PM	0	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	1	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	1	0	0	1	0	3	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	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	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	0
	VOLUMES	0	0	0	0	0	1	0	1	0	0	2	0	4	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	1	/	0	1	/	1	2	/	3	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Nov 14, 23

LOCATION: Rancho Cucamonga
NORTH & SOUTH: Etiwanda Ave
EAST & WEST: Whittram Ave

PROJECT #: SC4307
LOCATION #: 8
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Whittram Ave			WESTBOUND Whittram Ave				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	57	35	16	103	1	1	0	0	49	0	23	285	0	0	0	0	0
	7:15 AM	0	57	16	10	99	0	0	0	0	56	0	37	275	0	0	0	0	0
	7:30 AM	0	84	19	14	103	0	0	0	1	79	1	33	334	0	0	0	0	0
	7:45 AM	0	61	33	18	88	0	0	0	0	74	0	54	328	0	0	0	0	0
	8:00 AM	0	71	27	7	118	0	0	0	0	69	0	32	324	0	0	0	0	0
	8:15 AM	0	65	30	14	105	0	0	0	0	49	0	24	287	0	0	0	0	0
	8:30 AM	0	69	25	8	102	0	0	0	0	52	0	20	276	0	0	0	0	0
	8:45 AM	0	71	22	11	81	0	0	0	0	45	0	15	245	0	0	0	0	0
	VOLUMES	0	535	207	98	799	1	1	0	1	473	1	238	2,354	0	0	0	0	0
	APPROACH %	0%	72%	28%	11%	89%	0%	50%	0%	50%	66%	0%	33%						
	APP/DEPART	742	/	774	898	/	1,273	2	/	305	712	/	2	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	281	109	53	414	0	0	0	1	271	1	143	1,273					
	APPROACH %	0%	72%	28%	11%	89%	0%	0%	0%	100%	65%	0%	34%						
	PEAK HR FACTOR		0.947			0.934			0.250			0.811		0.953					
	APP/DEPART	390	/	424	467	/	686	1	/	162	415	/	1	0					
PM	4:00 PM	1	128	47	34	87	0	0	0	0	56	0	28	381	0	0	0	0	0
	4:15 PM	0	128	57	29	74	0	0	0	0	42	0	24	354	0	0	0	0	0
	4:30 PM	1	150	39	41	84	0	0	0	1	53	0	19	388	0	0	0	0	0
	4:45 PM	0	143	46	56	77	0	0	0	0	29	0	29	380	0	0	0	0	0
	5:00 PM	0	146	46	47	68	1	0	1	0	47	0	18	374	0	0	0	0	0
	5:15 PM	0	169	31	60	84	3	0	1	1	26	0	27	402	0	0	0	0	0
	5:30 PM	0	167	47	47	93	3	0	4	0	28	0	11	400	1	0	0	0	1
	5:45 PM	0	174	29	39	73	0	0	0	0	24	0	18	357	0	0	0	0	0
	VOLUMES	2	1,205	342	353	640	7	0	6	2	305	0	174	3,037	1	0	0	0	1
	APPROACH %	0%	78%	22%	35%	64%	1%	0%	75%	25%	64%	0%	36%						
	APP/DEPART	1,550	/	1,379	1,000	/	948	8	/	701	479	/	9	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	625	170	210	322	7	0	6	1	130	0	85	1,557					
	APPROACH %	0%	79%	21%	39%	60%	1%	0%	86%	14%	60%	0%	40%						
	PEAK HR FACTOR		0.926			0.917			0.438			0.827		0.968					
	APP/DEPART	796	/	710	539	/	454	7	/	386	215	/	7	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

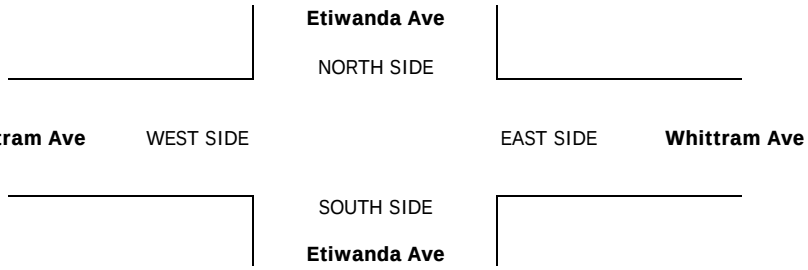
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	8
TUESDAY	EAST & WEST:	Whittram Ave	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Whittram Ave			WESTBOUND Whittram Ave				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1	1	0	1	1	1	0	1	0	0	1	0						
AM																		
7:00 AM	0	39	23	14	88	0	0	0	0	26	0	21	211	0	0	0	0	0
7:15 AM	0	40	6	8	89	0	0	0	0	38	0	32	213	0	0	0	0	0
7:30 AM	0	65	10	10	90	0	0	0	0	59	0	29	263	0	0	0	0	0
7:45 AM	0	51	24	11	72	0	0	0	0	55	0	52	265	0	0	0	0	0
8:00 AM	0	52	20	7	101	0	0	0	0	51	0	27	258	0	0	0	0	0
8:15 AM	0	54	13	14	90	0	0	0	0	29	0	22	222	0	0	0	0	0
8:30 AM	0	52	9	6	74	0	0	0	0	39	0	14	194	0	0	0	0	0
8:45 AM	0	53	9	7	59	0	0	0	0	28	0	11	167	0	0	0	0	0
VOLUMES	0	406	114	77	663	0	0	0	0	325	0	208	1,793	0	0	0	0	0
APPROACH %	0%	78%	22%	10%	90%	0%	0%	0%	0%	61%	0%	39%						
APP/DEPART	520	/	614	740	/	988	0	/	191	533	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	222	67	42	353	0	0	0	0	194	0	130	1,008					
APPROACH %	0%	77%	23%	11%	89%	0%	0%	0%	0%	60%	0%	40%						
PEAK HR FACTOR		0.963			0.914			0.000			0.757		0.951					
APP/DEPART	289	/	352	395	/	547	0	/	109	324	/	0	0					
PM																		
4:00 PM	1	107	33	29	72	0	0	0	0	41	0	27	310	0	0	0	0	0
4:15 PM	0	111	34	24	58	0	0	0	0	29	0	23	279	0	0	0	0	0
4:30 PM	1	135	32	37	65	0	0	0	1	37	0	18	326	0	0	0	0	0
4:45 PM	0	128	37	49	62	0	0	0	0	24	0	25	325	0	0	0	0	0
5:00 PM	0	135	33	44	53	1	0	1	0	34	0	17	318	0	0	0	0	0
5:15 PM	0	157	25	54	62	3	0	1	1	22	0	22	347	0	0	0	0	0
5:30 PM	0	158	38	42	77	3	0	4	0	15	0	9	346	1	0	0	0	1
5:45 PM	0	164	26	35	67	0	0	0	0	17	0	14	323	0	0	0	0	0
VOLUMES	2	1,095	258	314	516	7	0	6	2	219	0	155	2,575	1	0	0	0	1
APPROACH %	0%	81%	19%	38%	62%	1%	0%	75%	25%	59%	0%	41%						
APP/DEPART	1,356	/	1,250	837	/	738	8	/	578	374	/	9	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	578	133	189	254	7	0	6	1	95	0	73	1,337					
APPROACH %	0%	81%	19%	42%	56%	2%	0%	86%	14%	57%	0%	43%						
PEAK HR FACTOR		0.904			0.922			0.438			0.824		0.963					
APP/DEPART	712	/	651	450	/	351	7	/	328	168	/	7	0					



INTERSECTION TURNING MOVEMENT COUNTS

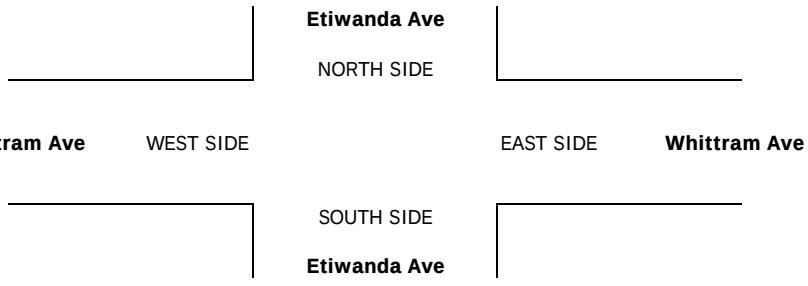
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	8
TUESDAY	EAST & WEST:	Whittram Ave	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Whittram Ave			WESTBOUND Whittram Ave				U-TURNS				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	6	4	0	4	1	1	0	0	9	0	1	26	0	0	0	0	0
7:15 AM	0	6	2	0	3	0	0	0	0	2	0	2	15	0	0	0	0	0
7:30 AM	0	6	2	2	6	0	0	0	1	4	1	2	24	0	0	0	0	0
7:45 AM	0	3	1	0	7	0	0	0	0	6	0	0	17	0	0	0	0	0
8:00 AM	0	6	1	0	9	0	0	0	0	5	0	3	24	0	0	0	0	0
8:15 AM	0	5	4	0	5	0	0	0	0	4	0	0	18	0	0	0	0	0
8:30 AM	0	4	3	0	11	0	0	0	0	3	0	3	24	0	0	0	0	0
8:45 AM	0	5	1	2	5	0	0	0	0	9	0	1	23	0	0	0	0	0
VOLUMES	0	41	18	4	50	1	1	0	1	42	1	12	171	0	0	0	0	0
APPROACH %	0%	69%	31%	7%	91%	2%	50%	0%	50%	76%	2%	22%						
APP/DEPART	59	/	54	55	/	93	2	/	22	55	/	2	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	20	8	2	27	0	0	0	1	19	1	5	83					
APPROACH %	0%	71%	29%	7%	93%	0%	0%	0%	100%	76%	4%	20%						
PEAK HR FACTOR		0.778			0.806			0.250			0.781		0.865					
APP/DEPART	28	/	25	29	/	47	1	/	10	25	/	1	0					
PM																		
4:00 PM	0	5	3	2	5	0	0	0	0	3	0	0	18	0	0	0	0	0
4:15 PM	0	5	8	1	6	0	0	0	0	1	0	0	21	0	0	0	0	0
4:30 PM	0	7	1	1	1	0	0	0	0	2	0	0	12	0	0	0	0	0
4:45 PM	0	4	1	3	6	0	0	0	0	0	0	1	15	0	0	0	0	0
5:00 PM	0	2	1	2	2	0	0	0	0	1	0	1	9	0	0	0	0	0
5:15 PM	0	4	2	1	4	0	0	0	0	0	0	4	15	0	0	0	0	0
5:30 PM	0	1	3	3	1	0	0	0	0	3	0	0	11	0	0	0	0	0
5:45 PM	0	3	1	3	0	0	0	0	0	2	0	2	11	0	0	0	0	0
VOLUMES	0	31	20	16	25	0	0	0	0	12	0	8	112	0	0	0	0	0
APPROACH %	0%	61%	39%	39%	61%	0%	0%	0%	0%	60%	0%	40%						
APP/DEPART	51	/	39	41	/	37	0	/	36	20	/	0	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	11	7	9	13	0	0	0	0	4	0	6	50					
APPROACH %	0%	61%	39%	41%	59%	0%	0%	0%	0%	40%	0%	60%						
PEAK HR FACTOR		0.750			0.611			0.000			0.625		0.833					
APP/DEPART	18	/	17	22	/	17	0	/	16	10	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	8
	EAST & WEST:	Whittram Ave	CONTROL:	SIGNAL

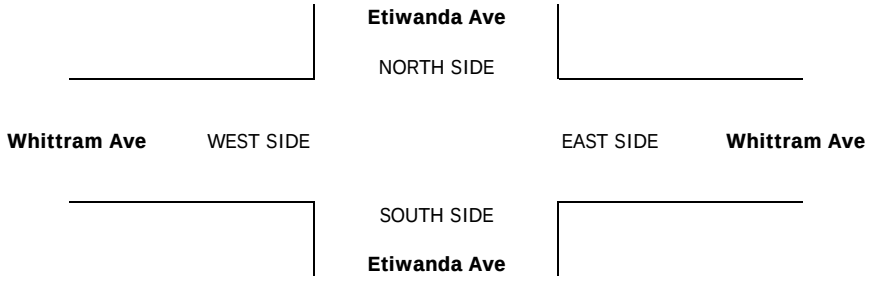
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Whittram Ave			WESTBOUND Whittram Ave				U-TURNS				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	4	4	0	4	0	0	0	0	7	0	1	20	0	0	0	0	0
7:15 AM	0	4	3	1	0	0	0	0	0	9	0	1	18	0	0	0	0	0
7:30 AM	0	3	5	2	2	0	0	0	0	5	0	1	18	0	0	0	0	0
7:45 AM	0	2	3	2	2	0	0	0	0	7	0	2	18	0	0	0	0	0
8:00 AM	0	4	3	0	4	0	0	0	0	7	0	0	18	0	0	0	0	0
8:15 AM	0	3	4	0	5	0	0	0	0	7	0	1	20	0	0	0	0	0
8:30 AM	0	1	4	2	4	0	0	0	0	2	0	1	14	0	0	0	0	0
8:45 AM	0	6	3	2	4	0	0	0	0	4	0	2	21	0	0	0	0	0
VOLUMES	0	27	29	9	25	0	0	0	0	48	0	9	147	0	0	0	0	0
APPROACH %	0%	48%	52%	26%	74%	0%	0%	0%	0%	84%	0%	16%						
APP/DEPART	56	/	36	34	/	73	0	/	38	57	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	12	15	4	13	0	0	0	0	26	0	4	74					
APPROACH %	0%	44%	56%	24%	76%	0%	0%	0%	0%	87%	0%	13%						
PEAK HR FACTOR		0.844			0.850			0.000			0.833		0.925					
APP/DEPART	27	/	16	17	/	39	0	/	19	30	/	0	0					
PM																		
4:00 PM	0	9	4	2	7	0	0	0	0	7	0	0	29	0	0	0	0	0
4:15 PM	0	4	3	2	7	0	0	0	0	4	0	0	20	0	0	0	0	0
4:30 PM	0	2	3	1	10	0	0	0	0	8	0	0	24	0	0	0	0	0
4:45 PM	0	4	4	1	7	0	0	0	0	3	0	2	21	0	0	0	0	0
5:00 PM	0	2	0	0	11	0	0	0	0	8	0	0	21	0	0	0	0	0
5:15 PM	0	2	0	3	9	0	0	0	0	3	0	1	18	0	0	0	0	0
5:30 PM	0	3	1	0	6	0	0	0	0	6	0	2	18	0	0	0	0	0
5:45 PM	0	1	1	0	5	0	0	0	0	4	0	1	12	0	0	0	0	0
VOLUMES	0	27	16	9	62	0	0	0	0	43	0	6	163	0	0	0	0	0
APPROACH %	0%	63%	37%	13%	87%	0%	0%	0%	0%	88%	0%	12%						
APP/DEPART	43	/	33	71	/	105	0	/	25	49	/	0	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	11	5	4	33	0	0	0	0	20	0	5	78					
APPROACH %	0%	69%	31%	11%	89%	0%	0%	0%	0%	80%	0%	20%						
PEAK HR FACTOR		0.500			0.771			0.000			0.781		0.929					
APP/DEPART	16	/	16	37	/	53	0	/	9	25	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	8
TUESDAY	EAST & WEST:	Whittram Ave	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Whittram Ave			WESTBOUND Whittram Ave				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	8	4	2	7	0	0	0	0	7	0	0	28	0	0	0	0	0
	7:15 AM	0	6	5	1	7	0	0	0	0	7	0	2	28	0	0	0	0	0
	7:30 AM	0	9	2	0	5	0	0	0	0	11	0	1	28	0	0	0	0	0
	7:45 AM	0	5	5	5	7	0	0	0	0	6	0	0	28	0	0	0	0	0
	8:00 AM	0	9	3	0	4	0	0	0	0	6	0	2	24	0	0	0	0	0
	8:15 AM	0	3	9	0	4	0	0	0	0	9	0	1	26	0	0	0	0	0
	8:30 AM	0	12	9	0	12	0	0	0	0	8	0	2	43	0	0	0	0	0
	8:45 AM	0	7	9	0	13	0	0	0	0	4	0	1	34	0	0	0	0	0
	VOLUMES	0	59	46	8	59	0	0	0	0	58	0	9	239	0	0	0	0	0
	APPROACH %	0%	56%	44%	12%	88%	0%	0%	0%	0%	87%	0%	13%						
	APP/DEPART	105	/	68	67	/	117	0	/	54	67	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	26	19	5	20	0	0	0	0	32	0	4	106					
	APPROACH %	0%	58%	42%	20%	80%	0%	0%	0%	0%	89%	0%	11%						
	PEAK HR FACTOR		0.938			0.521			0.000			0.750		0.946					
	APP/DEPART	45	/	30	25	/	52	0	/	24	36	/	0	0					
PM	4:00 PM	0	7	7	1	3	0	0	0	0	4	0	1	23	0	0	0	0	0
	4:15 PM	0	8	12	2	3	0	0	0	0	8	0	1	34	0	0	0	0	0
	4:30 PM	0	6	3	2	8	0	0	0	0	6	0	1	26	0	0	0	0	0
	4:45 PM	0	7	4	3	2	0	0	0	0	2	0	1	19	0	0	0	0	0
	5:00 PM	0	7	12	1	2	0	0	0	0	4	0	0	26	0	0	0	0	0
	5:15 PM	0	6	4	2	9	0	0	0	0	1	0	0	22	0	0	0	0	0
	5:30 PM	0	5	5	2	9	0	0	0	0	4	0	0	25	0	0	0	0	0
	5:45 PM	0	6	1	1	1	0	0	0	0	1	0	1	11	0	0	0	0	0
	VOLUMES	0	52	48	14	37	0	0	0	0	30	0	5	186	0	0	0	0	0
	APPROACH %	0%	52%	48%	27%	73%	0%	0%	0%	0%	86%	0%	14%						
	APP/DEPART	100	/	57	51	/	67	0	/	62	35	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	25	25	8	22	0	0	0	0	11	0	1	92					
	APPROACH %	0%	50%	50%	27%	73%	0%	0%	0%	0%	92%	0%	8%						
	PEAK HR FACTOR		0.658			0.682			0.000			0.750		0.885					
	APP/DEPART	50	/	26	30	/	33	0	/	33	12	/	0	0					

Etiwanda Ave

NORTH SIDE

Whittram Ave WEST SIDE EAST SIDE **Whittram Ave**

SOUTH SIDE

Etiwanda Ave

INTERSECTION TURNING MOVEMENT COUNTS

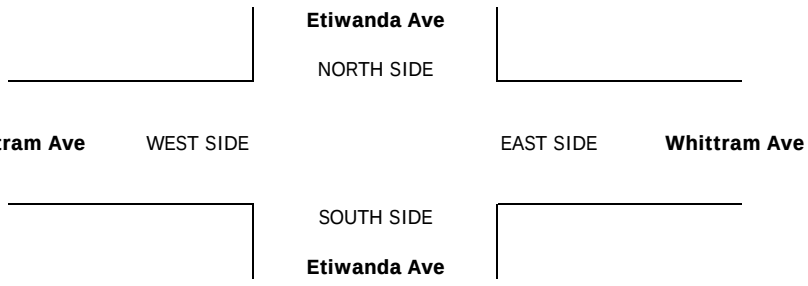
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	8
TUESDAY	EAST & WEST:	Whittram Ave	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Whittram Ave			WESTBOUND Whittram Ave				U-TURNS				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	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	0
7:45 AM	0	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	0
8:15 AM	0	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	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM 4:00 PM	0	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	0
4:30 PM	0	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	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	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	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

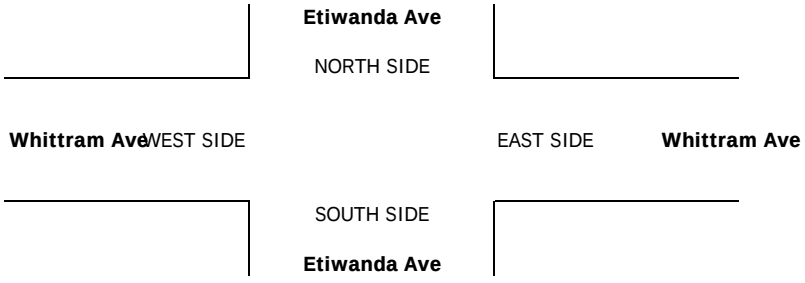
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	8
TUESDAY	EAST & WEST:	Whittram Ave	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Whittram Ave			WESTBOUND Whittram Ave				U-TURNS				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	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	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	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	0
VOLUMES	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	2	/	2	2	/	2	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2					
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500					
APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
PM 4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	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	0
4:30 PM	0	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	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	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	0
VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Nov 14, 23

LOCATION: Rancho Cucamonga
NORTH & SOUTH: Etiwanda Ave
EAST & WEST: Napa St

PROJECT #: SC4307
LOCATION #: 9
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Napa St			WESTBOUND Napa St				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	76	33	5	142	0	0	0	0	28	0	9	293	0	0	0	0	0
	7:15 AM	0	65	17	9	147	0	0	0	0	17	0	6	261	0	0	0	0	0
	7:30 AM	0	105	18	7	180	0	0	0	0	24	0	4	338	0	0	0	0	0
	7:45 AM	0	109	22	8	157	0	0	0	0	13	0	4	313	0	0	0	0	0
	8:00 AM	0	85	16	17	169	0	0	0	0	16	0	8	311	0	0	0	0	0
	8:15 AM	0	85	20	8	151	0	0	0	0	20	0	8	292	0	0	0	0	0
	8:30 AM	0	92	25	8	154	0	0	0	0	19	0	6	304	0	0	0	0	0
	8:45 AM	0	80	20	15	113	0	0	0	0	20	0	14	262	0	0	0	0	0
	VOLUMES	0	697	171	77	1,213	0	0	0	0	157	0	59	2,374	0	0	0	0	0
	APPROACH %	0%	80%	20%	6%	94%	0%	0%	0%	0%	73%	0%	27%						
	APP/DEPART	868	/	756	1,290	/	1,370	0	/	248	216	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	384	76	40	657	0	0	0	0	73	0	24	1,254					
	APPROACH %	0%	83%	17%	6%	94%	0%	0%	0%	0%	75%	0%	25%						
	PEAK HR FACTOR		0.878			0.932			0.000			0.866		0.928					
	APP/DEPART	460	/	408	697	/	730	0	/	116	97	/	0	0					
PM	4:00 PM	0	183	10	16	133	0	0	0	0	33	0	15	390	0	0	0	0	0
	4:15 PM	0	166	15	12	93	0	0	0	0	33	0	10	329	0	0	0	0	0
	4:30 PM	0	158	14	18	120	0	0	0	0	37	0	19	366	0	0	0	0	0
	4:45 PM	0	186	17	15	94	0	0	0	0	22	0	6	340	0	0	0	0	0
	5:00 PM	0	183	15	14	118	0	0	0	0	49	0	12	391	0	0	0	0	0
	5:15 PM	0	186	4	18	100	0	0	0	0	20	0	6	334	0	0	0	0	0
	5:30 PM	0	209	12	14	107	0	0	0	0	21	0	7	370	0	0	0	0	0
	5:45 PM	0	191	9	7	80	0	0	0	0	17	0	9	313	0	0	0	0	0
	VOLUMES	0	1,462	96	114	845	0	0	0	0	232	0	84	2,833	0	0	0	0	0
	APPROACH %	0%	94%	6%	12%	88%	0%	0%	0%	0%	73%	0%	27%						
	APP/DEPART	1,558	/	1,546	959	/	1,077	0	/	210	316	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	764	48	61	419	0	0	0	0	112	0	31	1,435					
	APPROACH %	0%	94%	6%	13%	87%	0%	0%	0%	0%	78%	0%	22%						
	PEAK HR FACTOR		0.919			0.909			0.000			0.586		0.918					
	APP/DEPART	812	/	795	480	/	531	0	/	109	143	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	9
TUESDAY	EAST & WEST:	Napa St	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Etiwanda Ave)			SOUTHBOUND (Etiwanda Ave)			EASTBOUND (Napa St)			WESTBOUND (Napa St)				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	52	7	2	107	0	0	0	0	2	0	1	171	0	0	0	0	0
	7:15 AM	0	44	2	4	123	0	0	0	0	1	0	2	176	0	0	0	0	0
	7:30 AM	0	80	3	3	140	0	0	0	0	0	0	0	226	0	0	0	0	0
	7:45 AM	0	91	8	2	122	0	0	0	0	0	0	1	224	0	0	0	0	0
	8:00 AM	0	65	3	6	141	0	0	0	0	1	0	1	217	0	0	0	0	0
	8:15 AM	0	65	5	4	115	0	0	0	0	3	0	3	195	0	0	0	0	0
	8:30 AM	0	61	1	0	111	0	0	0	0	1	0	2	176	0	0	0	0	0
	8:45 AM	0	56	3	3	82	0	0	0	0	0	0	4	148	0	0	0	0	0
	VOLUMES	0	514	32	24	941	0	0	0	0	8	0	14	1,533	0	0	0	0	0
	APPROACH %	0%	94%	6%	2%	98%	0%	0%	0%	0%	36%	0%	64%						
	APP/DEPART	546	/	528	965	/	949	0	/	56	22	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	301	19	15	518	0	0	0	0	4	0	5	862					
	APPROACH %	0%	94%	6%	3%	97%	0%	0%	0%	0%	44%	0%	56%						
	PEAK HR FACTOR		0.808			0.906			0.000			0.375		0.954					
	APP/DEPART	320	/	306	533	/	522	0	/	34	9	/	0	0					
PM	4:00 PM	0	153	2	3	110	0	0	0	0	13	0	6	287	0	0	0	0	0
	4:15 PM	0	126	3	2	75	0	0	0	0	13	0	7	226	0	0	0	0	0
	4:30 PM	0	131	0	1	98	0	0	0	0	15	0	12	257	0	0	0	0	0
	4:45 PM	0	163	2	3	84	0	0	0	0	4	0	6	262	0	0	0	0	0
	5:00 PM	0	157	5	1	102	0	0	0	0	24	0	8	297	0	0	0	0	0
	5:15 PM	0	163	1	1	91	0	0	0	0	5	0	4	265	0	0	0	0	0
	5:30 PM	0	190	1	2	92	0	0	0	0	4	0	6	295	0	0	0	0	0
	5:45 PM	0	179	2	0	73	0	0	0	0	6	0	4	264	0	0	0	0	0
	VOLUMES	0	1,262	16	13	725	0	0	0	0	84	0	53	2,153	0	0	0	0	0
	APPROACH %	0%	99%	1%	2%	98%	0%	0%	0%	0%	61%	0%	39%						
	APP/DEPART	1,278	/	1,315	738	/	809	0	/	29	137	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	673	9	7	369	0	0	0	0	37	0	24	1,119					
	APPROACH %	0%	99%	1%	2%	98%	0%	0%	0%	0%	61%	0%	39%						
	PEAK HR FACTOR		0.893			0.913			0.000			0.477		0.942					
	APP/DEPART	682	/	697	376	/	406	0	/	16	61	/	0	0					

Etiwanda Ave

NORTH SIDE

Napa St WEST SIDE EAST SIDE **Napa St**

SOUTH SIDE

Etiwanda Ave

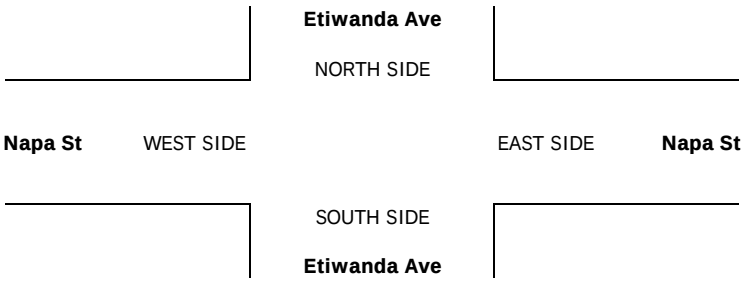
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307	
TUESDAY	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	9	
	EAST & WEST:	Napa St	CONTROL:	SIGNAL	

CLASS 2:	NOTES:	AM		▲ N	
2-AXLE		PM			
WORK		MD	◄ W		E ►
VEHICLES/		OTHER		S	
TRUCKS		OTHER		▼	

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Napa St			WESTBOUND Napa St				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	11	2	2	8	0	0	0	0	3	0	2	28	0	0	0	0	0
	7:15 AM	0	5	3	1	4	0	0	0	0	0	0	2	15	0	0	0	0	0
	7:30 AM	0	6	3	0	11	0	0	0	0	2	0	0	22	0	0	0	0	0
	7:45 AM	0	6	5	2	8	0	0	0	0	0	0	1	22	0	0	0	0	0
	8:00 AM	0	8	2	1	12	0	0	0	0	5	0	2	30	0	0	0	0	0
	8:15 AM	0	7	1	1	9	0	0	0	0	3	0	0	21	0	0	0	0	0
	8:30 AM	0	7	1	3	9	0	0	0	0	2	0	0	22	0	0	0	0	0
	8:45 AM	0	4	1	3	12	0	0	0	0	1	0	2	23	0	0	0	0	0
	VOLUMES	0	54	18	13	73	0	0	0	0	16	0	9	183	0	0	0	0	0
	APPROACH %	0%	75%	25%	15%	85%	0%	0%	0%	0%	64%	0%	36%						
	APP/DEPART	72	/	63	86	/	89	0	/	31	25	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	27	11	4	40	0	0	0	0	10	0	3	95					
	APPROACH %	0%	71%	29%	9%	91%	0%	0%	0%	0%	77%	0%	23%						
	PEAK HR FACTOR		0.864			0.846			0.000			0.464		0.792					
	APP/DEPART	38	/	30	44	/	50	0	/	15	13	/	0	0					
PM	4:00 PM	0	8	1	3	7	0	0	0	0	5	0	0	24	0	0	0	0	0
	4:15 PM	0	12	0	3	5	0	0	0	0	2	0	1	23	0	0	0	0	0
	4:30 PM	0	10	0	0	3	0	0	0	0	3	0	2	18	0	0	0	0	0
	4:45 PM	0	4	0	2	6	0	0	0	0	2	0	0	14	0	0	0	0	0
	5:00 PM	0	4	1	0	4	0	0	0	0	4	0	1	14	0	0	0	0	0
	5:15 PM	0	5	0	0	3	0	0	0	0	0	0	1	9	0	0	0	0	0
	5:30 PM	0	7	0	0	4	0	0	0	0	0	0	0	11	0	0	0	0	0
	5:45 PM	0	5	0	0	1	0	0	0	0	0	0	1	7	0	0	0	0	0
	VOLUMES	0	55	2	8	33	0	0	0	0	16	0	6	120	0	0	0	0	0
	APPROACH %	0%	96%	4%	20%	80%	0%	0%	0%	0%	73%	0%	27%						
	APP/DEPART	57	/	61	41	/	49	0	/	10	22	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	20	1	2	17	0	0	0	0	6	0	2	48					
	APPROACH %	0%	95%	5%	11%	89%	0%	0%	0%	0%	75%	0%	25%						
	PEAK HR FACTOR		0.750			0.594			0.000			0.400		0.857					
	APP/DEPART	21	/	22	19	/	23	0	/	3	8	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307	
TUESDAY	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	9	
	EAST & WEST:	Napa St	CONTROL:	SIGNAL	

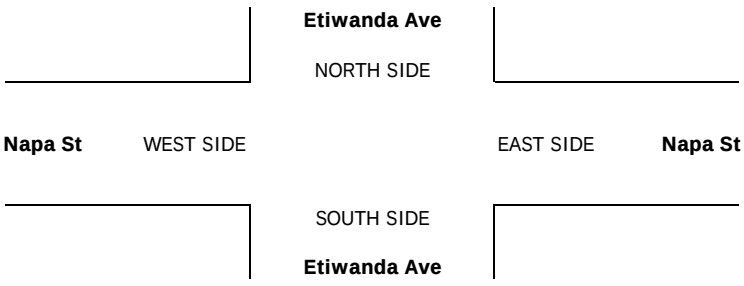
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Napa St			WESTBOUND Napa St				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	4	11	0	12	0	0	0	0	13	0	3	43	0	0	0	0	0
	7:15 AM	0	6	8	2	7	0	0	0	0	11	0	1	35	0	0	0	0	0
	7:30 AM	0	7	8	2	4	0	0	0	0	11	0	1	33	0	0	0	0	0
	7:45 AM	0	3	4	2	7	0	0	0	0	9	0	2	27	0	0	0	0	0
	8:00 AM	0	5	5	4	8	0	0	0	0	6	0	1	29	0	0	0	0	0
	8:15 AM	0	4	8	1	9	0	0	0	0	4	0	2	28	0	0	0	0	0
	8:30 AM	0	6	15	4	3	0	0	0	0	10	0	0	38	0	0	0	0	0
	8:45 AM	0	5	9	3	4	0	0	0	0	11	0	3	35	0	0	0	0	0
	VOLUMES	0	40	68	18	54	0	0	0	0	75	0	13	268	0	0	0	0	0
	APPROACH %	0%	37%	63%	25%	75%	0%	0%	0%	0%	85%	0%	15%						
	APP/DEPART	108	/	53	72	/	129	0	/	86	88	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	19	25	9	28	0	0	0	0	30	0	6	117					
	APPROACH %	0%	43%	57%	24%	76%	0%	0%	0%	0%	83%	0%	17%						
	PEAK HR FACTOR		0.733			0.771			0.000			0.750		0.886					
	APP/DEPART	44	/	25	37	/	58	0	/	34	36	/	0	0					
PM	4:00 PM	0	4	4	10	2	0	0	0	0	12	0	3	35	0	0	0	0	0
	4:15 PM	0	6	9	7	4	0	0	0	0	16	0	1	43	0	0	0	0	0
	4:30 PM	0	3	11	12	6	0	0	0	0	15	0	4	51	0	0	0	0	0
	4:45 PM	0	4	9	9	1	0	0	0	0	15	0	0	38	0	0	0	0	0
	5:00 PM	0	1	3	13	4	0	0	0	0	19	0	1	41	0	0	0	0	0
	5:15 PM	0	3	2	13	1	0	0	0	0	15	0	0	34	0	0	0	0	0
	5:30 PM	0	2	4	9	2	0	0	0	0	16	0	1	34	0	0	0	0	0
	5:45 PM	0	3	4	7	3	0	0	0	0	11	0	0	28	0	0	0	0	0
	VOLUMES	0	26	46	80	23	0	0	0	0	119	0	10	304	0	0	0	0	0
	APPROACH %	0%	36%	64%	78%	22%	0%	0%	0%	0%	92%	0%	8%						
	APP/DEPART	72	/	36	103	/	142	0	/	126	129	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	10	18	44	8	0	0	0	0	65	0	2	147					
	APPROACH %	0%	36%	64%	85%	15%	0%	0%	0%	0%	97%	0%	3%						
	PEAK HR FACTOR		0.538			0.765			0.000			0.838		0.896					
	APP/DEPART	28	/	12	52	/	73	0	/	62	67	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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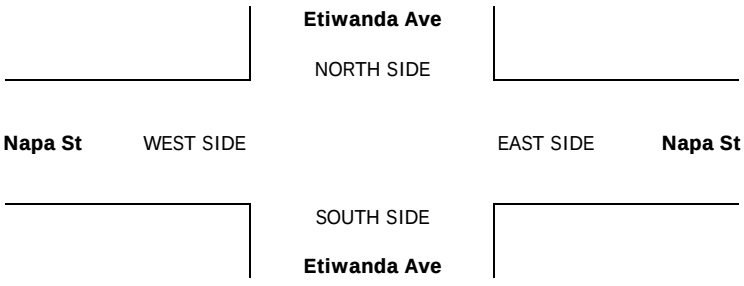
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	9
TUESDAY	EAST & WEST:	Napa St	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

	NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Napa St			WESTBOUND Napa St				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	9	13	1	15	0	0	0	0	10	0	3	51	0	0	0	0	0
7:15 AM	0	9	4	2	13	0	0	0	0	5	0	1	34	0	0	0	0	0
7:30 AM	0	11	4	2	25	0	0	0	0	11	0	3	56	0	0	0	0	0
7:45 AM	0	9	5	2	20	0	0	0	0	4	0	0	40	0	0	0	0	0
8:00 AM	0	7	6	6	8	0	0	0	0	4	0	4	35	0	0	0	0	0
8:15 AM	0	9	6	2	17	0	0	0	0	10	0	3	47	0	0	0	0	0
8:30 AM	0	18	8	1	30	0	0	0	0	6	0	4	67	0	0	0	0	0
8:45 AM	0	15	7	6	15	0	0	0	0	8	0	5	56	0	0	0	0	0
VOLUMES	0	87	53	22	143	0	0	0	0	58	0	23	386	0	0	0	0	0
APPROACH %	0%	62%	38%	13%	87%	0%	0%	0%	0%	72%	0%	28%						
APP/DEPART	140	/	110	165	/	201	0	/	75	81	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	36	21	12	70	0	0	0	0	29	0	10	178					
APPROACH %	0%	63%	37%	15%	85%	0%	0%	0%	0%	74%	0%	26%						
PEAK HR FACTOR		0.950			0.759			0.000			0.696		0.795					
APP/DEPART	57	/	46	82	/	99	0	/	33	39	/	0	0					
PM																		
4:00 PM	0	18	3	0	13	0	0	0	0	3	0	6	43	0	0	0	0	0
4:15 PM	0	22	3	0	9	0	0	0	0	2	0	1	37	0	0	0	0	0
4:30 PM	0	14	3	5	13	0	0	0	0	4	0	1	40	0	0	0	0	0
4:45 PM	0	15	6	1	3	0	0	0	0	1	0	0	26	0	0	0	0	0
5:00 PM	0	21	6	0	8	0	0	0	0	2	0	2	39	0	0	0	0	0
5:15 PM	0	15	1	4	5	0	0	0	0	0	0	1	26	0	0	0	0	0
5:30 PM	0	10	7	3	9	0	0	0	0	1	0	0	30	0	0	0	0	0
5:45 PM	0	4	3	0	3	0	0	0	0	0	0	4	14	0	0	0	0	0
VOLUMES	0	119	32	13	63	0	0	0	0	13	0	15	255	0	0	0	0	0
APPROACH %	0%	79%	21%	17%	83%	0%	0%	0%	0%	46%	0%	54%						
APP/DEPART	151	/	134	76	/	76	0	/	45	28	/	0	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	61	20	8	25	0	0	0	0	4	0	3	121					
APPROACH %	0%	75%	25%	24%	76%	0%	0%	0%	0%	57%	0%	43%						
PEAK HR FACTOR		0.750			0.688			0.000			0.438		0.776					
APP/DEPART	81	/	64	33	/	29	0	/	28	7	/	0	0					



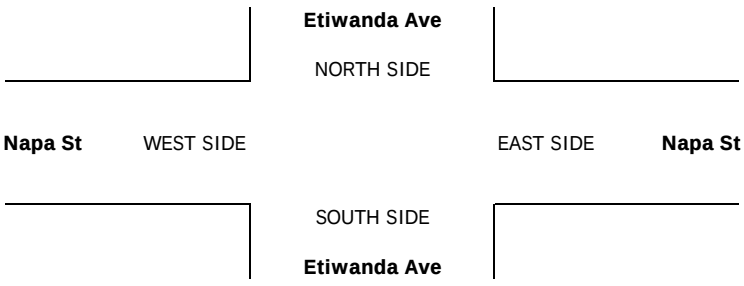
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307	
TUESDAY	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	9	
	EAST & WEST:	Napa St	CONTROL:	SIGNAL	

CLASS 5:	NOTES:	AM		▲ N	
RV		PM			
		MD	◄ W		E ►
		OTHER		S ▼	
		OTHER			

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Napa St			WESTBOUND Napa St				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	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	0
	7:30 AM	0	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	0
	8:00 AM	0	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	0
	8:30 AM	0	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	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	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	0
	4:30 PM	0	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	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	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	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

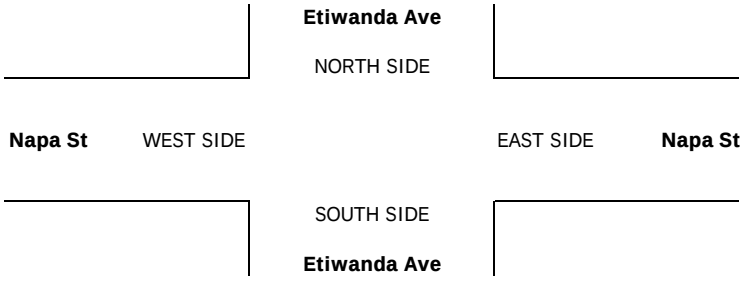
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	9
TUESDAY	EAST & WEST:	Napa St	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

	NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND Napa St			WESTBOUND Napa St				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	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	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	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	0
VOLUMES	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	2	/	2	2	/	2	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2					
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500					
APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
PM 4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	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	0
4:30 PM	0	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	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	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	0
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Nov 14, 23

LOCATION: Rancho Cucamonga
NORTH & SOUTH: Milliken Ave
EAST & WEST: 6th St

PROJECT #: SC4307
LOCATION #: 10
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND 6th St			WESTBOUND 6th St				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	25	92	12	16	96	35	16	40	14	10	43	13	412	0	3	2	0	5
	7:15 AM	43	95	13	17	112	52	16	50	18	12	47	19	494	0	2	3	0	5
	7:30 AM	37	125	11	17	126	54	29	52	20	5	57	14	547	0	4	3	1	8
	7:45 AM	37	132	21	34	142	76	45	61	23	11	94	25	701	0	1	4	0	5
	8:00 AM	47	135	17	26	151	65	30	58	19	17	89	21	675	0	0	4	1	5
	8:15 AM	32	164	21	28	167	58	23	40	25	15	82	22	677	0	0	13	0	13
	8:30 AM	50	148	18	30	164	55	26	49	22	20	69	28	679	2	0	4	0	6
	8:45 AM	36	139	23	18	139	47	28	55	17	18	69	18	607	0	1	6	2	9
	VOLUMES	307	1,030	136	186	1,097	442	213	405	158	108	550	160	4,848	2	11	39	4	56
	APPROACH %	21%	70%	9%	11%	63%	25%	26%	50%	19%	13%	67%	19%						
	APP/DEPART	1,475	/	1,414	1,736	/	1,365	815	/	731	822	/	1,338	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	166	579	77	118	624	254	124	208	89	63	334	96	2,761					
	APPROACH %	20%	70%	9%	12%	63%	25%	28%	47%	20%	13%	68%	19%						
	PEAK HR FACTOR		0.945			0.985			0.838			0.950		0.978					
	APP/DEPART	824	/	800	997	/	778	446	/	404	494	/	779	0					
PM	4:00 PM	32	269	22	45	159	37	67	118	47	24	94	53	967	4	1	10	1	16
	4:15 PM	35	281	19	30	201	37	85	115	49	20	57	46	975	0	0	10	1	11
	4:30 PM	34	312	28	26	166	42	104	116	45	31	67	47	1,018	4	1	3	0	8
	4:45 PM	41	280	16	40	177	39	61	113	43	13	70	40	933	1	2	11	0	14
	5:00 PM	44	346	20	40	220	39	87	185	64	17	85	57	1,204	7	2	13	1	23
	5:15 PM	36	347	21	31	221	34	101	175	49	13	55	49	1,132	3	1	7	0	11
	5:30 PM	34	294	15	28	184	25	95	86	46	21	69	39	936	1	3	15	0	19
	5:45 PM	25	326	16	28	143	33	52	107	29	22	56	26	863	1	1	8	1	11
	VOLUMES	281	2,455	157	268	1,471	286	652	1,015	372	161	553	357	8,141	21	11	77	4	113
	APPROACH %	10%	84%	5%	13%	72%	14%	31%	48%	18%	15%	51%	33%						
	APP/DEPART	2,914	/	3,475	2,036	/	2,025	2,116	/	1,444	1,075	/	1,197	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	155	1,285	85	137	784	154	353	589	201	74	277	193	4,343					
	APPROACH %	10%	83%	6%	13%	73%	14%	30%	50%	17%	14%	51%	35%						
	PEAK HR FACTOR		0.923			0.898			0.843			0.852		0.885					
	APP/DEPART	1,540	/	1,837	1,081	/	1,074	1,177	/	812	545	/	620	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Milliken Ave	LOCATION #:	10
TUESDAY	EAST & WEST:	6th St	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND 6th St			WESTBOUND 6th St				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	24	75	7	16	88	34	14	37	13	7	36	13	364	0	3	2	0	5
	7:15 AM	38	80	10	16	99	48	15	41	14	9	39	18	427	0	2	3	0	5
	7:30 AM	33	112	9	17	116	52	26	44	16	4	50	14	493	0	4	3	1	8
	7:45 AM	36	121	18	33	135	71	45	57	18	10	86	23	653	0	1	4	0	5
	8:00 AM	44	120	16	24	136	63	29	51	17	12	84	20	616	0	0	4	1	5
	8:15 AM	30	144	15	28	152	55	20	35	20	13	67	22	601	0	0	12	0	12
	8:30 AM	40	131	16	30	149	55	24	43	20	16	59	28	611	2	0	4	0	6
	8:45 AM	35	124	19	17	123	47	23	47	11	16	59	17	538	0	1	6	2	9
	VOLUMES	280	907	110	181	998	425	196	355	129	87	480	155	4,358	2	11	38	4	55
	APPROACH %	22%	70%	8%	11%	62%	26%	27%	49%	18%	12%	66%	21%						
	APP/DEPART	1,299	/	1,269	1,615	/	1,216	718	/	650	726	/	1,223	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	150	516	65	115	572	244	118	186	75	51	296	93	2,509					
	APPROACH %	20%	70%	9%	12%	61%	26%	29%	46%	19%	12%	67%	21%						
	PEAK HR FACTOR		0.970			0.971			0.813			0.926		0.953					
	APP/DEPART	733	/	728	932	/	700	403	/	367	441	/	714	0					
PM	4:00 PM	30	262	21	42	151	34	62	106	46	19	91	53	917	4	1	10	0	15
	4:15 PM	32	271	19	24	188	34	81	107	42	16	52	46	912	0	0	10	1	11
	4:30 PM	34	301	26	24	156	41	96	101	41	30	64	42	956	4	1	3	0	8
	4:45 PM	40	270	13	39	168	38	58	106	42	10	68	39	891	1	2	10	0	13
	5:00 PM	41	328	17	37	217	37	84	180	60	15	78	55	1,149	7	2	13	1	23
	5:15 PM	33	337	19	31	211	32	100	163	49	10	53	47	1,085	3	1	7	0	11
	5:30 PM	34	282	15	28	174	24	92	78	44	18	65	37	891	1	3	15	0	19
	5:45 PM	25	317	14	27	138	33	49	94	26	20	55	26	824	1	1	8	1	11
	VOLUMES	269	2,368	144	252	1,403	273	622	935	350	138	526	345	7,736	21	11	76	3	111
	APPROACH %	10%	85%	5%	13%	72%	14%	31%	47%	18%	14%	52%	34%						
	APP/DEPART	2,802	/	3,346	1,939	/	1,912	1,983	/	1,334	1,012	/	1,144	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	148	1,236	75	131	752	148	338	550	192	65	263	183	4,136					
	APPROACH %	10%	84%	5%	13%	73%	14%	30%	49%	17%	13%	51%	36%						
	PEAK HR FACTOR		0.938			0.885			0.826			0.859		0.882					
	APP/DEPART	1,474	/	1,763	1,037	/	1,024	1,113	/	757	512	/	592	0					

Milliken Ave

NORTH SIDE

6th St WEST SIDE EAST SIDE **6th St**

SOUTH SIDE

Milliken Ave

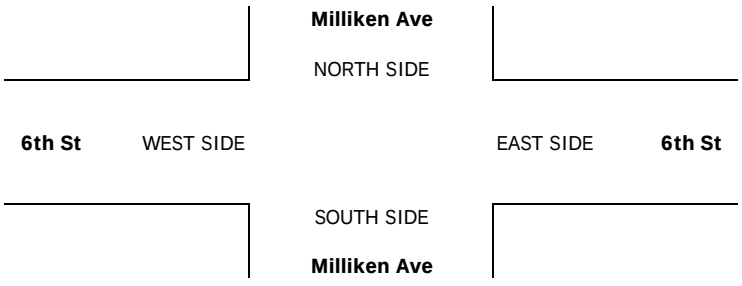
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307	
TUESDAY	NORTH & SOUTH:	Milliken Ave	LOCATION #:	10	
	EAST & WEST:	6th St	CONTROL:	SIGNAL	

CLASS 2:	NOTES:	AM / PM / MD / OTHER / OTHER	▲ N / ◄ W / E ► / S ▼
2-AXLE WORK VEHICLES/ TRUCKS			

		NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND 6th St			WESTBOUND 6th St				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	9	1	0	2	1	1	2	1	0	3	0	21	0	0	0	0	0
	7:15 AM	1	8	0	0	7	2	1	2	3	1	5	0	30	0	0	0	0	0
	7:30 AM	2	6	0	0	5	1	0	2	1	0	4	0	21	0	0	0	0	0
	7:45 AM	1	4	2	1	5	1	0	3	0	0	4	1	22	0	0	0	0	0
	8:00 AM	1	6	0	2	8	1	1	4	1	2	2	0	28	0	0	0	0	0
	8:15 AM	2	14	1	0	5	1	2	1	2	0	4	0	32	0	0	1	0	1
	8:30 AM	6	13	1	0	5	0	1	3	0	1	2	0	32	0	0	0	0	0
	8:45 AM	1	3	0	0	9	0	1	3	4	2	8	0	31	0	0	0	0	0
	VOLUMES	15	63	5	3	46	7	7	20	12	6	32	1	218	0	0	1	0	1
	APPROACH %	18%	76%	6%	5%	82%	13%	18%	50%	30%	15%	82%	3%						
	APP/DEPART	83	/	71	56	/	64	40	/	28	39	/	55	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	10	37	4	3	23	3	4	11	3	3	12	1	115					
	APPROACH %	20%	73%	8%	10%	79%	10%	21%	58%	16%	19%	75%	6%						
	PEAK HR FACTOR		0.638			0.659			0.792			0.800		0.871					
	APP/DEPART	51	/	42	29	/	29	19	/	18	16	/	26	0					
PM	4:00 PM	2	3	0	0	5	1	4	5	1	1	0	0	22	0	0	0	1	1
	4:15 PM	1	6	0	2	6	2	3	4	3	0	2	0	29	0	0	0	0	0
	4:30 PM	0	6	0	1	5	1	4	7	2	0	1	2	29	0	0	0	0	0
	4:45 PM	1	5	0	1	5	1	2	4	1	0	1	0	21	0	0	1	0	1
	5:00 PM	1	11	1	1	2	1	1	4	2	0	3	1	28	0	0	0	0	0
	5:15 PM	0	4	0	0	4	2	0	6	0	2	1	1	20	0	0	0	0	0
	5:30 PM	0	5	0	0	7	1	1	1	2	0	1	2	20	0	0	0	0	0
	5:45 PM	0	4	1	0	1	0	1	6	3	1	0	0	17	0	0	0	0	0
	VOLUMES	5	44	2	5	35	9	16	37	14	4	9	6	188	0	0	1	1	2
	APPROACH %	10%	86%	4%	10%	71%	18%	24%	54%	21%	20%	45%	30%						
	APP/DEPART	51	/	66	49	/	53	68	/	45	20	/	24	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	2	26	1	3	16	5	7	21	5	2	6	4	99					
	APPROACH %	7%	90%	3%	13%	67%	21%	21%	62%	15%	17%	50%	33%						
	PEAK HR FACTOR		0.558			0.857			0.654			0.750		0.853					
	APP/DEPART	29	/	37	24	/	23	34	/	25	12	/	14	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	Milliken Ave	LOCATION #:	10
	EAST & WEST:	6th St	CONTROL:	SIGNAL

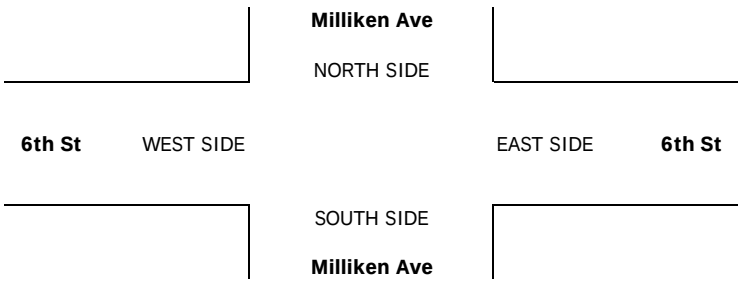
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND 6th St			WESTBOUND 6th St				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	2	0	0	1	0	0	1	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	2	0	0	3	0	0	0	1	6	0	0	0	0	0
	7:30 AM	0	1	1	0	0	0	0	4	0	0	0	0	6	0	0	0	0	0
	7:45 AM	0	1	0	0	0	2	0	1	2	0	0	0	6	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	0
	8:15 AM	0	2	1	0	3	0	0	4	0	0	2	0	12	0	0	0	0	0
	8:30 AM	0	0	0	0	3	0	1	2	0	1	2	0	9	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	1	3	0	0	1	0	6	0	0	0	0	0
	VOLUMES	0	5	2	0	10	2	2	18	2	1	6	1	49	0	0	0	0	0
	APPROACH %	0%	71%	29%	0%	83%	17%	9%	82%	9%	13%	75%	13%						
	APP/DEPART	7	/	8	12	/	13	22	/	20	8	/	8	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	3	1	0	6	2	1	7	2	1	4	0	27					
	APPROACH %	0%	75%	25%	0%	75%	25%	10%	70%	20%	20%	80%	0%						
	PEAK HR FACTOR		0.333			0.667			0.625			0.417		0.563					
	APP/DEPART	4	/	4	8	/	9	10	/	8	5	/	6	0					
PM	4:00 PM	0	2	0	1	0	0	0	0	0	0	1	0	4	0	0	0	0	0
	4:15 PM	1	1	0	1	1	0	0	2	3	0	1	0	10	0	0	0	0	0
	4:30 PM	0	1	1	0	0	0	1	4	1	0	1	0	9	0	0	0	0	0
	4:45 PM	0	0	1	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0
	5:00 PM	0	1	1	0	0	0	1	1	0	0	1	0	5	0	0	0	0	0
	5:15 PM	0	4	0	0	1	0	1	1	0	0	0	0	7	0	0	0	0	0
	5:30 PM	0	2	0	0	1	0	1	0	0	1	3	0	8	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	1	11	3	2	5	0	4	8	4	2	7	0	47	0	0	0	0	0
	APPROACH %	7%	73%	20%	29%	71%	0%	25%	50%	25%	22%	78%	0%						
	APP/DEPART	15	/	15	7	/	11	16	/	13	9	/	8	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	6	3	0	2	0	3	6	1	1	2	0	24					
	APPROACH %	0%	67%	33%	0%	100%	0%	30%	60%	10%	33%	67%	0%						
	PEAK HR FACTOR		0.563			0.500			0.417			0.750		0.667					
	APP/DEPART	9	/	9	2	/	4	10	/	9	3	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

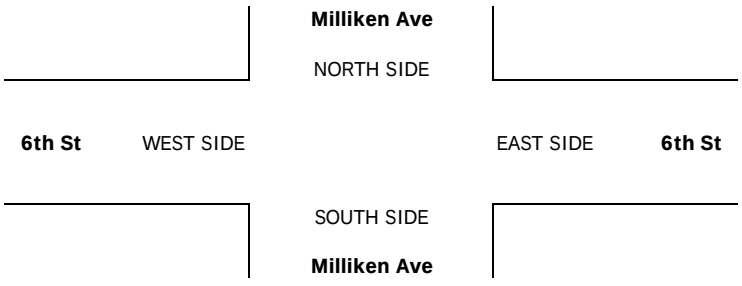
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Milliken Ave	LOCATION #:	10
TUESDAY	EAST & WEST:	6th St	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND 6th St			WESTBOUND 6th St				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	8	4	0	3	0	0	0	0	3	2	0	20	0	0	0	0	0
	7:15 AM	4	7	3	1	4	0	0	4	1	2	3	0	29	0	0	0	0	0
	7:30 AM	2	6	1	0	4	1	1	1	3	1	2	0	22	0	0	0	0	0
	7:45 AM	0	5	1	0	2	0	0	0	3	1	3	1	16	0	0	0	0	0
	8:00 AM	2	9	1	0	7	0	0	2	1	3	2	0	27	0	0	0	0	0
	8:15 AM	0	4	4	0	7	1	0	0	3	2	9	0	30	0	0	0	0	0
	8:30 AM	4	3	1	0	6	0	0	1	2	2	6	0	25	0	0	0	0	0
	8:45 AM	0	10	4	1	7	0	1	2	2	0	1	1	29	0	0	0	0	0
	VOLUMES	12	52	19	2	40	2	2	10	15	14	28	2	198	0	0	0	0	0
	APPROACH %	14%	63%	23%	5%	91%	5%	7%	37%	56%	32%	64%	5%						
	APP/DEPART	83	/	56	44	/	69	27	/	31	44	/	42	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	6	21	7	0	22	1	0	3	9	8	20	1	98					
	APPROACH %	18%	62%	21%	0%	96%	4%	0%	25%	75%	28%	69%	3%						
	PEAK HR FACTOR		0.708			0.719			1.000			0.659		0.817					
	APP/DEPART	34	/	22	23	/	39	12	/	10	29	/	27	0					
PM	4:00 PM	0	2	1	2	3	1	1	7	0	4	2	0	23	0	0	0	0	0
	4:15 PM	1	1	0	3	6	1	1	2	1	4	2	0	22	0	0	0	0	0
	4:30 PM	0	4	1	1	5	0	2	4	1	1	1	3	23	0	0	0	0	0
	4:45 PM	0	5	2	0	3	0	1	3	0	2	1	1	18	0	0	0	0	0
	5:00 PM	2	6	1	2	1	0	1	0	2	2	3	1	21	0	0	0	0	0
	5:15 PM	3	1	2	0	4	0	0	5	0	1	1	1	18	0	0	0	0	0
	5:30 PM	0	4	0	0	2	0	1	7	0	2	0	0	16	0	0	0	0	0
	5:45 PM	0	5	1	1	3	0	1	7	0	1	1	0	20	0	0	0	0	0
	VOLUMES	6	28	8	9	27	2	8	35	4	17	11	6	161	0	0	0	0	0
	APPROACH %	14%	67%	19%	24%	71%	5%	17%	74%	9%	50%	32%	18%						
	APP/DEPART	42	/	42	38	/	48	47	/	52	34	/	19	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	5	16	6	3	13	0	4	12	3	6	6	6	80					
	APPROACH %	19%	59%	22%	19%	81%	0%	21%	63%	16%	33%	33%	33%						
	PEAK HR FACTOR		0.750			0.667			0.679			0.750		0.870					
	APP/DEPART	27	/	26	16	/	22	19	/	21	18	/	11	0					



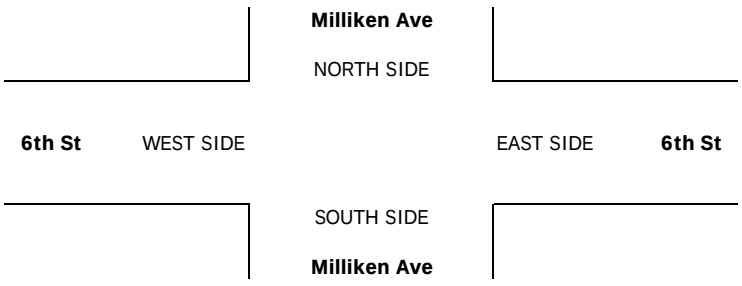
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307	
TUESDAY	NORTH & SOUTH:	Milliken Ave	LOCATION #:	10	
	EAST & WEST:	6th St	CONTROL:	SIGNAL	

CLASS 5:	NOTES:	AM		▲ N	
RV		PM			
		MD	◄ W		E ►
		OTHER		S ▼	
		OTHER			

		NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND 6th St			WESTBOUND 6th St				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	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	0
	7:45 AM	0	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	0
	8:15 AM	0	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	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	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	0
	4:30 PM	0	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	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	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	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

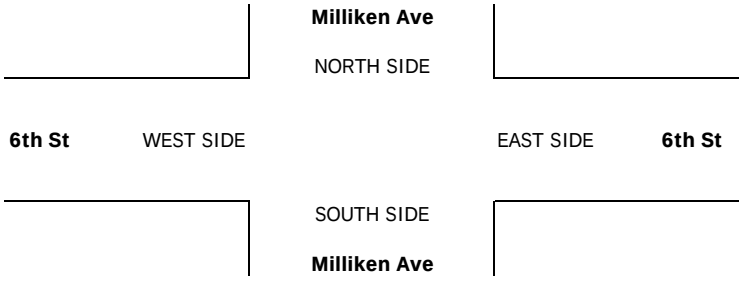
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Milliken Ave	LOCATION #:	10
TUESDAY	EAST & WEST:	6th St	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND 6th St			WESTBOUND 6th St				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	0	1	0	0	0	1	0	3	0	0	0	0	0
	7:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	2	1	0	0	1	0	5	0	0	0	0	0
	7:45 AM	0	1	0	0	0	2	0	0	0	0	1	0	4	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
	8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	2	0	0	3	6	6	2	0	0	4	1	24	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	33%	67%	75%	25%	0%	0%	80%	20%						
	APP/DEPART	2	/	9	9	/	3	8	/	2	5	/	10	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	2	0	0	1	4	1	1	0	0	2	1	12					
	APPROACH %	0%	100%	0%	0%	20%	80%	50%	50%	0%	0%	67%	33%						
	PEAK HR FACTOR		0.500			0.625			0.500			0.375		0.750					
	APP/DEPART	2	/	4	5	/	1	2	/	1	3	/	6	0					
PM	4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	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	0
	5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	3	0	0	1	2	2	0	0	0	0	0	8	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	33%	67%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	3	/	5	3	/	1	2	/	0	0	/	2	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1	0	0	1	1	1	0	0	0	0	0	4					
	APPROACH %	0%	100%	0%	0%	50%	50%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.500			0.250			0.000		0.500					
	APP/DEPART	1	/	2	2	/	1	1	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Nov 14, 23

LOCATION: Rancho Cucamonga
NORTH & SOUTH: Etiwanda Ave
EAST & WEST: 6th St

PROJECT #: SC4307
LOCATION #: 11
CONTROL: STOP E

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND 6th St			WESTBOUND 6th St				U-TURNS				
	LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	3	101	0	0	157	1	0	0	4	0	0	0	266	0	0	0	0	0
	7:15 AM	6	87	0	0	177	1	0	0	2	0	0	0	273	0	0	0	0	0
	7:30 AM	2	113	0	0	199	0	0	0	1	0	0	0	315	0	0	0	0	0
	7:45 AM	6	124	0	0	174	0	0	0	4	0	0	0	308	0	0	0	0	0
	8:00 AM	1	103	0	0	176	1	0	0	5	0	0	0	286	1	0	0	0	1
	8:15 AM	4	110	0	0	176	0	1	0	4	0	0	0	295	0	0	0	0	0
	8:30 AM	4	110	0	0	159	3	0	0	3	0	0	0	279	0	0	0	0	0
	8:45 AM	5	97	0	0	132	4	1	0	3	0	0	0	242	0	0	0	0	0
	VOLUMES	31	845	0	0	1,350	10	2	0	26	0	0	0	2,265	1	0	0	0	1
	APPROACH %	4%	96%	0%	0%	99%	1%	7%	0%	93%	0%	0%	0%						
	APP/DEPART	877	/	847	1,360	/	1,377	28	/	0	0	/	41	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	13	450	0	0	725	1	1	0	14	0	0	0	1,205					
	APPROACH %	3%	97%	0%	0%	100%	0%	7%	0%	93%	0%	0%	0%						
	PEAK HR FACTOR		0.892			0.912			0.750			0.000		0.956					
	APP/DEPART	464	/	451	726	/	740	15	/	0	0	/	14	0					
PM	4:00 PM	1	182	0	0	168	0	2	0	4	0	0	0	357	0	0	0	0	0
	4:15 PM	1	159	0	0	133	0	2	0	9	0	0	0	304	0	0	0	0	0
	4:30 PM	1	173	0	0	152	1	3	0	8	0	0	0	338	0	0	0	0	0
	4:45 PM	0	211	0	0	122	0	1	0	5	0	0	0	339	0	0	0	0	0
	5:00 PM	0	208	0	0	156	3	0	0	2	0	0	0	369	0	0	0	0	0
	5:15 PM	0	204	0	0	123	0	0	0	2	0	0	0	329	0	0	0	0	0
	5:30 PM	1	175	0	0	130	0	1	0	0	0	0	0	307	0	0	0	0	0
	5:45 PM	0	189	0	0	101	0	5	0	0	0	0	0	295	0	0	0	0	0
	VOLUMES	4	1,501	0	0	1,085	4	14	0	30	0	0	0	2,638	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	32%	0%	68%	0%	0%	0%						
	APP/DEPART	1,505	/	1,515	1,089	/	1,115	44	/	0	0	/	8	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	1	796	0	0	553	4	4	0	17	0	0	0	1,375					
	APPROACH %	0%	100%	0%	0%	99%	1%	19%	0%	81%	0%	0%	0%						
	PEAK HR FACTOR		0.944			0.876			0.477			0.000		0.932					
	APP/DEPART	797	/	800	557	/	570	21	/	0	0	/	5	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	11
TUESDAY	EAST & WEST:	6th St	CONTROL:	STOP E

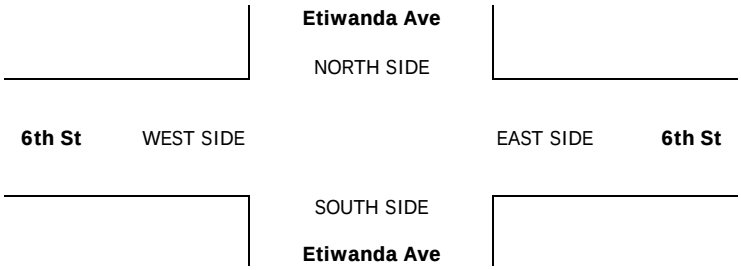
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND 6th St			WESTBOUND 6th St				U-TURNS				
LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	1	56	0	0	100	1	0	0	1	0	0	0	159	0	0	0	0	0
7:15 AM	3	52	0	0	130	1	0	0	1	0	0	0	187	0	0	0	0	0
7:30 AM	1	76	0	0	135	0	0	0	0	0	0	0	212	0	0	0	0	0
7:45 AM	1	94	0	0	124	0	0	0	0	0	0	0	219	0	0	0	0	0
8:00 AM	0	69	0	0	131	1	0	0	0	0	0	0	201	1	0	0	0	1
8:15 AM	1	69	0	0	126	0	1	0	1	0	0	0	198	0	0	0	0	0
8:30 AM	1	59	0	0	97	3	0	0	0	0	0	0	160	0	0	0	0	0
8:45 AM	2	61	0	0	83	3	0	0	1	0	0	0	150	0	0	0	0	0
VOLUMES	10	536	0	0	926	9	1	0	4	0	0	0	1,487	1	0	0	0	1
APPROACH %	2%	98%	0%	0%	99%	1%	20%	0%	80%	0%	0%	0%						
APP/DEPART	547	/	537	935	/	931	5	/	0	0	/	19	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	3	308	0	0	516	1	1	0	1	0	0	0	831					
APPROACH %	1%	99%	0%	0%	100%	0%	50%	0%	50%	0%	0%	0%						
PEAK HR FACTOR		0.821			0.957			0.250			0.000		0.949					
APP/DEPART	312	/	309	517	/	518	2	/	0	0	/	4	0					
4:00 PM	0	145	0	0	125	0	2	0	4	0	0	0	276	0	0	0	0	0
4:15 PM	1	117	0	0	95	0	1	0	7	0	0	0	221	0	0	0	0	0
4:30 PM	1	135	0	0	112	1	3	0	8	0	0	0	260	0	0	0	0	0
4:45 PM	0	170	0	0	94	0	1	0	2	0	0	0	267	0	0	0	0	0
5:00 PM	0	176	0	0	116	3	0	0	2	0	0	0	297	0	0	0	0	0
5:15 PM	0	176	0	0	100	0	0	0	2	0	0	0	278	0	0	0	0	0
5:30 PM	0	146	0	0	98	0	1	0	0	0	0	0	245	0	0	0	0	0
5:45 PM	0	170	0	0	83	0	5	0	0	0	0	0	258	0	0	0	0	0
VOLUMES	2	1,235	0	0	823	4	13	0	25	0	0	0	2,102	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	100%	0%	34%	0%	66%	0%	0%	0%						
APP/DEPART	1,237	/	1,248	827	/	848	38	/	0	0	/	6	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	1	657	0	0	422	4	4	0	14	0	0	0	1,102					
APPROACH %	0%	100%	0%	0%	99%	1%	22%	0%	78%	0%	0%	0%						
PEAK HR FACTOR		0.935			0.895			0.409			0.000		0.928					
APP/DEPART	658	/	661	426	/	436	18	/	0	0	/	5	0					



INTERSECTION TURNING MOVEMENT COUNTS

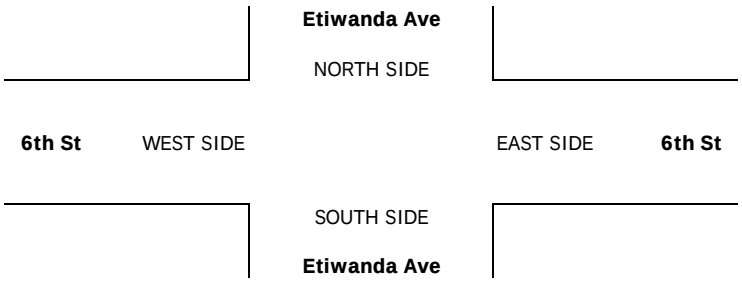
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	11
TUESDAY	EAST & WEST:	6th St	CONTROL:	STOP E

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND 6th St			WESTBOUND 6th St				U-TURNS				
	LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	11	0	0	8	0	0	0	0	0	0	0	19	0	0	0	0	0
	7:15 AM	1	7	0	0	6	0	0	0	0	0	0	0	14	0	0	0	0	0
	7:30 AM	1	8	0	0	13	0	0	0	0	0	0	0	22	0	0	0	0	0
	7:45 AM	1	10	0	0	10	0	0	0	0	0	0	0	21	0	0	0	0	0
	8:00 AM	0	11	0	0	19	0	0	0	1	0	0	0	31	0	0	0	0	0
	8:15 AM	3	9	0	0	11	0	0	0	2	0	0	0	25	0	0	0	0	0
	8:30 AM	3	6	0	0	14	0	0	0	2	0	0	0	25	0	0	0	0	0
	8:45 AM	2	6	0	0	11	0	1	0	1	0	0	0	21	0	0	0	0	0
	VOLUMES	11	68	0	0	92	0	1	0	6	0	0	0	178	0	0	0	0	0
	APPROACH %	14%	86%	0%	0%	100%	0%	14%	0%	86%	0%	0%	0%						
	APP/DEPART	79	/	69	92	/	98	7	/	0	0	/	11	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	5	38	0	0	53	0	0	0	3	0	0	0	99					
	APPROACH %	12%	88%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.896			0.697			0.375			0.000		0.798					
	APP/DEPART	43	/	38	53	/	56	3	/	0	0	/	5	0					
PM	4:00 PM	0	7	0	0	11	0	0	0	0	0	0	0	18	0	0	0	0	0
	4:15 PM	0	4	0	0	8	0	1	0	1	0	0	0	14	0	0	0	0	0
	4:30 PM	0	10	0	0	5	0	0	0	0	0	0	0	15	0	0	0	0	0
	4:45 PM	0	4	0	0	4	0	0	0	3	0	0	0	11	0	0	0	0	0
	5:00 PM	0	5	0	0	7	0	0	0	0	0	0	0	12	0	0	0	0	0
	5:15 PM	0	5	0	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0
	5:30 PM	0	6	0	0	4	0	0	0	0	0	0	0	10	0	0	0	0	0
	5:45 PM	0	5	0	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0
	VOLUMES	0	46	0	0	43	0	1	0	4	0	0	0	94	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	20%	0%	80%	0%	0%	0%						
	APP/DEPART	46	/	47	43	/	47	5	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	24	0	0	19	0	0	0	3	0	0	0	46					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.600			0.679			0.250			0.000		0.767					
	APP/DEPART	24	/	24	19	/	22	3	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307	
TUESDAY	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	11	
	EAST & WEST:	6th St	CONTROL:	STOP E	

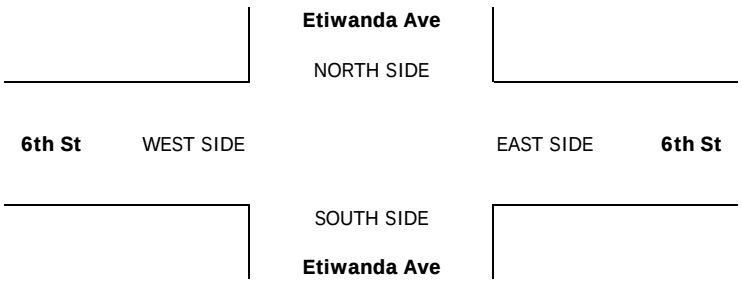
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND 6th St			WESTBOUND 6th St				U-TURNS				
	LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	13	0	0	23	0	0	0	0	0	0	0	36	0	0	0	0	0
	7:15 AM	0	15	0	0	24	0	0	0	0	0	0	0	39	0	0	0	0	0
	7:30 AM	0	14	0	0	18	0	0	0	0	0	0	0	32	0	0	0	0	0
	7:45 AM	1	7	0	0	15	0	0	0	1	0	0	0	24	0	0	0	0	0
	8:00 AM	1	11	0	0	14	0	0	0	0	0	0	0	26	0	0	0	0	0
	8:15 AM	0	15	0	0	14	0	0	0	0	0	0	0	29	0	0	0	0	0
	8:30 AM	0	20	0	0	13	0	0	0	0	0	0	0	33	0	0	0	0	0
	8:45 AM	0	10	0	0	14	0	0	0	0	0	0	0	24	0	0	0	0	0
	VOLUMES	2	105	0	0	135	0	0	0	1	0	0	0	243	0	0	0	0	0
	APPROACH %	2%	98%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	107	/	105	135	/	136	1	/	0	0	/	2	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	47	0	0	61	0	0	0	1	0	0	0	111					
	APPROACH %	4%	96%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.817			0.847			0.250			0.000		0.867					
	APP/DEPART	49	/	47	61	/	62	1	/	0	0	/	2	0					
PM	4:00 PM	1	10	0	0	15	0	0	0	0	0	0	0	26	0	0	0	0	0
	4:15 PM	0	13	0	0	18	0	0	0	1	0	0	0	32	0	0	0	0	0
	4:30 PM	0	13	0	0	20	0	0	0	0	0	0	0	33	0	0	0	0	0
	4:45 PM	0	13	0	0	18	0	0	0	0	0	0	0	31	0	0	0	0	0
	5:00 PM	0	4	0	0	23	0	0	0	0	0	0	0	27	0	0	0	0	0
	5:15 PM	0	5	0	0	14	0	0	0	0	0	0	0	19	0	0	0	0	0
	5:30 PM	0	5	0	0	18	0	0	0	0	0	0	0	23	0	0	0	0	0
	5:45 PM	0	8	0	0	14	0	0	0	0	0	0	0	22	0	0	0	0	0
	VOLUMES	1	71	0	0	140	0	0	0	1	0	0	0	213	0	0	0	0	0
	APPROACH %	1%	99%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	72	/	71	140	/	141	1	/	0	0	/	1	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	35	0	0	75	0	0	0	0	0	0	0	110					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.673			0.815			0.000			0.000		0.833					
	APP/DEPART	35	/	35	75	/	75	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	11
TUESDAY	EAST & WEST:	6th St	CONTROL:	STOP E

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND 6th St			WESTBOUND 6th St				U-TURNS				
	LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	21	0	0	26	0	0	0	3	0	0	0	52	0	0	0	0	0
	7:15 AM	2	12	0	0	17	0	0	0	1	0	0	0	32	0	0	0	0	0
	7:30 AM	0	14	0	0	33	0	0	0	1	0	0	0	48	0	0	0	0	0
	7:45 AM	3	13	0	0	25	0	0	0	3	0	0	0	44	0	0	0	0	0
	8:00 AM	0	12	0	0	12	0	0	0	4	0	0	0	28	0	0	0	0	0
	8:15 AM	0	17	0	0	24	0	0	0	1	0	0	0	42	0	0	0	0	0
	8:30 AM	0	25	0	0	34	0	0	0	1	0	0	0	60	0	0	0	0	0
	8:45 AM	1	20	0	0	24	1	0	0	1	0	0	0	47	0	0	0	0	0
	VOLUMES	8	134	0	0	195	1	0	0	15	0	0	0	353	0	0	0	0	0
	APPROACH %	6%	94%	0%	0%	99%	1%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	142	/	134	196	/	210	15	/	0	0	/	9	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	3	56	0	0	94	0	0	0	9	0	0	0	162					
	APPROACH %	5%	95%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.868			0.712			0.563			0.000		0.844					
	APP/DEPART	59	/	56	94	/	103	9	/	0	0	/	3	0					
PM	4:00 PM	0	20	0	0	16	0	0	0	0	0	0	0	36	0	0	0	0	0
	4:15 PM	0	25	0	0	12	0	0	0	0	0	0	0	37	0	0	0	0	0
	4:30 PM	0	15	0	0	15	0	0	0	0	0	0	0	30	0	0	0	0	0
	4:45 PM	0	24	0	0	6	0	0	0	0	0	0	0	30	0	0	0	0	0
	5:00 PM	0	23	0	0	10	0	0	0	0	0	0	0	33	0	0	0	0	0
	5:15 PM	0	18	0	0	6	0	0	0	0	0	0	0	24	0	0	0	0	0
	5:30 PM	1	18	0	0	10	0	0	0	0	0	0	0	29	0	0	0	0	0
	5:45 PM	0	6	0	0	3	0	0	0	0	0	0	0	9	0	0	0	0	0
	VOLUMES	1	149	0	0	78	0	0	0	0	0	0	0	228	0	0	0	0	0
	APPROACH %	1%	99%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	150	/	149	78	/	78	0	/	0	0	/	1	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	80	0	0	37	0	0	0	0	0	0	0	117					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.833			0.617			0.000			0.000		0.886					
	APP/DEPART	80	/	80	37	/	37	0	/	0	0	/	0	0					

Etiwanda Ave

NORTH SIDE

6th St WEST SIDE EAST SIDE **6th St**

SOUTH SIDE

Etiwanda Ave

INTERSECTION TURNING MOVEMENT COUNTS

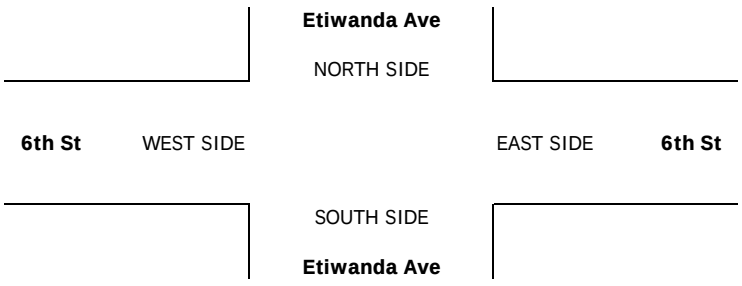
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	11
TUESDAY	EAST & WEST:	6th St	CONTROL:	STOP E

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND 6th St			WESTBOUND 6th St				U-TURNS				
	LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	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	0
	7:45 AM	0	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	0
	8:15 AM	0	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	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	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	0
	4:30 PM	0	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	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	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	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

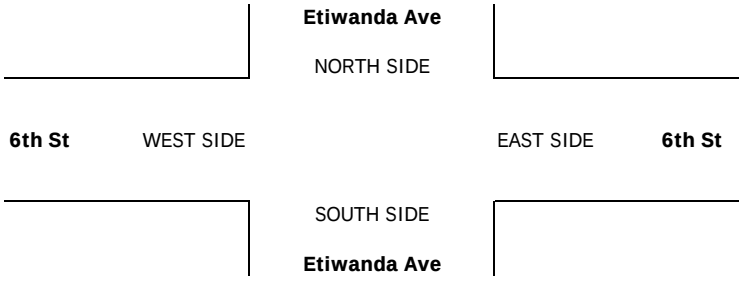
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Etiwanda Ave	LOCATION #:	11
TUESDAY	EAST & WEST:	6th St	CONTROL:	STOP E

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Etiwanda Ave			SOUTHBOUND Etiwanda Ave			EASTBOUND 6th St			WESTBOUND 6th St				U-TURNS				
LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	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	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	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	0
VOLUMES	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	2	/	2	2	/	2	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2					
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500					
APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
PM																		
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	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	0
4:30 PM	0	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	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	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	0
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
Tue, Nov 14, 23	NORTH & SOUTH:	Milliken Ave	LOCATION #:	12
	EAST & WEST:	4th St	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Milliken Ave)			SOUTHBOUND (Milliken Ave)			EASTBOUND (4th St)			WESTBOUND (4th St)				U-TURNS				
	LANES:	NL 2	NT 4	NR 1	SL 2	ST 4	SR 0	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	28	87	9	29	95	7	13	66	20	77	148	41	620	1	0	2	2	5
	7:15 AM	21	100	22	27	119	11	20	71	17	68	143	55	674	3	2	4	2	11
	7:30 AM	39	121	20	28	141	13	13	80	26	73	213	68	835	1	5	2	2	10
	7:45 AM	52	150	16	27	117	10	36	88	31	92	314	79	1,012	0	6	3	2	11
	8:00 AM	46	159	25	43	153	18	27	76	23	79	235	84	968	0	6	2	1	9
	8:15 AM	25	154	20	48	149	18	18	74	25	67	220	78	896	1	8	4	1	14
	8:30 AM	28	147	31	42	124	21	24	74	44	70	190	87	882	1	4	3	1	9
	8:45 AM	35	165	23	37	157	23	24	70	25	65	231	80	935	0	8	8	0	16
	VOLUMES	274	1,083	166	281	1,055	121	175	599	211	591	1,694	572	6,907	7	39	28	11	85
	APPROACH %	18%	71%	11%	19%	71%	8%	17%	59%	21%	21%	59%	20%						
	APP/DEPART	1,530	/	1,869	1,496	/	1,864	1,013	/	1,057	2,868	/	2,117	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	151	610	92	160	543	67	105	312	123	308	959	328	3,801					
	APPROACH %	18%	71%	11%	20%	68%	8%	19%	57%	22%	19%	60%	21%						
	PEAK HR FACTOR		0.929			0.890			0.873			0.821		0.929					
	APP/DEPART	855	/	1,067	794	/	976	552	/	569	1,600	/	1,189	0					
PM	4:00 PM	60	275	85	64	186	22	48	189	53	66	115	46	1,209	2	10	12	7	31
	4:15 PM	55	246	69	67	171	20	55	203	54	67	119	55	1,181	4	13	13	4	34
	4:30 PM	50	241	63	75	184	21	54	253	58	65	165	49	1,278	10	11	6	8	35
	4:45 PM	53	271	67	66	172	26	56	199	51	83	132	43	1,219	7	15	14	7	43
	5:00 PM	49	296	62	72	217	32	66	267	76	67	156	51	1,411	8	9	12	6	35
	5:15 PM	62	319	66	70	210	24	66	245	74	71	126	35	1,368	2	12	16	5	35
	5:30 PM	60	290	62	76	180	20	61	172	45	58	124	49	1,197	3	16	14	5	38
	5:45 PM	51	261	75	61	125	24	55	208	51	72	110	43	1,136	2	12	2	5	21
	VOLUMES	440	2,199	549	551	1,445	189	461	1,736	462	549	1,047	371	10,271	38	98	89	47	272
	APPROACH %	14%	68%	17%	24%	63%	8%	17%	63%	17%	27%	52%	18%						
	APP/DEPART	3,226	/	3,129	2,283	/	2,494	2,748	/	2,883	2,014	/	1,765	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	214	1,127	258	283	783	103	242	964	259	286	579	178	5,424					
	APPROACH %	13%	69%	16%	23%	64%	8%	16%	64%	17%	27%	54%	17%						
	PEAK HR FACTOR		0.905			0.921			0.898			0.931		0.938					
	APP/DEPART	1,626	/	1,594	1,216	/	1,355	1,513	/	1,531	1,069	/	944	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Milliken Ave	LOCATION #:	12
TUESDAY	EAST & WEST:	4th St	CONTROL:	SIGNAL

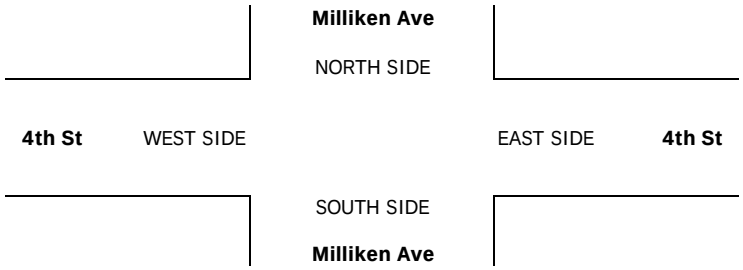
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND (Milliken Ave)			SOUTHBOUND (Milliken Ave)			EASTBOUND (4th St)			WESTBOUND (4th St)				U-TURNS				
	LANES:	NL 2	NT 4	NR 1	SL 2	ST 4	SR 0	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	26	66	5	28	88	7	13	62	18	70	134	38	555	1	0	2	2	5
	7:15 AM	20	84	16	23	102	11	20	62	15	61	134	49	597	3	2	4	2	11
	7:30 AM	37	105	17	26	128	13	13	73	25	66	204	61	768	1	5	2	2	10
	7:45 AM	52	136	14	24	108	10	34	77	30	81	297	79	942	0	6	3	2	11
	8:00 AM	44	145	24	39	133	18	26	68	21	73	220	81	892	0	6	2	1	9
	8:15 AM	24	132	17	42	134	14	17	66	25	61	207	71	810	1	7	4	1	13
	8:30 AM	25	128	27	38	114	19	23	68	42	58	174	80	796	1	4	3	1	9
	8:45 AM	34	147	21	30	140	22	22	65	22	63	211	77	854	0	8	8	0	16
	VOLUMES	262	943	141	250	947	114	168	541	198	533	1,581	536	6,298	7	38	28	11	84
	APPROACH %	19%	70%	10%	19%	70%	8%	18%	58%	21%	20%	59%	20%						
	APP/DEPART	1,353	/	1,685	1,349	/	1,685	935	/	943	2,661	/	1,985	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	145	541	82	143	489	61	100	279	118	273	898	311	3,482					
	APPROACH %	19%	70%	11%	20%	68%	9%	20%	55%	23%	18%	60%	21%						
	PEAK HR FACTOR		0.904			0.909			0.884			0.810		0.913					
	APP/DEPART	770	/	975	716	/	882	509	/	509	1,487	/	1,116	0					
PM	4:00 PM	60	265	80	61	174	22	46	182	52	65	109	46	1,162	2	9	12	7	30
	4:15 PM	55	236	66	63	155	20	54	193	53	64	114	55	1,128	4	13	13	4	34
	4:30 PM	49	231	62	71	178	19	53	237	54	59	164	46	1,223	10	11	6	8	35
	4:45 PM	52	255	60	64	158	26	55	190	50	80	127	42	1,159	7	15	14	7	43
	5:00 PM	49	278	60	71	212	32	63	260	76	62	148	50	1,361	8	9	12	6	35
	5:15 PM	60	303	63	68	201	24	66	238	74	67	123	32	1,319	2	12	16	5	35
	5:30 PM	60	280	58	74	170	19	60	167	44	55	119	47	1,153	3	16	14	5	38
	5:45 PM	51	253	72	60	120	24	54	203	48	66	108	41	1,100	2	12	2	5	21
	VOLUMES	436	2,101	521	532	1,368	186	451	1,670	451	518	1,012	359	9,876	38	97	89	47	271
	APPROACH %	14%	68%	17%	24%	63%	9%	17%	63%	17%	27%	52%	19%						
	APP/DEPART	3,096	/	3,008	2,183	/	2,375	2,661	/	2,770	1,936	/	1,723	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	210	1,067	245	274	749	101	237	925	254	268	562	170	5,210					
	APPROACH %	14%	69%	16%	23%	64%	9%	16%	63%	17%	26%	55%	17%						
	PEAK HR FACTOR		0.905			0.904			0.891			0.926		0.933					
	APP/DEPART	1,549	/	1,521	1,171	/	1,298	1,464	/	1,470	1,026	/	921	0					



INTERSECTION TURNING MOVEMENT COUNTS

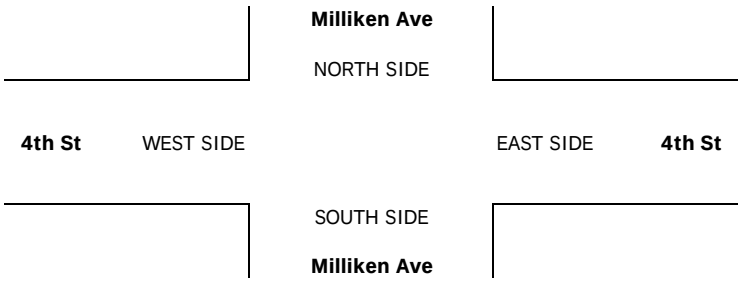
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	Milliken Ave	LOCATION #:	12
	EAST & WEST:	4th St	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND 4th St			WESTBOUND 4th St				U-TURNS				
LANES:	NL 2	NT 4	NR 1	SL 2	ST 4	SR 0	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	2	7	2	1	1	0	0	1	2	4	5	2	27	0	0	0	0	0
7:15 AM	0	7	4	3	8	0	0	4	0	4	4	3	37	0	0	0	0	0
7:30 AM	2	7	0	0	6	0	0	5	0	5	3	2	30	0	0	0	0	0
7:45 AM	0	7	1	1	3	0	2	3	1	7	7	0	32	0	0	0	0	0
8:00 AM	1	5	0	3	9	0	0	5	1	0	9	2	35	0	0	0	0	0
8:15 AM	0	12	1	2	4	3	1	7	0	4	10	6	50	0	1	0	0	1
8:30 AM	0	12	2	0	3	2	1	3	1	7	10	4	45	0	0	0	0	0
8:45 AM	1	2	2	4	7	1	1	2	2	0	8	1	31	0	0	0	0	0
VOLUMES	6	59	12	14	41	6	5	30	7	31	56	20	288	0	1	0	0	1
APPROACH %	8%	77%	16%	23%	66%	10%	12%	71%	17%	29%	52%	19%						
APP/DEPART	77	/	85	62	/	79	42	/	56	107	/	68	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	1	36	4	6	19	5	4	18	3	18	36	12	163					
APPROACH %	2%	88%	10%	19%	61%	16%	16%	72%	12%	27%	55%	18%						
PEAK HR FACTOR		0.732			0.646			0.781			0.786		0.799					
APP/DEPART	41	/	53	31	/	40	25	/	28	66	/	42	0					
PM 4:00 PM	0	4	2	2	5	0	2	4	1	1	3	0	24	0	1	0	0	1
4:15 PM	0	5	2	1	7	0	1	6	0	0	4	0	26	0	0	0	0	0
4:30 PM	1	4	0	1	1	2	1	9	2	1	0	1	23	0	0	0	0	0
4:45 PM	0	7	1	2	5	0	1	4	1	1	3	0	25	0	0	0	0	0
5:00 PM	0	10	0	1	1	0	2	5	0	3	4	0	26	0	0	0	0	0
5:15 PM	0	7	1	2	2	0	0	3	0	2	1	1	19	0	0	0	0	0
5:30 PM	0	3	1	1	6	1	1	4	0	0	2	1	20	0	0	0	0	0
5:45 PM	0	4	1	0	1	0	1	2	2	5	1	1	18	0	0	0	0	0
VOLUMES	1	44	8	10	28	3	9	37	6	13	18	4	182	0	1	0	0	1
APPROACH %	2%	83%	15%	24%	67%	7%	17%	71%	12%	37%	51%	11%						
APP/DEPART	53	/	58	42	/	47	52	/	55	35	/	22	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	1	28	2	6	9	2	4	21	3	7	8	2	93					
APPROACH %	3%	90%	6%	35%	53%	12%	14%	75%	11%	41%	47%	12%						
PEAK HR FACTOR		0.775			0.607			0.583			0.607		0.894					
APP/DEPART	31	/	34	17	/	19	28	/	29	17	/	11	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	Milliken Ave	LOCATION #:	12
	EAST & WEST:	4th St	CONTROL:	SIGNAL

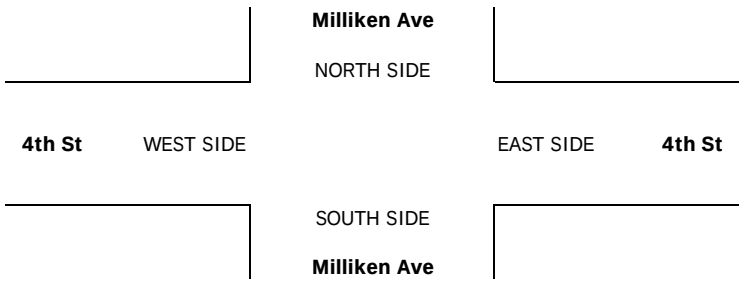
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND 4th St			WESTBOUND 4th St				U-TURNS				
	LANES:	NL 2	NT 4	NR 1	SL 2	ST 4	SR 0	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	0	0	0	1	0	0	6	0	8	0	0	0	0	0
	7:15 AM	0	0	1	0	3	0	0	1	1	0	0	0	6	0	0	0	0	0
	7:30 AM	0	2	2	0	0	0	0	1	0	1	3	2	11	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	3	0	1	6	0	12	0	0	0	0	0
	8:00 AM	1	1	1	0	1	0	0	0	1	0	2	0	7	0	0	0	0	0
	8:15 AM	1	3	0	0	3	1	0	0	0	0	1	0	9	0	0	0	0	0
	8:30 AM	1	0	1	0	2	0	0	0	0	0	1	1	6	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	0	2	0	1	4	0	9	0	0	0	0	0
	VOLUMES	3	9	5	0	11	1	0	8	2	3	23	3	68	0	0	0	0	0
	APPROACH %	18%	53%	29%	0%	92%	8%	0%	80%	20%	10%	79%	10%						
	APP/DEPART	17	/	12	12	/	16	10	/	13	29	/	27	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	3	5	2	0	7	1	0	3	1	1	10	1	34					
	APPROACH %	30%	50%	20%	0%	88%	13%	0%	75%	25%	8%	83%	8%						
	PEAK HR FACTOR		0.625			0.500			0.333			0.429		0.708					
	APP/DEPART	10	/	6	8	/	9	4	/	5	12	/	14	0					
PM	4:00 PM	0	2	0	0	0	0	0	1	0	0	2	0	5	0	0	0	0	0
	4:15 PM	0	3	0	1	2	0	0	2	1	1	1	0	11	0	0	0	0	0
	4:30 PM	0	0	0	1	1	0	0	2	0	1	0	1	6	0	0	0	0	0
	4:45 PM	0	2	1	0	2	0	0	2	0	1	2	0	10	0	0	0	0	0
	5:00 PM	0	1	1	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0
	5:15 PM	1	4	0	0	1	0	0	2	0	1	0	0	9	0	0	0	0	0
	5:30 PM	0	2	0	0	1	0	0	0	0	0	1	0	4	0	0	0	0	0
	5:45 PM	0	0	1	0	1	0	0	1	1	0	0	0	4	0	0	0	0	0
	VOLUMES	1	14	3	2	8	0	0	10	2	4	7	1	52	0	0	0	0	0
	APPROACH %	6%	78%	17%	20%	80%	0%	0%	83%	17%	33%	58%	8%						
	APP/DEPART	18	/	15	10	/	14	12	/	15	12	/	8	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	1	7	2	1	4	0	0	6	0	3	3	1	28					
	APPROACH %	10%	70%	20%	20%	80%	0%	0%	100%	0%	43%	43%	14%						
	PEAK HR FACTOR		0.500			0.625			0.750			0.583		0.700					
	APP/DEPART	10	/	8	5	/	7	6	/	9	7	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307	
TUESDAY	NORTH & SOUTH:	Milliken Ave	LOCATION #:	12	
	EAST & WEST:	4th St	CONTROL:	SIGNAL	

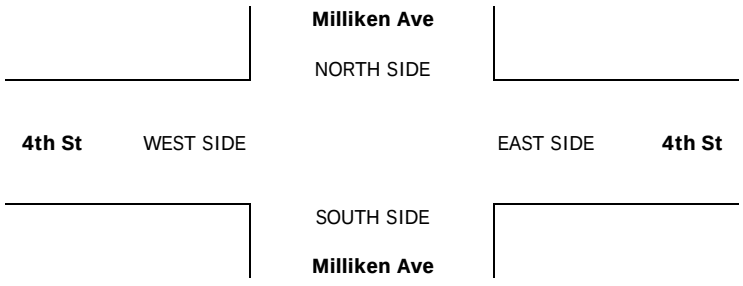
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND 4th St			WESTBOUND 4th St				U-TURNS				
	LANES:	NL 2	NT 4	NR 1	SL 2	ST 4	SR 0	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	13	2	0	5	0	0	2	0	2	3	1	28	0	0	0	0	0
	7:15 AM	0	9	1	1	6	0	0	4	1	2	5	3	32	0	0	0	0	0
	7:30 AM	0	7	1	2	7	0	0	1	0	1	2	3	24	0	0	0	0	0
	7:45 AM	0	5	0	2	3	0	0	5	0	3	4	0	22	0	0	0	0	0
	8:00 AM	0	8	0	1	10	0	1	3	0	3	4	1	31	0	0	0	0	0
	8:15 AM	0	6	2	4	8	0	0	1	0	2	2	1	26	0	0	0	0	0
	8:30 AM	1	6	1	4	4	0	0	3	0	4	5	2	30	0	0	0	0	0
	8:45 AM	0	15	0	3	9	0	1	1	1	0	8	1	39	0	0	0	0	0
	VOLUMES	1	69	7	17	52	0	2	20	2	17	33	12	232	0	0	0	0	0
	APPROACH %	1%	90%	9%	25%	75%	0%	8%	83%	8%	27%	53%	19%						
	APP/DEPART	77	/	83	69	/	71	24	/	44	62	/	34	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	1	25	3	11	25	0	1	12	0	12	15	4	109					
	APPROACH %	3%	86%	10%	31%	69%	0%	8%	92%	0%	39%	48%	13%						
	PEAK HR FACTOR		0.906			0.750			0.650			0.705		0.879					
	APP/DEPART	29	/	30	36	/	37	13	/	26	31	/	16	0					
PM	4:00 PM	0	4	3	1	7	0	0	2	0	0	1	0	18	0	0	0	0	0
	4:15 PM	0	1	1	2	7	0	0	2	0	0	0	0	13	0	0	0	0	0
	4:30 PM	0	6	1	2	4	0	0	5	1	3	1	1	24	0	0	0	0	0
	4:45 PM	0	7	5	0	7	0	0	3	0	0	0	1	23	0	0	0	0	0
	5:00 PM	0	6	1	0	4	0	1	2	0	1	3	1	19	0	0	0	0	0
	5:15 PM	0	5	2	0	5	0	0	2	0	1	2	2	19	0	0	0	0	0
	5:30 PM	0	4	3	1	3	0	0	1	0	2	2	1	17	0	0	0	0	0
	5:45 PM	0	4	1	1	3	0	0	2	0	0	1	1	13	0	0	0	0	0
	VOLUMES	0	37	17	7	40	0	1	19	1	7	10	7	146	0	0	0	0	0
	APPROACH %	0%	69%	31%	15%	85%	0%	5%	90%	5%	29%	42%	29%						
	APP/DEPART	54	/	45	47	/	48	21	/	43	24	/	10	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	24	9	2	20	0	1	12	1	5	6	5	85					
	APPROACH %	0%	73%	27%	9%	91%	0%	7%	86%	7%	31%	38%	31%						
	PEAK HR FACTOR		0.688			0.786			0.583			0.800		0.885					
	APP/DEPART	33	/	30	22	/	26	14	/	23	16	/	6	0					



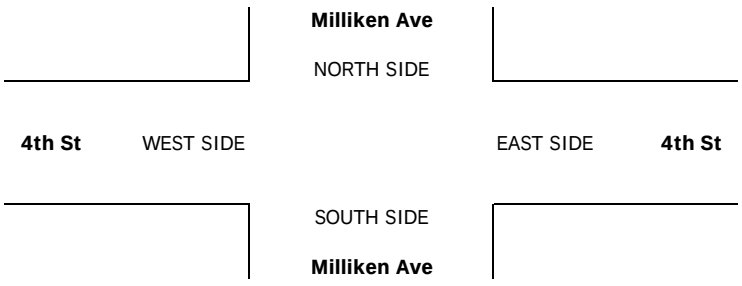
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307	
TUESDAY	NORTH & SOUTH:	Milliken Ave	LOCATION #:	12	
	EAST & WEST:	4th St	CONTROL:	SIGNAL	

CLASS 5:	NOTES:	AM	▲ N	
RV		PM		
		MD	◄ W	E ►
		OTHER	S ▼	
		OTHER		

		NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND 4th St			WESTBOUND 4th St				U-TURNS				
	LANES:	NL 2	NT 4	NR 1	SL 2	ST 4	SR 0	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	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	0
	7:45 AM	0	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	0
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	1	/	2	0	/	0	0	/	0	1	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	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	0
	4:45 PM	0	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	0
	5:15 PM	0	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	1	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	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

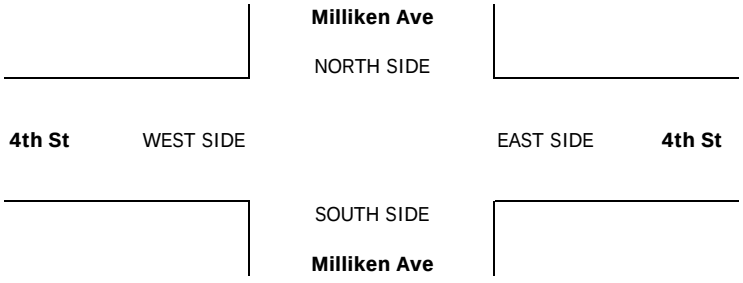
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	Milliken Ave	LOCATION #:	12
TUESDAY	EAST & WEST:	4th St	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Milliken Ave			SOUTHBOUND Milliken Ave			EASTBOUND 4th St			WESTBOUND 4th St				U-TURNS				
LANES:	NL 2	NT 4	NR 1	SL 2	ST 4	SR 0	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0
7:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	3	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	0
8:30 AM	1	1	0	0	1	0	0	0	1	1	0	0	5	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
VOLUMES	2	2	1	0	4	0	0	0	2	7	1	0	19	0	0	0	0	0
APPROACH %	40%	40%	20%	0%	100%	0%	0%	0%	100%	88%	13%	0%						
APP/DEPART	5	/	2	4	/	13	2	/	1	8	/	3	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	1	2	1	0	3	0	0	0	1	4	0	0	12					
APPROACH %	25%	50%	25%	0%	100%	0%	0%	0%	100%	100%	0%	0%						
PEAK HR FACTOR		0.500			0.375			0.250			0.333		0.600					
APP/DEPART	4	/	2	3	/	8	1	/	1	4	/	1	0					
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
VOLUMES	2	2	0	0	1	0	0	0	2	7	0	0	14	0	0	0	0	0
APPROACH %	50%	50%	0%	0%	100%	0%	0%	0%	100%	100%	0%	0%						
APP/DEPART	4	/	2	1	/	10	2	/	0	7	/	2	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	2	1	0	0	1	0	0	0	1	3	0	0	8					
APPROACH %	67%	33%	0%	0%	100%	0%	0%	0%	100%	100%	0%	0%						
PEAK HR FACTOR		0.750			0.250			0.250			0.750		1.000					
APP/DEPART	3	/	1	1	/	5	1	/	0	3	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

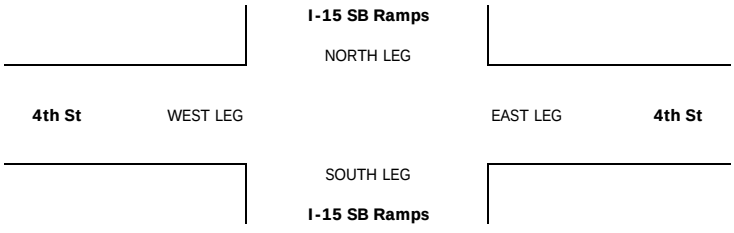
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
Tue, Nov 14, 23	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	13
	EAST & WEST:	4th St	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Ontario Mills Dr)			SOUTHBOUND (I-15 SB Ramps)			EASTBOUND (4th St)			WESTBOUND (4th St)				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 1.5	SR 1.5	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	11	8	13	21	47	110	35	66	8	23	185	27	554	1	0	0	0	1
	7:15 AM	13	15	20	19	49	160	64	77	10	17	217	30	691	0	0	0	0	0
	7:30 AM	13	10	20	20	49	190	40	62	8	22	302	37	773	0	0	0	0	0
	7:45 AM	22	8	15	24	59	195	62	66	6	27	405	17	906	0	0	0	0	0
	8:00 AM	16	12	13	14	47	165	74	78	5	26	313	30	793	0	0	0	0	0
	8:15 AM	20	15	19	25	49	172	68	72	3	37	322	28	830	0	0	0	0	0
	8:30 AM	18	8	9	22	55	148	66	71	3	17	309	41	767	0	0	0	0	0
	8:45 AM	19	11	16	20	61	196	52	77	8	20	299	27	806	0	0	0	0	0
	VOLUMES	132	87	125	165	416	1,336	461	569	51	189	2,352	237	6,121	1	0	0	0	1
	APPROACH %	38%	25%	36%	9%	22%	70%	43%	53%	5%	7%	85%	9%						
	APP/DEPART	345	/	785	1,917	/	657	1,081	/	859	2,778	/	3,820	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	71	45	67	83	204	722	244	278	22	112	1,342	112	3,302					
	APPROACH %	39%	25%	37%	8%	20%	72%	45%	51%	4%	7%	86%	7%						
	PEAK HR FACTOR		0.847			0.907			0.866			0.872		0.911					
	APP/DEPART	183	/	401	1,009	/	338	544	/	428	1,566	/	2,135	0					
PM	4:00 PM	35	49	61	19	68	77	160	193	14	29	111	58	874	0	0	1	0	1
	4:15 PM	30	57	53	17	54	104	150	266	23	26	131	53	964	0	0	0	0	0
	4:30 PM	28	48	80	16	49	114	97	238	17	21	130	101	939	0	0	0	0	0
	4:45 PM	22	38	59	14	46	135	130	234	22	18	137	56	911	0	0	0	0	0
	5:00 PM	26	55	64	12	64	126	178	251	19	21	137	79	1,032	0	0	2	0	2
	5:15 PM	27	56	50	19	56	127	229	254	25	14	124	45	1,026	0	0	3	0	3
	5:30 PM	29	47	57	12	56	120	168	164	11	25	122	54	865	2	0	3	0	5
	5:45 PM	25	38	69	14	65	121	139	222	24	18	131	33	899	0	0	2	0	2
	VOLUMES	222	388	493	123	458	924	1,251	1,822	155	172	1,023	479	7,523	2	0	11	0	13
	APPROACH %	20%	35%	45%	8%	30%	61%	39%	56%	5%	10%	61%	29%						
	APP/DEPART	1,105	/	2,118	1,505	/	787	3,239	/	2,438	1,674	/	2,180	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	103	197	253	61	215	502	634	977	83	74	528	281	3,913					
	APPROACH %	19%	36%	46%	8%	28%	65%	37%	58%	5%	8%	60%	32%						
	PEAK HR FACTOR		0.886			0.963			0.831			0.876		0.946					
	APP/DEPART	553	/	1,112	778	/	372	1,699	/	1,291	883	/	1,138	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

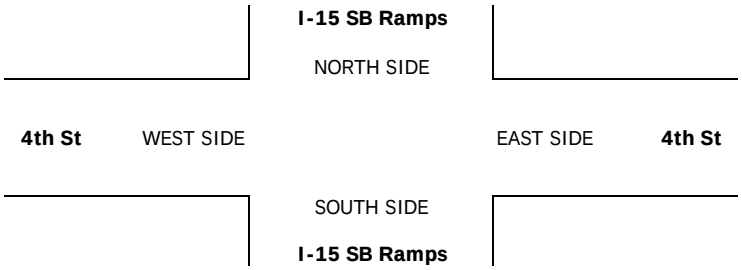
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	13
TUESDAY	EAST & WEST:	4th St	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Ontario Mills Dr)			SOUTHBOUND (I-15 SB Ramps)			EASTBOUND (4th St)			WESTBOUND (4th St)				U-TURNS				
	LANES:	NL 1	NT 1.5	NR 0.5	SL 1.5	ST 0.5	SR 2	EL 2	ET 3	ER 1	WL 1	WT 2.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	11	6	7	14	44	100	20	63	7	21	160	14	467	1	0	0	0	1
	7:15 AM	13	10	13	14	48	154	49	67	10	14	199	15	606	0	0	0	0	0
	7:30 AM	13	8	17	18	44	182	27	52	5	22	275	22	685	0	0	0	0	0
	7:45 AM	21	5	9	21	58	190	48	60	5	23	367	7	814	0	0	0	0	0
	8:00 AM	14	10	10	10	43	159	62	70	5	20	285	17	705	0	0	0	0	0
	8:15 AM	19	13	13	18	43	166	56	60	3	36	282	16	725	0	0	0	0	0
	8:30 AM	18	8	7	13	51	145	49	56	3	16	287	22	675	0	0	0	0	0
	8:45 AM	15	8	12	12	59	192	43	66	7	20	261	11	706	0	0	0	0	0
	VOLUMES	124	68	88	120	390	1,288	354	494	45	172	2,116	124	5,384	1	0	0	0	1
	APPROACH %	44%	24%	31%	7%	22%	72%	40%	55%	5%	7%	88%	5%						
	APP/DEPART	281	/	546	1,798	/	608	893	/	702	2,412	/	3,528	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	67	36	49	67	188	697	193	242	18	101	1,209	62	2,929					
	APPROACH %	44%	24%	32%	7%	20%	73%	43%	53%	4%	7%	88%	5%						
	PEAK HR FACTOR		0.844			0.885			0.827			0.864		0.900					
	APP/DEPART	152	/	291	952	/	307	453	/	358	1,372	/	1,973	0					
PM	4:00 PM	35	46	59	16	68	73	153	178	13	29	99	54	823	0	0	1	0	1
	4:15 PM	29	56	52	13	54	103	139	245	23	26	114	48	902	0	0	0	0	0
	4:30 PM	28	47	78	10	49	113	92	223	17	21	119	91	888	0	0	0	0	0
	4:45 PM	22	36	56	9	45	135	121	223	21	18	126	49	861	0	0	0	0	0
	5:00 PM	26	53	64	7	62	121	172	240	19	21	125	68	978	0	0	2	0	2
	5:15 PM	27	56	49	14	55	122	221	245	25	14	112	42	982	0	0	3	0	3
	5:30 PM	28	45	57	10	56	116	163	159	10	25	110	45	824	2	0	3	0	5
	5:45 PM	25	38	67	12	65	120	132	211	24	18	121	22	855	0	0	2	0	2
	VOLUMES	220	377	482	91	454	903	1,193	1,724	152	172	926	419	7,126	2	0	11	0	13
	APPROACH %	20%	35%	45%	6%	31%	62%	39%	56%	5%	11%	61%	28%						
	APP/DEPART	1,081	/	1,989	1,448	/	780	3,080	/	2,297	1,517	/	2,060	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	103	192	247	40	211	491	606	931	82	74	482	250	3,714					
	APPROACH %	19%	35%	46%	5%	28%	66%	37%	57%	5%	9%	60%	31%						
	PEAK HR FACTOR		0.886			0.971			0.822			0.872		0.943					
	APP/DEPART	542	/	1,048	742	/	367	1,624	/	1,218	806	/	1,081	0					



INTERSECTION TURNING MOVEMENT COUNTS

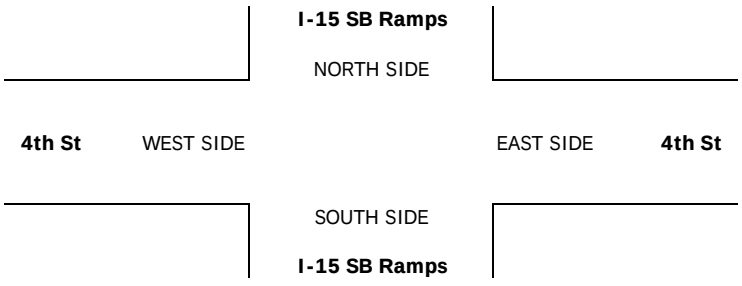
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	13
TUESDAY	EAST & WEST:	4th St	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Ontario Mills Dr			SOUTHBOUND I-15 SB Ramps			EASTBOUND 4th St			WESTBOUND 4th St				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 1.5	SR 1.5	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	2	0	6	7	1	1	2	14	2	37	0	0	0	0	0
	7:15 AM	0	4	4	2	1	1	6	3	0	3	10	1	35	0	0	0	0	0
	7:30 AM	0	2	2	0	0	4	4	4	3	0	15	6	40	0	0	0	0	0
	7:45 AM	0	3	6	1	1	2	4	1	1	3	14	3	39	0	0	0	0	0
	8:00 AM	2	2	2	2	1	2	7	3	0	3	13	5	42	0	0	0	0	0
	8:15 AM	1	2	5	3	1	3	7	4	0	1	19	1	47	0	0	0	0	0
	8:30 AM	0	0	1	3	2	1	8	8	0	1	15	2	41	0	0	0	0	0
	8:45 AM	3	2	3	6	2	1	2	8	1	0	15	2	45	0	0	0	0	0
	VOLUMES	6	17	23	19	8	20	45	32	6	13	115	22	326	0	0	0	0	0
	APPROACH %	13%	37%	50%	40%	17%	43%	54%	39%	7%	9%	77%	15%						
	APP/DEPART	46	/	84	47	/	27	83	/	74	150	/	141	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	3	9	15	6	3	11	22	12	4	7	61	15	168					
	APPROACH %	11%	33%	56%	30%	15%	55%	58%	32%	11%	8%	73%	18%						
	PEAK HR FACTOR		0.750			0.714			0.864			0.988		0.894					
	APP/DEPART	27	/	46	20	/	14	38	/	33	83	/	75	0					
PM	4:00 PM	0	3	1	0	0	2	2	7	1	0	6	1	23	0	0	0	0	0
	4:15 PM	1	1	1	1	0	0	5	10	0	0	6	3	28	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	2	5	0	0	3	3	14	0	0	0	0	0
	4:45 PM	0	2	3	0	0	0	3	3	1	0	2	1	15	0	0	0	0	0
	5:00 PM	0	1	0	1	1	2	3	5	0	0	3	4	20	0	0	0	0	0
	5:15 PM	0	0	1	1	1	0	4	2	0	0	4	1	14	0	0	0	0	0
	5:30 PM	1	2	0	0	0	2	2	1	1	0	4	5	18	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	1	4	0	0	1	0	6	0	0	0	0	0
	VOLUMES	2	9	7	3	2	6	22	37	3	0	29	18	138	0	0	0	0	0
	APPROACH %	11%	50%	39%	27%	18%	55%	35%	60%	5%	0%	62%	38%						
	APP/DEPART	18	/	49	11	/	5	62	/	47	47	/	37	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	3	5	2	2	2	12	15	1	0	12	9	63					
	APPROACH %	0%	38%	63%	33%	33%	33%	43%	54%	4%	0%	57%	43%						
	PEAK HR FACTOR		0.400			0.375			0.875			0.750		0.788					
	APP/DEPART	8	/	24	6	/	3	28	/	22	21	/	14	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	13
	EAST & WEST:	4th St	CONTROL:	SIGNAL

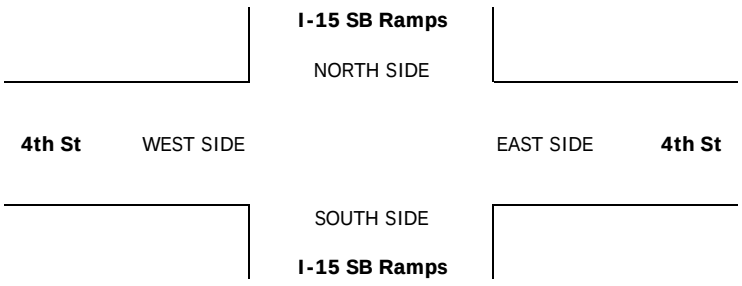
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Ontario Mills Dr			SOUTHBOUND I-15 SB Ramps			EASTBOUND 4th St			WESTBOUND 4th St				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 1.5	SR 1.5	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	0	0	0	0	4	0	5	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	3	0	0	3	1	7	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	4	2	0	0	4	2	12	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	2	2	0	0	10	1	16	0	0	0	0	0
	8:00 AM	0	0	0	1	0	0	0	1	0	0	4	1	7	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	2	3	0	0	4	0	9	0	0	0	0	0
	8:30 AM	0	0	0	1	0	1	0	0	0	0	3	0	5	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	2	2	0	0	5	3	12	0	0	0	0	0
	VOLUMES	0	0	0	2	0	3	10	13	0	0	37	8	73	0	0	0	0	0
	APPROACH %	0%	0%	0%	40%	0%	60%	43%	57%	0%	0%	82%	18%						
	APP/DEPART	0	/	18	5	/	0	23	/	15	45	/	40	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	1	0	1	8	8	0	0	22	4	44					
	APPROACH %	0%	0%	0%	50%	0%	50%	50%	50%	0%	0%	85%	15%						
	PEAK HR FACTOR		0.000			0.500			0.667			0.591		0.688					
	APP/DEPART	0	/	12	2	/	0	16	/	9	26	/	23	0					
PM	4:00 PM	0	0	0	0	0	1	0	2	0	0	2	1	6	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	1	2	0	0	3	0	7	0	0	0	0	0
	4:30 PM	0	1	0	0	0	1	0	4	0	0	2	2	10	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	2	0	0	3	0	6	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	2	0	0	3	1	6	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	1	0	0	0	3	2	6	0	0	0	0	0
	VOLUMES	0	1	0	2	0	2	2	14	0	0	20	8	49	0	0	0	0	0
	APPROACH %	0%	100%	0%	50%	0%	50%	13%	88%	0%	0%	71%	29%						
	APP/DEPART	1	/	11	4	/	0	16	/	16	28	/	22	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1	0	1	0	1	0	8	0	0	10	5	26					
	APPROACH %	0%	100%	0%	50%	0%	50%	0%	100%	0%	0%	67%	33%						
	PEAK HR FACTOR		0.250			0.500			0.500			0.938		0.650					
	APP/DEPART	1	/	6	2	/	0	8	/	9	15	/	11	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	13
TUESDAY	EAST & WEST:	4th St	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Ontario Mills Dr			SOUTHBOUND I-15 SB Ramps			EASTBOUND 4th St			WESTBOUND 4th St				U-TURNS				
LANES:	NL 1	NT 2	NR 1	SL 1	ST 1.5	SR 1.5	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	6	5	3	3	8	2	0	0	7	11	45	0	0	0	0	0
7:15 AM	0	1	3	3	0	4	9	3	0	0	4	12	39	0	0	0	0	0
7:30 AM	0	0	1	2	5	3	5	4	0	0	7	7	34	0	0	0	0	0
7:45 AM	1	0	0	2	0	2	8	2	0	1	12	6	34	0	0	0	0	0
8:00 AM	0	0	1	1	3	4	5	3	0	3	9	7	36	0	0	0	0	0
8:15 AM	0	0	1	4	5	3	3	5	0	0	16	11	48	0	0	0	0	0
8:30 AM	0	0	1	5	2	1	9	5	0	0	4	17	44	0	0	0	0	0
8:45 AM	1	1	1	2	0	3	5	1	0	0	17	11	42	0	0	0	0	0
VOLUMES	2	2	14	24	18	23	52	25	0	4	76	82	322	0	0	0	0	0
APPROACH %	11%	11%	78%	37%	28%	35%	68%	32%	0%	2%	47%	51%						
APP/DEPART	18	/	136	65	/	22	77	/	63	162	/	101	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	1	0	3	9	13	12	21	14	0	4	44	31	152					
APPROACH %	25%	0%	75%	26%	38%	35%	60%	40%	0%	5%	56%	39%						
PEAK HR FACTOR		1.000			0.708			0.875			0.731		0.792					
APP/DEPART	4	/	52	34	/	17	35	/	26	79	/	57	0					
PM																		
4:00 PM	0	0	1	3	0	1	5	5	0	0	3	2	20	0	0	0	0	0
4:15 PM	0	0	0	2	0	1	5	7	0	0	6	2	23	0	0	0	0	0
4:30 PM	0	0	1	6	0	0	3	5	0	0	5	5	25	0	0	0	0	0
4:45 PM	0	0	0	4	1	0	6	6	0	0	6	6	29	0	0	0	0	0
5:00 PM	0	1	0	4	1	3	3	4	0	0	6	5	27	0	0	0	0	0
5:15 PM	0	0	0	4	0	5	4	4	0	0	4	1	22	0	0	0	0	0
5:30 PM	0	0	0	2	0	2	3	2	0	0	6	4	19	0	0	0	0	0
5:45 PM	0	0	2	2	0	1	5	5	0	0	4	9	28	0	0	0	0	0
VOLUMES	0	1	4	27	2	13	34	38	0	0	40	34	193	0	0	0	0	0
APPROACH %	0%	20%	80%	64%	5%	31%	47%	53%	0%	0%	54%	46%						
APP/DEPART	5	/	69	42	/	2	72	/	69	74	/	53	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	1	1	18	2	8	16	19	0	0	21	17	103					
APPROACH %	0%	50%	50%	64%	7%	29%	46%	54%	0%	0%	55%	45%						
PEAK HR FACTOR		0.500			0.778			0.729			0.792		0.888					
APP/DEPART	2	/	34	28	/	2	35	/	38	38	/	29	0					

I-15 SB Ramps

NORTH SIDE

4th St WEST SIDE EAST SIDE **4th St**

SOUTH SIDE

I-15 SB Ramps

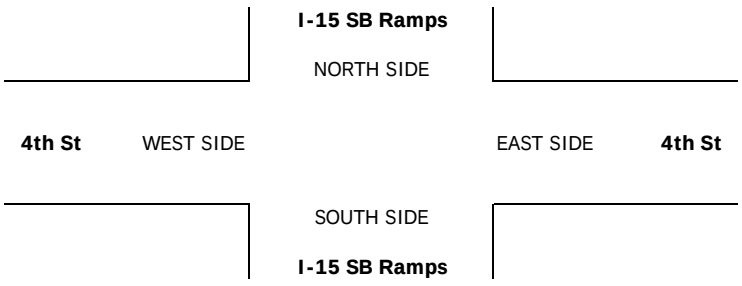
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307	
TUESDAY	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	13	
	EAST & WEST:	4th St	CONTROL:	SIGNAL	

CLASS 5:	NOTES:	AM	▲ N	
RV		PM		
		MD	◄ W	E ►
		OTHER	S ▼	
		OTHER		

		NORTHBOUND Ontario Mills Dr			SOUTHBOUND I-15 SB Ramps			EASTBOUND 4th St			WESTBOUND 4th St				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 1.5	SR 1.5	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	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	0
	7:45 AM	0	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	0
	8:15 AM	0	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	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	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	0
	4:30 PM	0	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	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	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	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

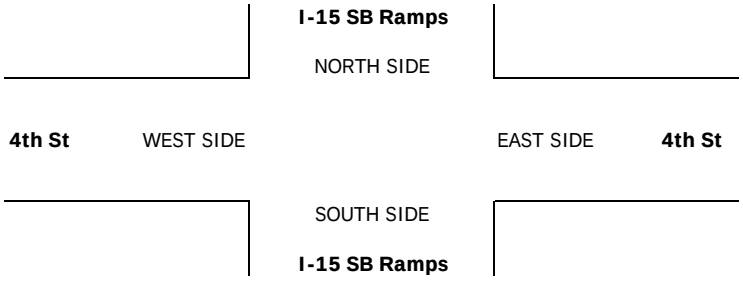
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	13
TUESDAY	EAST & WEST:	4th St	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Ontario Mills Dr			SOUTHBOUND I-15 SB Ramps			EASTBOUND 4th St			WESTBOUND 4th St				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 1.5	SR 1.5	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	4	0	0	0	0	0
	7:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	2	0	5	0	0	8	1	16	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	89%	11%						
	APP/DEPART	0	/	1	2	/	0	5	/	5	9	/	10	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	1	0	2	0	0	6	0	9					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.250			0.500			0.750		0.750					
	APP/DEPART	0	/	0	1	/	0	2	/	2	6	/	7	0					
PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	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	0
	5:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	9	0	0	8	0	17	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	9	/	9	8	/	8	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	4	0	0	3	0	7					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.750		0.583					
	APP/DEPART	0	/	0	0	/	0	4	/	4	3	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Nov 14, 23

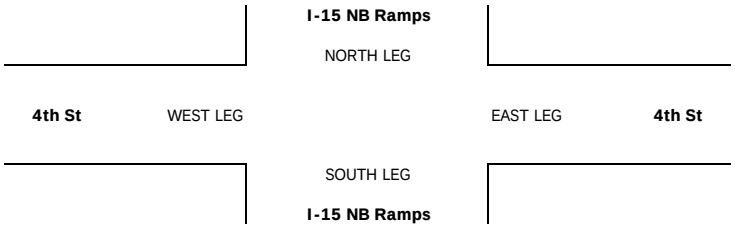
LOCATION: Rancho Cucamonga
NORTH & SOUTH: I-15 NB Ramps
EAST & WEST: 4th St

PROJECT #: SC4307
LOCATION #: 14
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
		Commercial Dwy			I-15 NB Ramps			4th St			4th St								
	LANES:	NL 1	NT 1.5	NR 0.5	SL 1.5	ST 0.5	SR 2	EL 2	ET 3	ER 1	WL 1	WT 2.5	WR 0.5	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	4	0	5	43	9	177	48	47	5	5	54	7	404	0	0	0	0	0
	7:15 AM	7	1	12	39	9	182	51	54	11	4	75	14	459	0	0	0	1	1
	7:30 AM	16	6	3	46	9	220	60	35	7	15	125	11	553	0	0	0	0	0
	7:45 AM	13	4	10	69	9	303	46	49	10	6	140	12	671	0	0	0	0	0
	8:00 AM	6	3	14	83	5	247	50	46	9	14	116	13	606	0	0	0	0	0
	8:15 AM	12	2	3	47	3	257	50	51	9	3	118	14	569	0	0	0	0	0
	8:30 AM	15	4	6	52	7	214	36	61	5	3	138	13	554	0	0	0	0	0
	8:45 AM	8	4	3	31	6	230	50	53	10	5	108	12	520	1	0	0	0	1
	VOLUMES	81	24	56	410	57	1,830	391	396	66	55	874	96	4,338	1	0	0	1	2
	APPROACH %	50%	15%	35%	18%	2%	80%	46%	46%	8%	5%	85%	9%						
	APP/DEPART	162	/	511	2,297	/	179	853	/	863	1,026	/	2,785	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	46	13	33	251	24	1,021	182	207	33	26	512	52	2,400					
	APPROACH %	50%	14%	36%	19%	2%	79%	43%	49%	8%	4%	87%	9%						
	PEAK HR FACTOR		0.852			0.850			0.959			0.934		0.894					
	APP/DEPART	92	/	247	1,296	/	83	422	/	491	590	/	1,579	0					
PM	4:00 PM	10	10	9	11	5	66	154	106	13	10	122	33	549	0	0	0	0	0
	4:15 PM	14	10	9	19	10	71	195	130	11	8	128	24	629	0	0	0	0	0
	4:30 PM	27	22	11	15	1	58	155	153	19	13	167	35	676	0	0	0	0	0
	4:45 PM	14	8	13	16	11	79	156	129	21	7	117	23	594	0	0	1	0	1
	5:00 PM	17	6	10	18	6	66	158	147	22	13	154	20	637	0	0	0	0	0
	5:15 PM	16	10	13	18	7	53	143	167	13	5	114	22	581	0	0	0	0	0
	5:30 PM	14	4	8	23	9	59	106	116	11	17	128	18	513	0	0	0	0	0
	5:45 PM	18	13	8	13	9	69	190	102	13	9	95	19	558	1	0	0	0	1
	VOLUMES	130	83	81	133	58	521	1,257	1,050	123	82	1,025	194	4,739	1	0	1	0	2
	APPROACH %	44%	28%	27%	19%	8%	73%	52%	43%	5%	6%	79%	15%						
	APP/DEPART	295	/	1,534	712	/	264	2,431	/	1,264	1,301	/	1,677	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	72	46	43	68	28	274	664	559	73	41	566	102	2,537					
	APPROACH %	45%	29%	27%	18%	8%	74%	51%	43%	6%	6%	80%	14%						
	PEAK HR FACTOR		0.671			0.873			0.965			0.824		0.938					
	APP/DEPART	161	/	812	370	/	142	1,297	/	670	709	/	913	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

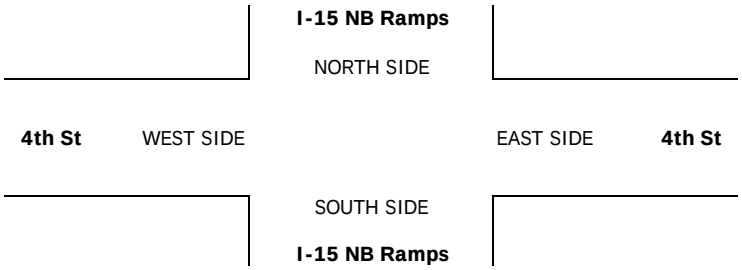
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	14
TUESDAY	EAST & WEST:	4th St	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Commercial Dwy)			SOUTHBOUND (I-15 NB Ramps)			EASTBOUND (4th St)			WESTBOUND (4th St)				U-TURNS				
	LANES:	NL 1	NT 1.5	NR 0.5	SL 1.5	ST 0.5	SR 2	EL 2	ET 3	ER 1	WL 1	WT 2.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	4	0	4	32	9	159	43	38	3	4	32	5	333	0	0	0	0	0
	7:15 AM	6	1	10	30	8	164	42	44	8	2	58	5	378	0	0	0	1	1
	7:30 AM	11	6	3	33	8	201	55	26	6	11	107	4	471	0	0	0	0	0
	7:45 AM	9	3	10	57	8	289	43	42	9	6	106	5	587	0	0	0	0	0
	8:00 AM	5	2	12	66	3	229	46	34	6	12	88	5	508	0	0	0	0	0
	8:15 AM	7	2	3	36	3	232	42	34	8	3	95	9	474	0	0	0	0	0
	8:30 AM	14	3	4	35	3	200	32	41	4	3	111	9	459	0	0	0	0	0
	8:45 AM	6	4	0	23	6	207	44	40	6	3	79	7	425	1	0	0	0	1
	VOLUMES	62	21	46	312	48	1,681	347	299	50	44	676	49	3,637	1	0	0	1	2
	APPROACH %	48%	16%	35%	15%	2%	82%	50%	43%	7%	6%	88%	6%						
	APP/DEPART	130	/	417	2,041	/	143	696	/	658	770	/	2,419	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	35	10	29	194	17	950	163	151	27	24	400	28	2,028					
	APPROACH %	47%	14%	39%	17%	1%	82%	48%	44%	8%	5%	88%	6%						
	PEAK HR FACTOR		0.841			0.820			0.907			0.919		0.864					
	APP/DEPART	74	/	201	1,161	/	68	341	/	374	452	/	1,385	0					
PM	4:00 PM	10	10	9	9	5	63	148	93	12	8	109	27	503	0	0	0	0	0
	4:15 PM	12	9	7	12	10	64	186	114	10	8	115	19	566	0	0	0	0	0
	4:30 PM	26	21	11	9	1	52	152	133	19	13	153	32	622	0	0	0	0	0
	4:45 PM	14	7	12	13	10	73	154	114	19	7	105	19	547	0	0	1	0	1
	5:00 PM	14	6	10	15	6	59	153	137	21	9	141	17	588	0	0	0	0	0
	5:15 PM	16	9	13	13	6	50	140	156	12	5	102	20	542	0	0	0	0	0
	5:30 PM	13	4	8	13	8	51	106	109	11	16	116	16	471	0	0	0	0	0
	5:45 PM	17	12	8	11	8	61	184	93	13	9	83	15	514	1	0	0	0	1
	VOLUMES	122	78	78	95	54	473	1,223	949	117	75	924	165	4,355	1	0	1	0	2
	APPROACH %	44%	28%	28%	15%	9%	76%	53%	41%	5%	6%	79%	14%						
	APP/DEPART	279	/	1,466	622	/	247	2,290	/	1,122	1,164	/	1,520	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	66	43	40	49	27	248	645	498	69	37	514	87	2,324					
	APPROACH %	44%	29%	27%	15%	8%	77%	53%	41%	6%	6%	81%	14%						
	PEAK HR FACTOR		0.642			0.844			0.975			0.806		0.934					
	APP/DEPART	149	/	775	324	/	133	1,213	/	587	638	/	829	0					



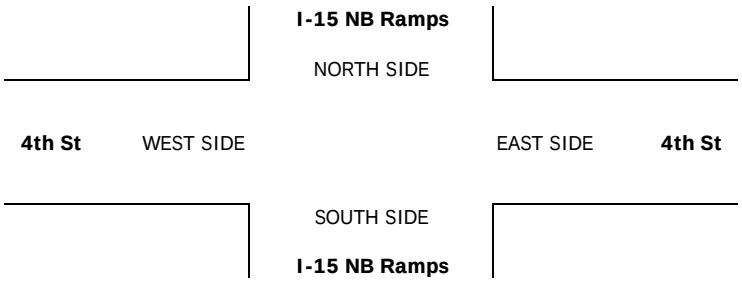
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307	
TUESDAY	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	14	
	EAST & WEST:	4th St	CONTROL:	SIGNAL	

CLASS 2:	NOTES:	AM / PM / MD / OTHER / OTHER	▲ N / ◄ W / E ► / S ▼
2-AXLE WORK VEHICLES/ TRUCKS			

		NORTHBOUND Commercial Dwy			SOUTHBOUND I-15 NB Ramps			EASTBOUND 4th St			WESTBOUND 4th St				U-TURNS				
	LANES:	NL 1	NT 1.5	NR 0.5	SL 1.5	ST 0.5	SR 2	EL 2	ET 3	ER 1	WL 1	WT 2.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	5	0	12	0	1	2	1	6	0	27	0	0	0	0	0
	7:15 AM	1	0	1	2	1	10	4	4	1	2	3	2	31	0	0	0	0	0
	7:30 AM	5	0	0	1	0	9	1	4	1	4	7	1	33	0	0	0	0	0
	7:45 AM	4	1	0	3	1	5	2	1	1	0	11	1	30	0	0	0	0	0
	8:00 AM	1	1	2	4	2	11	2	6	3	1	9	1	43	0	0	0	0	0
	8:15 AM	4	0	0	1	0	11	5	7	0	0	6	0	34	0	0	0	0	0
	8:30 AM	1	1	0	2	2	10	1	10	1	0	7	0	35	0	0	0	0	0
	8:45 AM	2	0	2	1	0	9	4	9	4	1	6	0	38	0	0	0	0	0
	VOLUMES	18	3	5	19	6	77	19	42	13	9	55	5	271	0	0	0	0	0
	APPROACH %	69%	12%	19%	19%	6%	75%	26%	57%	18%	13%	80%	7%						
	APP/DEPART	26	/	27	102	/	28	74	/	66	69	/	150	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	10	3	2	10	5	37	10	24	5	1	33	2	142					
	APPROACH %	67%	20%	13%	19%	10%	71%	26%	62%	13%	3%	92%	6%						
	PEAK HR FACTOR		0.750			0.765			0.813			0.750		0.826					
	APP/DEPART	15	/	15	52	/	11	39	/	36	36	/	80	0					
PM	4:00 PM	0	0	0	1	0	2	4	3	1	1	5	1	18	0	0	0	0	0
	4:15 PM	1	1	1	1	0	3	6	5	1	0	5	0	24	0	0	0	0	0
	4:30 PM	1	1	0	3	0	3	1	5	0	0	2	1	17	0	0	0	0	0
	4:45 PM	0	1	1	1	1	2	2	2	2	0	1	0	13	0	0	0	0	0
	5:00 PM	3	0	0	1	0	3	3	2	1	3	1	0	17	0	0	0	0	0
	5:15 PM	0	0	0	1	0	0	2	2	0	0	5	0	10	0	0	0	0	0
	5:30 PM	1	0	0	6	0	4	0	1	0	1	4	0	17	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	2	2	0	0	1	1	7	0	0	0	0	0
	VOLUMES	6	3	2	14	2	17	20	22	5	5	24	3	123	0	0	0	0	0
	APPROACH %	55%	27%	18%	42%	6%	52%	43%	47%	11%	16%	75%	9%						
	APP/DEPART	11	/	26	33	/	12	47	/	38	32	/	47	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	5	3	2	6	1	11	12	14	4	3	9	1	71					
	APPROACH %	50%	30%	20%	33%	6%	61%	40%	47%	13%	23%	69%	8%						
	PEAK HR FACTOR		0.833			0.750			0.625			0.650		0.740					
	APP/DEPART	10	/	16	18	/	8	30	/	22	13	/	25	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	14
	EAST & WEST:	4th St	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND (Commercial Dwy)			SOUTHBOUND (I-15 NB Ramps)			EASTBOUND (4th St)			WESTBOUND (4th St)				U-TURNS				
	LANES:	NL 1	NT 1.5	NR 0.5	SL 1.5	ST 0.5	SR 2	EL 2	ET 3	ER 1	WL 1	WT 2.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	2	0	0	0	0	0	0	4	0	6	0	0	0	0	0
	7:15 AM	0	0	1	0	0	2	0	1	2	0	2	2	10	0	0	0	0	0
	7:30 AM	0	0	0	1	0	1	0	2	0	0	5	1	10	0	0	0	0	0
	7:45 AM	0	0	0	3	0	2	1	1	0	0	9	0	16	0	0	0	0	0
	8:00 AM	0	0	0	3	0	1	0	2	0	0	4	0	10	0	0	0	0	0
	8:15 AM	0	0	0	2	0	2	0	4	0	0	2	0	10	0	0	0	0	0
	8:30 AM	0	0	0	3	1	0	0	0	0	0	3	1	8	0	0	0	0	0
	8:45 AM	0	0	1	0	0	4	0	2	0	0	4	0	11	0	0	0	0	0
	VOLUMES	0	0	2	14	1	12	1	12	2	0	33	4	81	0	0	0	0	0
	APPROACH %	0%	0%	100%	52%	4%	44%	7%	80%	13%	0%	89%	11%						
	APP/DEPART	2	/	5	27	/	3	15	/	28	37	/	45	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	11	1	5	1	7	0	0	18	1	44					
	APPROACH %	0%	0%	0%	65%	6%	29%	13%	88%	0%	0%	95%	5%						
	PEAK HR FACTOR		0.000			0.850			0.500			0.528		0.688					
	APP/DEPART	0	/	2	17	/	1	8	/	18	19	/	23	0					
PM	4:00 PM	0	0	0	0	0	0	0	2	0	1	3	2	8	0	0	0	0	0
	4:15 PM	1	0	1	1	0	0	0	3	0	0	2	2	10	0	0	0	0	0
	4:30 PM	0	0	0	1	0	2	0	4	0	0	2	1	10	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	3	0	0	3	1	7	0	0	0	0	0
	5:00 PM	0	0	0	0	0	1	0	0	0	0	3	0	4	0	0	0	0	0
	5:15 PM	0	0	0	0	0	1	0	2	0	0	3	0	6	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	2	0	0	2	0	5	0	0	0	0	0
	5:45 PM	0	1	0	0	0	3	0	0	0	0	2	0	6	0	0	0	0	0
	VOLUMES	1	1	1	2	1	7	0	16	0	1	20	6	56	0	0	0	0	0
	APPROACH %	33%	33%	33%	20%	10%	70%	0%	100%	0%	4%	74%	22%						
	APP/DEPART	3	/	7	10	/	2	16	/	19	27	/	28	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	1	0	1	2	0	3	0	10	0	0	10	4	31					
	APPROACH %	50%	0%	50%	40%	0%	60%	0%	100%	0%	0%	71%	29%						
	PEAK HR FACTOR		0.250			0.417			0.625			0.875		0.775					
	APP/DEPART	2	/	4	5	/	0	10	/	13	14	/	14	0					

I-15 NB Ramps

NORTH SIDE

4th St WEST SIDE EAST SIDE **4th St**

SOUTH SIDE

I-15 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307	
TUESDAY	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	14	
	EAST & WEST:	4th St	CONTROL:	SIGNAL	

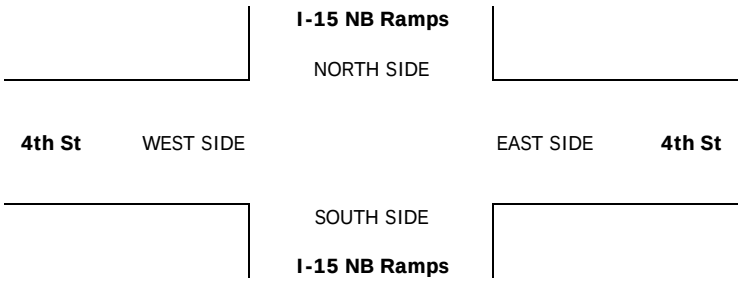
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND (Commercial Dwy)			SOUTHBOUND (I-15 NB Ramps)			EASTBOUND (4th St)			WESTBOUND (4th St)				U-TURNS				
LANES:	NL 1	NT 1.5	NR 0.5	SL 1.5	ST 0.5	SR 2	EL 2	ET 3	ER 1	WL 1	WT 2.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	1	4	0	6	5	8	0	0	12	2	38	0	0	0	0	0
7:15 AM	0	0	0	7	0	5	5	4	0	0	11	5	37	0	0	0	0	0
7:30 AM	0	0	0	11	1	8	4	3	0	0	6	5	38	0	0	0	0	0
7:45 AM	0	0	0	6	0	6	0	4	0	0	13	6	35	0	0	0	0	0
8:00 AM	0	0	0	10	0	5	2	3	0	1	14	7	42	0	0	0	0	0
8:15 AM	1	0	0	8	0	12	3	6	1	0	14	5	50	0	0	0	0	0
8:30 AM	0	0	2	12	1	4	3	8	0	0	17	3	50	0	0	0	0	0
8:45 AM	0	0	0	7	0	10	2	2	0	1	18	5	45	0	0	0	0	0
VOLUMES	1	0	3	65	2	56	24	38	1	2	105	38	335	0	0	0	0	0
APPROACH %	25%	0%	75%	53%	2%	46%	38%	60%	2%	1%	72%	26%						
APP/DEPART	4	/	62	123	/	5	63	/	106	145	/	162	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	1	0	2	36	1	27	8	21	1	1	58	21	177					
APPROACH %	33%	0%	67%	56%	2%	42%	27%	70%	3%	1%	73%	26%						
PEAK HR FACTOR		0.375			0.800			0.682			0.909		0.885					
APP/DEPART	3	/	29	64	/	3	30	/	59	80	/	86	0					
PM 4:00 PM	0	0	0	1	0	1	2	7	0	0	4	3	18	0	0	0	0	0
4:15 PM	0	0	0	5	0	4	3	6	0	0	4	3	25	0	0	0	0	0
4:30 PM	0	0	0	2	0	1	2	10	0	0	9	1	25	0	0	0	0	0
4:45 PM	0	0	0	2	0	4	0	10	0	0	8	3	27	0	0	0	0	0
5:00 PM	0	0	0	2	0	3	2	6	0	1	8	3	25	0	0	0	0	0
5:15 PM	0	1	0	4	1	2	1	6	1	0	3	2	21	0	0	0	0	0
5:30 PM	0	0	0	4	0	4	0	4	0	0	6	2	20	0	0	0	0	0
5:45 PM	1	0	0	2	0	5	4	5	0	0	7	3	27	0	0	0	0	0
VOLUMES	1	1	0	22	1	24	14	54	1	1	49	20	188	0	0	0	0	0
APPROACH %	50%	50%	0%	47%	2%	51%	20%	78%	1%	1%	70%	29%						
APP/DEPART	2	/	35	47	/	3	69	/	76	70	/	74	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	0	0	11	0	12	7	32	0	1	29	10	102					
APPROACH %	0%	0%	0%	48%	0%	52%	18%	82%	0%	3%	73%	25%						
PEAK HR FACTOR		0.000			0.639			0.813			0.833		0.944					
APP/DEPART	0	/	17	23	/	1	39	/	43	40	/	41	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307	
TUESDAY	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	14	
	EAST & WEST:	4th St	CONTROL:	SIGNAL	

CLASS 5:	NOTES:	AM		▲ N	
RV		PM			
		MD	◄ W		E ►
		OTHER		S ▼	
		OTHER			

		NORTHBOUND Commercial Dwy			SOUTHBOUND I-15 NB Ramps			EASTBOUND 4th St			WESTBOUND 4th St				U-TURNS				
	LANES:	NL 1	NT 1.5	NR 0.5	SL 1.5	ST 0.5	SR 2	EL 2	ET 3	ER 1	WL 1	WT 2.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	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	0
	7:45 AM	0	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	0
	8:15 AM	0	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	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	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	0
	4:30 PM	0	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	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	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	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

I-15 NB Ramps

NORTH SIDE

4th St WEST SIDE EAST SIDE **4th St**

SOUTH SIDE

I-15 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

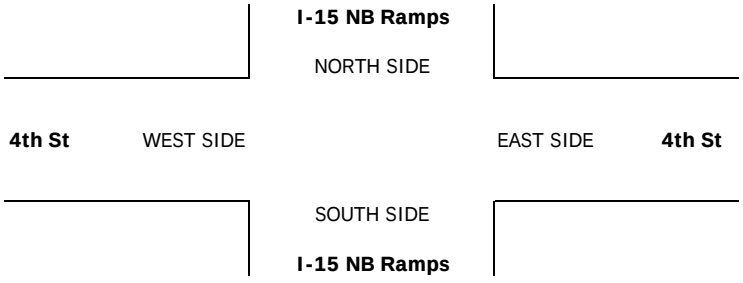
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	14
TUESDAY	EAST & WEST:	4th St	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Commercial Dwy			SOUTHBOUND I-15 NB Ramps			EASTBOUND 4th St			WESTBOUND 4th St				U-TURNS				
	LANES:	NL 1	NT 1.5	NR 0.5	SL 1.5	ST 0.5	SR 2	EL 2	ET 3	ER 1	WL 1	WT 2.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	0	1	0	0	1	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	0	1	0	0	1	0	3	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	0	1	0	0	1	0	3	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	4	0	5	0	0	5	0	14	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	4	/	0	5	/	5	5	/	9	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	2	0	4	0	0	3	0	9					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.500			0.500			0.750		0.750					
	APP/DEPART	0	/	0	2	/	0	4	/	4	3	/	5	0					
PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	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	0
	5:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	9	0	0	8	0	17	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	9	/	9	8	/	8	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	0	0	0	5	0	0	4	0	9					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.625			0.500		0.563					
	APP/DEPART	0	/	0	0	/	0	5	/	5	4	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Nov 14, 23

LOCATION: Rancho Cucamonga
NORTH & SOUTH: N Etiwanda Ave
EAST & WEST: E 4th St

PROJECT #: SC4307
LOCATION #: 15
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND E 4th St			WESTBOUND San Bernardino Ave				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 1.5	WR 0.5	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	29	113	11	9	113	28	22	31	6	13	47	11	433	0	0	0	0	0
	7:15 AM	44	111	10	14	116	32	23	37	15	10	60	4	476	0	0	0	0	0
	7:30 AM	52	105	12	13	129	41	28	28	13	19	67	9	516	0	0	0	0	0
	7:45 AM	75	109	11	8	119	50	21	26	17	13	111	11	571	0	0	0	0	0
	8:00 AM	36	82	5	8	133	44	27	36	18	9	74	7	479	0	0	0	0	0
	8:15 AM	42	90	6	11	156	54	16	28	18	14	67	7	509	0	0	0	0	0
	8:30 AM	52	91	11	12	121	55	23	37	16	10	54	5	487	0	0	0	0	0
	8:45 AM	39	101	11	9	100	30	14	44	21	7	63	7	446	0	0	0	0	0
	VOLUMES	369	802	77	84	987	334	174	267	124	95	543	61	3,917	0	0	0	0	0
	APPROACH %	30%	64%	6%	6%	70%	24%	31%	47%	22%	14%	78%	9%						
	APP/DEPART	1,248	/	1,037	1,405	/	1,206	565	/	428	699	/	1,246	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	205	386	34	40	537	189	92	118	66	55	319	34	2,075					
	APPROACH %	33%	62%	5%	5%	70%	25%	33%	43%	24%	13%	78%	8%						
	PEAK HR FACTOR		0.801			0.867			0.852			0.756		0.908					
	APP/DEPART	625	/	512	766	/	658	276	/	192	408	/	713	0					
PM	4:00 PM	31	125	16	22	129	34	27	116	35	8	50	17	610	0	0	0	0	0
	4:15 PM	53	145	12	28	103	37	21	93	32	16	56	4	600	0	0	0	0	0
	4:30 PM	30	131	15	24	127	33	26	123	47	18	49	14	637	0	0	0	0	0
	4:45 PM	40	147	13	26	96	36	47	134	40	11	43	9	642	0	0	0	0	0
	5:00 PM	43	154	10	28	101	38	35	133	44	8	60	7	661	0	0	0	0	0
	5:15 PM	34	188	14	24	110	40	41	134	49	10	32	8	684	0	0	0	0	0
	5:30 PM	37	120	12	25	95	21	32	106	29	10	52	6	545	0	0	0	0	0
	5:45 PM	27	150	8	27	65	21	30	108	29	2	29	2	498	0	0	0	0	0
	VOLUMES	295	1,160	100	204	826	260	259	947	305	83	371	67	4,877	0	0	0	0	0
	APPROACH %	19%	75%	6%	16%	64%	20%	17%	63%	20%	16%	71%	13%						
	APP/DEPART	1,555	/	1,486	1,290	/	1,214	1,511	/	1,251	521	/	926	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	147	620	52	102	434	147	149	524	180	47	184	38	2,624					
	APPROACH %	18%	76%	6%	15%	64%	22%	17%	61%	21%	17%	68%	14%						
	PEAK HR FACTOR		0.868			0.928			0.952			0.830		0.959					
	APP/DEPART	819	/	807	683	/	661	853	/	678	269	/	478	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	15
TUESDAY	EAST & WEST:	E 4th St	CONTROL:	SIGNAL

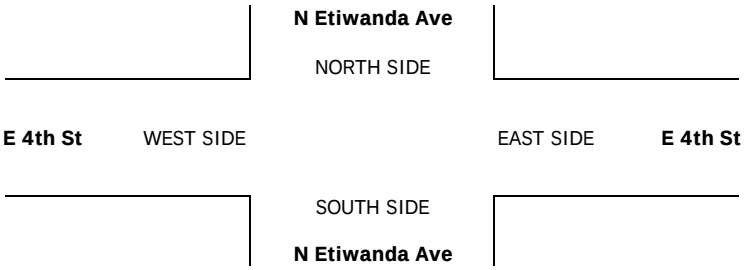
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND E 4th St			WESTBOUND San Bernardino Ave				U-TURNS				
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 1.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	20	78	7	5	64	18	16	26	5	4	41	5	289	0	0	0	0	0
7:15 AM	44	111	10	14	116	32	23	37	15	10	60	4	476	0	0	0	0	0
7:30 AM	41	76	9	9	88	28	19	21	5	8	58	8	370	0	0	0	0	0
7:45 AM	65	86	5	7	73	37	16	19	8	9	96	8	429	0	0	0	0	0
8:00 AM	27	57	1	6	101	31	16	29	14	3	61	4	350	0	0	0	0	0
8:15 AM	32	54	3	5	112	45	13	19	10	7	49	6	355	0	0	0	0	0
8:30 AM	43	47	6	5	75	37	12	31	10	5	50	2	323	0	0	0	0	0
8:45 AM	28	71	4	3	61	20	7	31	11	4	52	3	295	0	0	0	0	0
VOLUMES	300	580	45	54	690	248	122	213	78	50	467	40	2,887	0	0	0	0	0
APPROACH %	32%	63%	5%	5%	70%	25%	30%	52%	19%	9%	84%	7%						
APP/DEPART	925	/	742	992	/	818	413	/	312	557	/	1,015	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	165	273	18	27	374	141	64	88	37	27	264	26	1,504					
APPROACH %	36%	60%	4%	5%	69%	26%	34%	47%	20%	9%	83%	8%						
PEAK HR FACTOR		0.731			0.836			0.801			0.701		0.876					
APP/DEPART	456	/	363	542	/	438	189	/	133	317	/	570	0					
PM																		
4:00 PM	24	94	12	14	99	32	25	106	28	7	43	13	497	0	0	0	0	0
4:15 PM	42	102	9	16	76	31	14	84	23	14	52	3	466	0	0	0	0	0
4:30 PM	25	107	11	11	101	28	21	108	36	15	42	9	514	0	0	0	0	0
4:45 PM	34	113	10	13	82	35	40	128	34	7	37	9	542	0	0	0	0	0
5:00 PM	35	129	9	8	85	32	33	125	35	5	53	6	555	0	0	0	0	0
5:15 PM	30	164	11	14	97	37	35	129	43	6	27	8	601	0	0	0	0	0
5:30 PM	31	101	9	12	82	19	29	100	20	8	47	4	462	0	0	0	0	0
5:45 PM	25	136	7	12	58	19	29	100	22	1	25	1	435	0	0	0	0	0
VOLUMES	246	946	78	100	680	233	226	880	241	63	326	53	4,072	0	0	0	0	0
APPROACH %	19%	74%	6%	10%	67%	23%	17%	65%	18%	14%	74%	12%						
APP/DEPART	1,270	/	1,225	1,013	/	984	1,347	/	1,058	442	/	805	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	124	513	41	46	365	132	129	490	148	33	159	32	2,212					
APPROACH %	18%	76%	6%	8%	67%	24%	17%	64%	19%	15%	71%	14%						
PEAK HR FACTOR		0.827			0.917			0.926			0.848		0.920					
APP/DEPART	678	/	674	543	/	546	767	/	577	224	/	415	0					



INTERSECTION TURNING MOVEMENT COUNTS

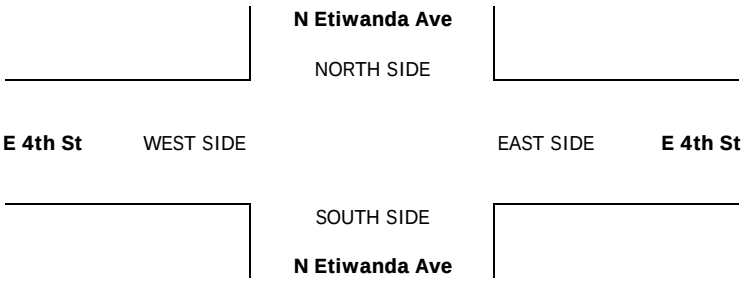
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	15
	EAST & WEST:	E 4th St	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND E 4th St			WESTBOUND San Bernardino Ave				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 1.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	4	8	0	1	7	3	1	0	0	0	1	1	26	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	0
	7:30 AM	1	7	1	0	4	6	5	3	5	2	5	0	39	0	0	0	0	0
	7:45 AM	2	6	2	0	11	1	2	2	4	1	5	2	38	0	0	0	0	0
	8:00 AM	5	9	0	2	13	5	5	3	1	1	7	1	52	0	0	0	0	0
	8:15 AM	3	5	2	2	13	6	2	2	4	1	7	1	48	0	0	0	0	0
	8:30 AM	5	7	1	5	7	2	2	3	2	3	2	1	40	0	0	0	0	0
	8:45 AM	4	5	1	0	11	2	0	8	6	1	4	2	44	0	0	0	0	0
	VOLUMES	24	47	7	10	66	25	17	21	22	9	31	8	287	0	0	0	0	0
	APPROACH %	31%	60%	9%	10%	65%	25%	28%	35%	37%	19%	65%	17%						
	APP/DEPART	78	/	72	101	/	97	60	/	38	48	/	80	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	11	27	5	4	41	18	14	10	14	5	24	4	177					
	APPROACH %	26%	63%	12%	6%	65%	29%	37%	26%	37%	15%	73%	12%						
	PEAK HR FACTOR		0.768			0.750			0.731			0.917		0.851					
	APP/DEPART	43	/	45	63	/	60	38	/	19	33	/	53	0					
PM	4:00 PM	1	6	0	0	6	0	1	4	1	1	3	3	26	0	0	0	0	0
	4:15 PM	2	7	1	4	5	5	2	5	1	0	0	0	32	0	0	0	0	0
	4:30 PM	0	5	0	2	5	0	2	7	5	0	0	0	26	0	0	0	0	0
	4:45 PM	0	5	0	2	5	0	1	2	2	2	1	0	20	0	0	0	0	0
	5:00 PM	1	3	0	1	3	3	1	4	0	0	1	0	17	0	0	0	0	0
	5:15 PM	3	5	0	1	3	1	2	1	1	0	2	0	19	0	0	0	0	0
	5:30 PM	2	1	0	0	3	1	1	2	1	0	2	0	13	0	0	0	0	0
	5:45 PM	1	3	0	0	1	0	0	1	2	0	0	0	8	0	0	0	0	0
	VOLUMES	10	35	1	10	31	10	10	26	13	3	9	3	161	0	0	0	0	0
	APPROACH %	22%	76%	2%	20%	61%	20%	20%	53%	27%	20%	60%	20%						
	APP/DEPART	46	/	48	51	/	47	49	/	37	15	/	29	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	4	18	0	6	16	4	6	14	8	2	4	0	82					
	APPROACH %	18%	82%	0%	23%	62%	15%	21%	50%	29%	33%	67%	0%						
	PEAK HR FACTOR		0.688			0.929			0.500			0.500		0.788					
	APP/DEPART	22	/	24	26	/	26	28	/	20	6	/	12	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	15
	EAST & WEST:	E 4th St	CONTROL:	SIGNAL

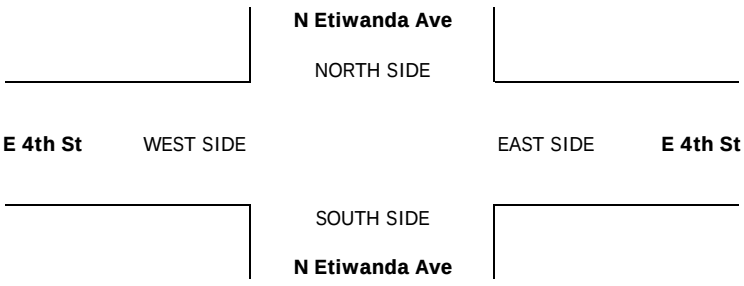
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND E 4th St			WESTBOUND San Bernardino Ave				U-TURNS				
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 1.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	2	11	3	2	15	3	3	0	0	2	2	2	45	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	0
7:30 AM	4	11	0	3	13	3	2	1	1	1	1	1	41	0	0	0	0	0
7:45 AM	1	5	0	0	11	4	2	0	4	1	1	0	29	0	0	0	0	0
8:00 AM	1	7	0	0	11	2	3	2	1	0	0	1	28	0	0	0	0	0
8:15 AM	2	15	0	3	10	1	1	0	1	3	1	0	37	0	0	0	0	0
8:30 AM	0	15	0	2	12	4	6	0	1	0	0	0	40	0	0	0	0	0
8:45 AM	1	6	2	1	8	3	3	0	2	0	1	1	28	0	0	0	0	0
VOLUMES	11	70	5	11	80	20	20	3	10	7	6	5	248	0	0	0	0	0
APPROACH %	13%	81%	6%	10%	72%	18%	61%	9%	30%	39%	33%	28%						
APP/DEPART	86	/	95	111	/	97	33	/	19	18	/	37	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	8	38	0	6	45	10	8	3	7	5	3	2	135					
APPROACH %	17%	83%	0%	10%	74%	16%	44%	17%	39%	50%	30%	20%						
PEAK HR FACTOR		0.676			0.803			0.750			0.625		0.823					
APP/DEPART	46	/	48	61	/	57	18	/	9	10	/	21	0					
PM																		
4:00 PM	1	9	2	7	9	2	0	1	1	0	1	1	34	0	0	0	0	0
4:15 PM	4	9	0	8	9	1	3	0	4	1	1	1	41	0	0	0	0	0
4:30 PM	2	10	1	10	12	0	2	3	0	0	4	3	47	0	0	0	0	0
4:45 PM	1	9	1	9	6	0	2	2	1	1	2	0	34	0	0	0	0	0
5:00 PM	2	5	0	18	7	0	0	0	0	0	1	0	33	0	0	0	0	0
5:15 PM	0	4	1	8	5	2	1	1	2	1	0	0	25	0	0	0	0	0
5:30 PM	1	5	0	11	3	0	0	0	1	0	1	0	22	0	0	0	0	0
5:45 PM	0	6	0	14	4	2	0	1	0	1	0	1	29	0	0	0	0	0
VOLUMES	11	57	5	85	55	7	8	8	9	4	10	6	265	0	0	0	0	0
APPROACH %	15%	78%	7%	58%	37%	5%	32%	32%	36%	20%	50%	30%						
APP/DEPART	73	/	71	147	/	68	25	/	98	20	/	28	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	5	28	3	45	30	2	5	6	3	2	7	3	139					
APPROACH %	14%	78%	8%	58%	39%	3%	36%	43%	21%	17%	58%	25%						
PEAK HR FACTOR		0.692			0.770			0.700			0.429		0.739					
APP/DEPART	36	/	36	77	/	35	14	/	54	12	/	14	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	15
TUESDAY	EAST & WEST:	E 4th St	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND E 4th St			WESTBOUND San Bernardino Ave				U-TURNS				
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 1.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	3	16	1	1	27	4	2	4	1	7	3	3	72	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	0
7:30 AM	6	11	2	1	24	4	2	3	2	8	3	0	66	0	0	0	0	0
7:45 AM	7	12	4	1	24	8	1	4	1	2	8	1	73	0	0	0	0	0
8:00 AM	3	9	4	0	8	6	3	1	2	5	5	1	47	0	0	0	0	0
8:15 AM	5	16	1	1	20	2	0	7	3	3	9	0	67	0	0	0	0	0
8:30 AM	4	22	4	0	27	12	3	2	3	2	2	2	83	0	0	0	0	0
8:45 AM	6	19	4	5	20	5	4	4	2	2	5	1	77	0	0	0	0	0
VOLUMES	34	105	20	9	150	41	15	25	14	29	35	8	485	0	0	0	0	0
APPROACH %	21%	66%	13%	5%	75%	21%	28%	46%	26%	40%	49%	11%						
APP/DEPART	159	/	128	200	/	193	54	/	54	72	/	110	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	21	48	11	3	76	20	6	15	8	18	25	2	253					
APPROACH %	26%	60%	14%	3%	77%	20%	21%	52%	28%	40%	56%	4%						
PEAK HR FACTOR		0.870			0.750			0.725			0.938		0.866					
APP/DEPART	80	/	56	99	/	102	29	/	29	45	/	66	0					
PM 4:00 PM	5	16	2	1	14	0	1	5	5	0	2	0	51	0	0	0	0	0
4:15 PM	5	27	2	0	13	0	2	3	4	1	1	0	58	0	0	0	0	0
4:30 PM	3	9	3	1	9	5	1	4	6	3	2	2	48	0	0	0	0	0
4:45 PM	5	20	2	2	3	1	4	1	3	1	2	0	44	0	0	0	0	0
5:00 PM	4	17	1	1	6	3	1	2	9	3	5	1	53	0	0	0	0	0
5:15 PM	1	15	2	1	5	0	3	2	3	3	2	0	37	0	0	0	0	0
5:30 PM	3	13	3	2	7	1	2	4	7	2	1	2	47	0	0	0	0	0
5:45 PM	1	5	1	1	2	0	1	4	5	0	3	0	23	0	0	0	0	0
VOLUMES	27	122	16	9	59	10	15	25	42	13	18	5	361	0	0	0	0	0
APPROACH %	16%	74%	10%	12%	76%	13%	18%	30%	51%	36%	50%	14%						
APP/DEPART	165	/	142	78	/	114	82	/	50	36	/	55	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	13	61	8	5	23	9	9	9	21	10	11	3	182					
APPROACH %	16%	74%	10%	14%	62%	24%	23%	23%	54%	42%	46%	13%						
PEAK HR FACTOR		0.759			0.617			0.813			0.667		0.858					
APP/DEPART	82	/	73	37	/	54	39	/	22	24	/	33	0					

N Etiwanda Ave

NORTH SIDE

E 4th St WEST SIDE EAST SIDE **E 4th St**

SOUTH SIDE

N Etiwanda Ave

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	15
TUESDAY	EAST & WEST:	E 4th St	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND E 4th St			WESTBOUND San Bernardino Ave				U-TURNS				
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 1.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	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	0
7:45 AM	0	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	0
8:15 AM	0	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	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM 4:00 PM	0	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	0
4:30 PM	0	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	0
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	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	0
5:30 PM	0	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	0
VOLUMES	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	1	/	0	0	/	0	0	/	0	0	/	1	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	1	0	0	0	0	0	0	0	0	0	0	0	1					
APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
APP/DEPART	1	/	0	0	/	0	0	/	0	0	/	1	0					

N Etiwanda Ave NORTH SIDE

E 4th St WEST SIDE EAST SIDE **E 4th St**

SOUTH SIDE **N Etiwanda Ave**

INTERSECTION TURNING MOVEMENT COUNTS

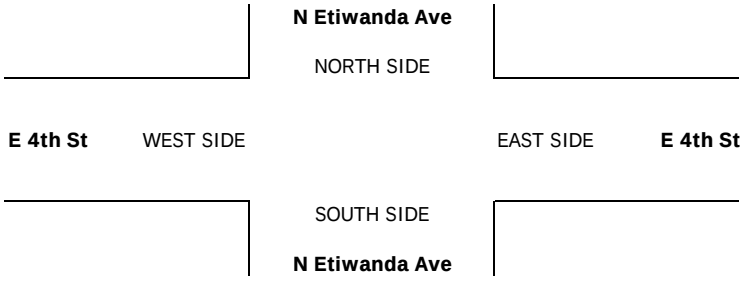
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	15
TUESDAY	EAST & WEST:	E 4th St	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

	NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND E 4th St			WESTBOUND San Bernardino Ave				U-TURNS				
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 1.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	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	0
7:30 AM	0	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	1	0	0	1	0	2	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
VOLUMES	0	0	0	0	1	0	0	5	0	0	4	0	10	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	0	/	0	1	/	1	5	/	5	4	/	4	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	1	0	0	2	0	0	3	0	6					
APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.250			0.500			0.750		0.750					
APP/DEPART	0	/	0	1	/	1	2	/	2	3	/	3	0					
PM																		
4:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
VOLUMES	0	0	0	0	1	0	0	8	0	0	8	0	17	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	0	/	0	1	/	1	8	/	8	8	/	8	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	0	0	0	0	5	0	0	3	0	8					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.625			0.750		1.000					
APP/DEPART	0	/	0	0	/	0	5	/	5	3	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Nov 14, 23

LOCATION: Rancho Cucamonga
NORTH & SOUTH: N Etiwanda Ave
EAST & WEST: I-10 WB Ramps

PROJECT #: SC4307
LOCATION #: 16
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND I-10 WB Ramps			WESTBOUND I-10 WB Ramps				U-TURNS				
	LANES:	NL X	NT 2	NR 1	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1,5	WT X	WR 1,5	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	102	61	0	121	57	0	0	0	108	0	112	561	0	0	0	0	0
	7:15 AM	0	125	40	0	144	46	0	0	0	113	0	93	561	0	0	0	0	0
	7:30 AM	0	111	54	0	134	51	0	0	0	100	0	161	611	0	0	0	0	0
	7:45 AM	0	134	58	0	120	61	0	0	0	116	0	163	652	0	0	0	0	0
	8:00 AM	0	91	53	0	150	49	0	0	0	70	0	98	511	0	0	0	0	0
	8:15 AM	0	122	53	0	157	64	0	0	0	100	0	108	604	0	0	0	0	0
	8:30 AM	0	124	48	0	129	61	0	0	0	99	0	103	564	0	0	0	0	0
	8:45 AM	0	137	43	0	111	42	0	0	0	90	0	122	545	0	0	0	0	0
	VOLUMES	0	946	410	0	1,066	431	0	0	0	796	0	960	4,609	0	0	0	0	0
	APPROACH %	0%	70%	30%	0%	71%	29%	0%	0%	0%	45%	0%	55%						
	APP/DEPART	1,356	/	1,906	1,497	/	1,862	0	/	410	1,756	/	431	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	472	213	0	519	215	0	0	0	437	0	529	2,385					
	APPROACH %	0%	69%	31%	0%	71%	29%	0%	0%	0%	45%	0%	55%						
	PEAK HR FACTOR		0.892			0.966			0.000			0.866		0.914					
	APP/DEPART	685	/	1,001	734	/	956	0	/	213	966	/	215	0					
PM	4:00 PM	0	164	86	0	178	92	0	0	0	44	0	70	634	0	0	0	0	0
	4:15 PM	0	169	85	0	179	62	0	0	0	53	0	66	614	0	0	0	0	0
	4:30 PM	0	153	100	0	222	96	0	0	0	59	0	84	714	0	0	0	0	0
	4:45 PM	0	166	85	0	196	62	0	0	0	59	0	98	666	0	0	0	0	0
	5:00 PM	0	197	102	0	169	60	0	0	0	51	0	82	661	0	0	0	0	0
	5:15 PM	0	175	67	0	213	55	0	0	0	65	0	100	675	0	0	0	0	0
	5:30 PM	0	164	50	0	204	41	0	0	0	52	0	88	599	0	0	0	0	0
	5:45 PM	0	149	64	0	147	30	0	0	0	59	0	69	518	0	0	0	0	0
	VOLUMES	0	1,337	639	0	1,508	498	0	0	0	442	0	657	5,081	0	0	0	0	0
	APPROACH %	0%	68%	32%	0%	75%	25%	0%	0%	0%	40%	0%	60%						
	APP/DEPART	1,976	/	1,994	2,006	/	1,950	0	/	639	1,099	/	498	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	691	354	0	800	273	0	0	0	234	0	364	2,716					
	APPROACH %	0%	66%	34%	0%	75%	25%	0%	0%	0%	39%	0%	61%						
	PEAK HR FACTOR		0.874			0.844			0.000			0.906		0.951					
	APP/DEPART	1,045	/	1,055	1,073	/	1,034	0	/	354	598	/	273	0					

N Etiwanda Ave

NORTH LEG

I-10 WB Ramps WEST LEG EAST LEG **I-10 WB Ramps**

SOUTH LEG

N Etiwanda Ave

INTERSECTION TURNING MOVEMENT COUNTS

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

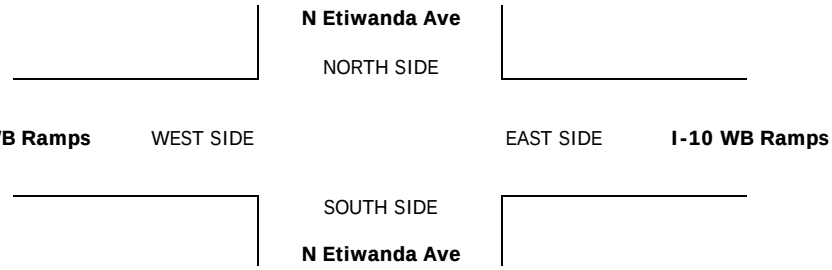
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	16
TUESDAY	EAST & WEST:	I-10 WB Ramps	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND I-10 WB Ramps			WESTBOUND I-10 WB Ramps				U-TURNS				
LANES:	NL X	NT 2	NR 1	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1,5	WT X	WR 1,5	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	62	21	0	82	21	0	0	0	95	0	95	376	0	0	0	0	0
7:15 AM	0	84	10	0	101	20	0	0	0	88	0	82	385	0	0	0	0	0
7:30 AM	0	84	23	0	91	19	0	0	0	84	0	143	444	0	0	0	0	0
7:45 AM	0	102	30	0	85	32	0	0	0	101	0	155	505	0	0	0	0	0
8:00 AM	0	68	17	0	114	31	0	0	0	60	0	78	368	0	0	0	0	0
8:15 AM	0	72	23	0	111	33	0	0	0	87	0	88	414	0	0	0	0	0
8:30 AM	0	73	23	0	94	27	0	0	0	79	0	87	383	0	0	0	0	0
8:45 AM	0	87	19	0	72	18	0	0	0	79	0	106	381	0	0	0	0	0
VOLUMES	0	632	166	0	750	201	0	0	0	673	0	834	3,256	0	0	0	0	0
APPROACH %	0%	79%	21%	0%	79%	21%	0%	0%	0%	45%	0%	55%						
APP/DEPART	798	/	1,466	951	/	1,423	0	/	166	1,507	/	201	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	332	84	0	359	92	0	0	0	368	0	475	1,710					
APPROACH %	0%	80%	20%	0%	80%	20%	0%	0%	0%	44%	0%	56%						
PEAK HR FACTOR		0.788			0.932			0.000			0.823		0.847					
APP/DEPART	416	/	807	451	/	727	0	/	84	843	/	92	0					
PM																		
4:00 PM	0	121	70	0	152	73	0	0	0	36	0	53	505	0	0	0	0	0
4:15 PM	0	129	71	0	146	39	0	0	0	36	0	52	473	0	0	0	0	0
4:30 PM	0	121	86	0	194	86	0	0	0	45	0	67	599	0	0	0	0	0
4:45 PM	0	121	70	0	163	50	0	0	0	46	0	86	536	0	0	0	0	0
5:00 PM	0	166	89	0	149	51	0	0	0	40	0	67	562	0	0	0	0	0
5:15 PM	0	146	59	0	193	34	0	0	0	55	0	94	581	0	0	0	0	0
5:30 PM	0	146	40	0	178	28	0	0	0	44	0	74	510	0	0	0	0	0
5:45 PM	0	130	52	0	127	22	0	0	0	50	0	62	443	0	0	0	0	0
VOLUMES	0	1,080	537	0	1,302	383	0	0	0	352	0	555	4,209	0	0	0	0	0
APPROACH %	0%	67%	33%	0%	77%	23%	0%	0%	0%	39%	0%	61%						
APP/DEPART	1,617	/	1,635	1,685	/	1,654	0	/	537	907	/	383	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	554	304	0	699	221	0	0	0	186	0	314	2,278					
APPROACH %	0%	65%	35%	0%	76%	24%	0%	0%	0%	37%	0%	63%						
PEAK HR FACTOR		0.841			0.821			0.000			0.839		0.951					
APP/DEPART	858	/	868	920	/	885	0	/	304	500	/	221	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

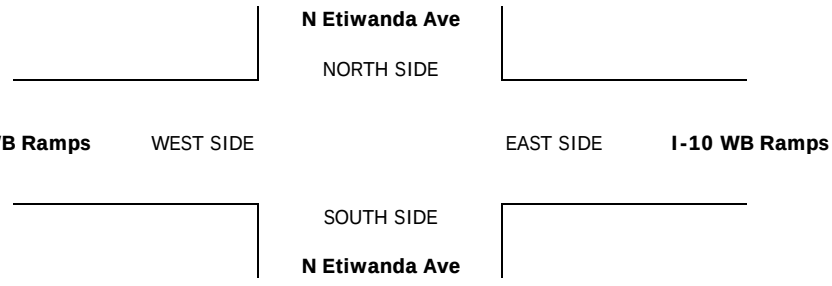
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	16
TUESDAY	EAST & WEST:	I-10 WB Ramps	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND I-10 WB Ramps			WESTBOUND I-10 WB Ramps				U-TURNS				
	LANES:	NL X	NT 2	NR 1	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1,5	WT X	WR 1,5	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	13	4	0	6	0	0	0	0	3	0	6	32	0	0	0	0	0
	7:15 AM	0	13	5	0	10	2	0	0	0	9	0	4	43	0	0	0	0	0
	7:30 AM	0	4	7	0	10	2	0	0	0	4	0	2	29	0	0	0	0	0
	7:45 AM	0	9	5	0	10	3	0	0	0	5	0	3	35	0	0	0	0	0
	8:00 AM	0	6	2	0	6	6	0	0	0	5	0	7	32	0	0	0	0	0
	8:15 AM	0	12	3	0	16	4	0	0	0	1	0	7	43	0	0	0	0	0
	8:30 AM	0	11	6	0	10	0	0	0	0	3	0	5	35	0	0	0	0	0
	8:45 AM	0	15	6	0	12	5	0	0	0	4	0	4	46	0	0	0	0	0
	VOLUMES	0	83	38	0	80	22	0	0	0	34	0	38	295	0	0	0	0	0
	APPROACH %	0%	69%	31%	0%	78%	22%	0%	0%	0%	47%	0%	53%						
	APP/DEPART	121	/	121	102	/	114	0	/	38	72	/	22	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	39	21	0	36	7	0	0	0	21	0	15	139					
	APPROACH %	0%	65%	35%	0%	84%	16%	0%	0%	0%	58%	0%	42%						
	PEAK HR FACTOR		0.833			0.827			0.000			0.692		0.808					
	APP/DEPART	60	/	54	43	/	57	0	/	21	36	/	7	0					
PM	4:00 PM	0	8	3	0	9	2	0	0	0	3	0	4	29	0	0	0	0	0
	4:15 PM	0	6	1	0	11	2	0	0	0	7	0	5	32	0	0	0	0	0
	4:30 PM	0	9	3	0	5	2	0	0	0	5	0	3	27	0	0	0	0	0
	4:45 PM	0	7	1	0	9	2	0	0	0	3	0	3	25	0	0	0	0	0
	5:00 PM	0	5	4	0	2	1	0	0	0	1	0	5	18	0	0	0	0	0
	5:15 PM	0	5	0	0	7	2	0	0	0	4	0	3	21	0	0	0	0	0
	5:30 PM	0	3	0	0	3	4	0	0	0	1	0	3	14	0	0	0	0	0
	5:45 PM	0	5	1	0	4	4	0	0	0	1	0	0	15	0	0	0	0	0
	VOLUMES	0	48	13	0	50	19	0	0	0	25	0	26	181	0	0	0	0	0
	APPROACH %	0%	79%	21%	0%	72%	28%	0%	0%	0%	49%	0%	51%						
	APP/DEPART	61	/	74	69	/	75	0	/	13	51	/	19	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	26	8	0	23	7	0	0	0	13	0	14	91					
	APPROACH %	0%	76%	24%	0%	77%	23%	0%	0%	0%	48%	0%	52%						
	PEAK HR FACTOR		0.708			0.682			0.000			0.844		0.843					
	APP/DEPART	34	/	40	30	/	36	0	/	8	27	/	7	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
TUESDAY	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	16
	EAST & WEST:	I-10 WB Ramps	CONTROL:	SIGNAL

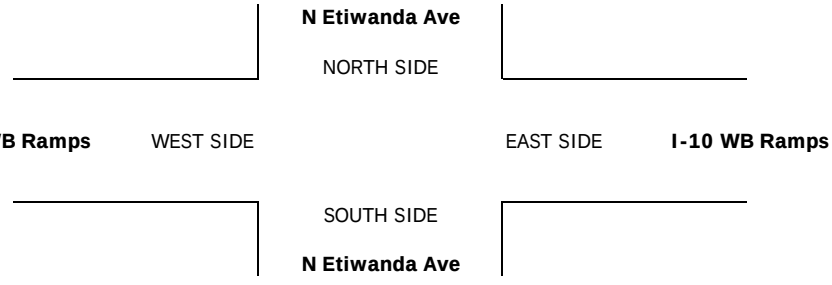
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND I-10 WB Ramps			WESTBOUND I-10 WB Ramps				U-TURNS				
LANES:	NL X	NT 2	NR 1	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1,5	WT X	WR 1,5	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	11	2	0	10	12	0	0	0	1	0	2	38	0	0	0	0	0
7:15 AM	0	10	3	0	13	4	0	0	0	4	0	2	36	0	0	0	0	0
7:30 AM	0	8	1	0	17	8	0	0	0	5	0	6	45	0	0	0	0	0
7:45 AM	0	8	6	0	9	7	0	0	0	4	0	0	34	0	0	0	0	0
8:00 AM	0	8	2	0	9	6	0	0	0	2	0	3	30	0	0	0	0	0
8:15 AM	0	15	2	0	10	6	0	0	0	1	0	4	38	0	0	0	0	0
8:30 AM	0	12	3	0	7	8	0	0	0	4	0	3	37	0	0	0	0	0
8:45 AM	0	10	3	0	12	4	0	0	0	3	0	1	33	0	0	0	0	0
VOLUMES	0	82	22	0	87	55	0	0	0	24	0	21	291	0	0	0	0	0
APPROACH %	0%	79%	21%	0%	61%	39%	0%	0%	0%	53%	0%	47%						
APP/DEPART	104	/	103	142	/	111	0	/	22	45	/	55	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	37	12	0	49	31	0	0	0	14	0	10	153					
APPROACH %	0%	76%	24%	0%	61%	39%	0%	0%	0%	58%	0%	42%						
PEAK HR FACTOR		0.875			0.800			0.000			0.545		0.850					
APP/DEPART	49	/	47	80	/	63	0	/	12	24	/	31	0					
4:00 PM	0	12	1	0	5	5	0	0	0	2	0	7	32	0	0	0	0	0
4:15 PM	0	8	1	0	7	8	0	0	0	2	0	2	28	0	0	0	0	0
4:30 PM	0	13	3	0	7	2	0	0	0	3	0	5	33	0	0	0	0	0
4:45 PM	0	9	2	0	10	6	0	0	0	2	0	2	31	0	0	0	0	0
5:00 PM	0	5	0	0	1	3	0	0	0	3	0	2	14	0	0	0	0	0
5:15 PM	0	4	0	0	6	7	0	0	0	3	0	2	22	0	0	0	0	0
5:30 PM	0	4	1	0	9	2	0	0	0	2	0	4	22	0	0	0	0	0
5:45 PM	0	2	0	0	7	1	0	0	0	3	0	2	15	0	0	0	0	0
VOLUMES	0	57	8	0	52	34	0	0	0	20	0	26	197	0	0	0	0	0
APPROACH %	0%	88%	12%	0%	60%	40%	0%	0%	0%	43%	0%	57%						
APP/DEPART	65	/	83	86	/	72	0	/	8	46	/	34	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	31	5	0	24	18	0	0	0	11	0	11	100					
APPROACH %	0%	86%	14%	0%	57%	43%	0%	0%	0%	50%	0%	50%						
PEAK HR FACTOR		0.563			0.656			0.000			0.688		0.758					
APP/DEPART	36	/	42	42	/	35	0	/	5	22	/	18	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	16
TUESDAY	EAST & WEST:	I-10 WB Ramps	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND I-10 WB Ramps			WESTBOUND I-10 WB Ramps				U-TURNS				
LANES:	NL X	NT 2	NR 1	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1,5	WT X	WR 1,5	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	16	34	0	23	24	0	0	0	9	0	9	115	0	0	0	0	0
7:15 AM	0	18	22	0	18	20	0	0	0	12	0	5	95	0	0	0	0	0
7:30 AM	0	15	23	0	16	22	0	0	0	7	0	10	93	0	0	0	0	0
7:45 AM	0	15	17	0	16	19	0	0	0	6	0	5	78	0	0	0	0	0
8:00 AM	0	9	32	0	21	6	0	0	0	3	0	10	81	0	0	0	0	0
8:15 AM	0	23	25	0	19	21	0	0	0	11	0	9	108	0	0	0	0	0
8:30 AM	0	28	16	0	18	26	0	0	0	13	0	8	109	0	0	0	0	0
8:45 AM	0	25	15	0	15	15	0	0	0	4	0	11	85	0	0	0	0	0
VOLUMES	0	149	184	0	146	153	0	0	0	65	0	67	764	0	0	0	0	0
APPROACH %	0%	45%	55%	0%	49%	51%	0%	0%	0%	49%	0%	51%						
APP/DEPART	333	/	216	299	/	211	0	/	184	132	/	153	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	64	96	0	73	85	0	0	0	34	0	29	381					
APPROACH %	0%	40%	60%	0%	46%	54%	0%	0%	0%	54%	0%	46%						
PEAK HR FACTOR		0.800			0.840			0.000			0.875		0.828					
APP/DEPART	160	/	93	158	/	107	0	/	96	63	/	85	0					
PM 4:00 PM	0	23	12	0	12	12	0	0	0	3	0	6	68	0	0	0	0	0
4:15 PM	0	26	11	0	14	13	0	0	0	8	0	7	79	0	0	0	0	0
4:30 PM	0	10	8	0	15	6	0	0	0	6	0	9	54	0	0	0	0	0
4:45 PM	0	29	12	0	14	4	0	0	0	8	0	7	74	0	0	0	0	0
5:00 PM	0	21	9	0	17	5	0	0	0	7	0	7	66	0	0	0	0	0
5:15 PM	0	20	8	0	7	12	0	0	0	3	0	1	51	0	0	0	0	0
5:30 PM	0	11	9	0	14	7	0	0	0	5	0	7	53	0	0	0	0	0
5:45 PM	0	12	11	0	9	3	0	0	0	5	0	5	45	0	0	0	0	0
VOLUMES	0	152	80	0	102	62	0	0	0	45	0	49	490	0	0	0	0	0
APPROACH %	0%	66%	34%	0%	62%	38%	0%	0%	0%	48%	0%	52%						
APP/DEPART	232	/	201	164	/	147	0	/	80	94	/	62	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	80	37	0	53	27	0	0	0	24	0	24	245					
APPROACH %	0%	68%	32%	0%	66%	34%	0%	0%	0%	50%	0%	50%						
PEAK HR FACTOR		0.713			0.909			0.000			0.800		0.828					
APP/DEPART	117	/	104	80	/	77	0	/	37	48	/	27	0					

N Etiwanda Ave

NORTH SIDE

I-10 WB Ramps WEST SIDE EAST SIDE **I-10 WB Ramps**

SOUTH SIDE

N Etiwanda Ave

INTERSECTION TURNING MOVEMENT COUNTS

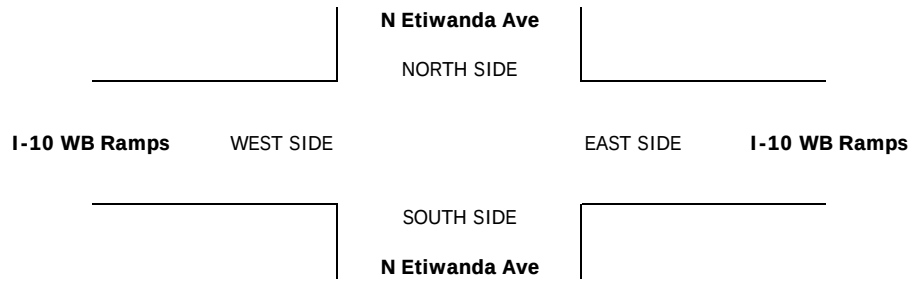
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	16
TUESDAY	EAST & WEST:	I-10 WB Ramps	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND I-10 WB Ramps			WESTBOUND I-10 WB Ramps				U-TURNS				
LANES:	NL X	NT 2	NR 1	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1,5	WT X	WR 1,5	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	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	0
7:45 AM	0	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	0
8:15 AM	0	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	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM																		
4:00 PM	0	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	0
4:30 PM	0	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	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	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	0
5:30 PM	0	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	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

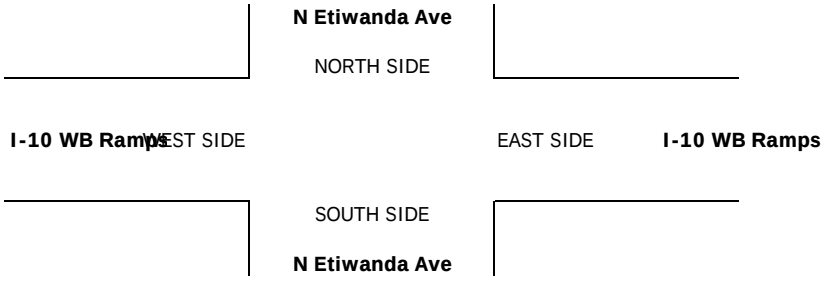
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	16
TUESDAY	EAST & WEST:	I-10 WB Ramps	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND I-10 WB Ramps			WESTBOUND I-10 WB Ramps				U-TURNS				
LANES:	NL X	NT 2	NR 1	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1,5	WT X	WR 1,5	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	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	0
7:45 AM	0	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	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	3	/	3	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	2	0	0	0	0	0	0	0	2					
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
APP/DEPART	0	/	0	2	/	2	0	/	0	0	/	0	0					
PM																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	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	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	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	0
VOLUMES	0	0	1	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	1	/	0	2	/	2	0	/	1	0	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

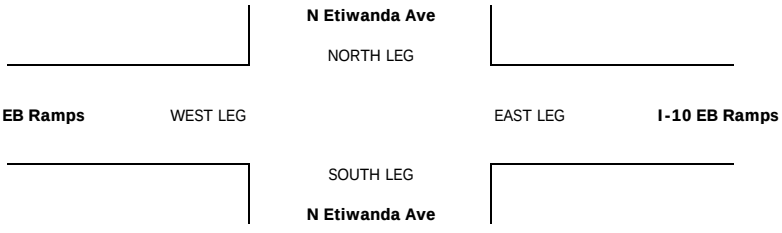
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
Tue, Nov 14, 23	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	17
	EAST & WEST:	I-10 EB Ramps	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (N Etiwanda Ave)			SOUTHBOUND (N Etiwanda Ave)			EASTBOUND (I-10 EB Ramps)			WESTBOUND (I-10 EB Ramps)				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL X	ST 2	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	123	56	0	202	27	40	0	119	0	0	0	567	0	0	0	0	0
	7:15 AM	0	125	61	0	216	41	44	0	108	0	0	0	595	0	0	0	0	0
	7:30 AM	0	137	57	0	199	35	28	0	100	0	0	0	556	0	0	0	0	0
	7:45 AM	0	153	65	0	207	21	39	0	126	0	0	0	611	0	0	0	0	0
	8:00 AM	0	110	50	0	190	30	34	0	97	0	0	0	511	0	0	0	0	0
	8:15 AM	0	126	45	0	208	49	49	0	127	0	0	0	604	0	0	0	0	0
	8:30 AM	0	132	53	0	200	28	40	0	108	0	0	0	561	0	0	0	0	0
	8:45 AM	0	143	58	0	180	21	37	0	106	0	0	0	545	0	0	0	0	0
	VOLUMES	0	1,049	445	0	1,602	252	311	0	891	0	0	0	4,550	0	0	0	0	0
	APPROACH %	0%	70%	30%	0%	86%	14%	26%	0%	74%	0%	0%	0%						
	APP/DEPART	1,494	/	1,360	1,854	/	2,493	1,202	/	445	0	/	252	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	538	239	0	824	124	151	0	453	0	0	0	2,329					
	APPROACH %	0%	69%	31%	0%	87%	13%	25%	0%	75%	0%	0%	0%						
	PEAK HR FACTOR		0.891			0.922			0.915			0.000		0.953					
	APP/DEPART	777	/	689	948	/	1,277	604	/	239	0	/	124	0					
PM	4:00 PM	0	208	129	0	147	75	42	0	49	0	0	0	650	0	0	0	0	0
	4:15 PM	0	219	102	0	171	61	35	0	54	0	0	0	642	0	0	0	0	0
	4:30 PM	0	215	118	0	198	83	38	0	74	0	0	0	726	0	0	0	0	0
	4:45 PM	0	203	101	0	180	75	48	0	59	0	0	0	666	0	0	0	0	0
	5:00 PM	0	255	120	0	153	67	44	0	57	0	0	0	696	0	0	0	0	0
	5:15 PM	0	211	101	0	186	90	31	0	62	0	0	0	681	0	0	0	0	0
	5:30 PM	0	181	108	0	186	70	39	0	58	0	0	0	642	0	0	0	0	0
	5:45 PM	0	173	97	0	149	57	40	0	51	0	0	0	567	0	0	0	0	0
	VOLUMES	0	1,665	876	0	1,370	578	317	0	464	0	0	0	5,270	0	0	0	0	0
	APPROACH %	0%	66%	34%	0%	70%	30%	41%	0%	59%	0%	0%	0%						
	APP/DEPART	2,541	/	1,982	1,948	/	1,834	781	/	876	0	/	578	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	884	440	0	717	315	161	0	252	0	0	0	2,769					
	APPROACH %	0%	67%	33%	0%	69%	31%	39%	0%	61%	0%	0%	0%						
	PEAK HR FACTOR		0.883			0.918			0.922			0.000		0.954					
	APP/DEPART	1,324	/	1,045	1,032	/	969	413	/	440	0	/	315	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

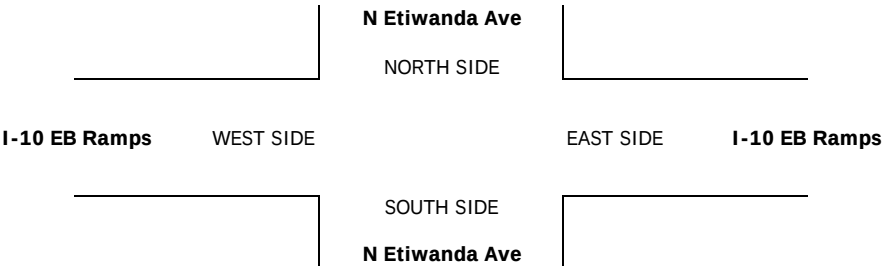
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	17
TUESDAY	EAST & WEST:	I-10 EB Ramps	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND I-10 EB Ramps			WESTBOUND I-10 EB Ramps				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL X	ST 2	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	69	39	0	162	15	14	0	91	0	0	0	390	0	0	0	0	0
	7:15 AM	0	75	42	0	164	25	23	0	83	0	0	0	412	0	0	0	0	0
	7:30 AM	0	86	40	0	158	17	21	0	77	0	0	0	399	0	0	0	0	0
	7:45 AM	0	104	46	0	163	15	28	0	108	0	0	0	464	0	0	0	0	0
	8:00 AM	0	70	33	0	151	23	15	0	70	0	0	0	362	0	0	0	0	0
	8:15 AM	0	80	27	0	161	37	15	0	103	0	0	0	423	0	0	0	0	0
	8:30 AM	0	74	32	0	151	22	22	0	83	0	0	0	384	0	0	0	0	0
	8:45 AM	0	88	32	0	143	8	18	0	81	0	0	0	370	0	0	0	0	0
	VOLUMES	0	646	291	0	1,253	162	156	0	696	0	0	0	3,204	0	0	0	0	0
	APPROACH %	0%	69%	31%	0%	89%	11%	18%	0%	82%	0%	0%	0%						
	APP/DEPART	937	/	802	1,415	/	1,949	852	/	291	0	/	162	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	334	167	0	647	72	86	0	359	0	0	0	1,665					
	APPROACH %	0%	67%	33%	0%	90%	10%	19%	0%	81%	0%	0%	0%						
	PEAK HR FACTOR		0.835			0.951			0.818			0.000		0.897					
	APP/DEPART	501	/	420	719	/	1,006	445	/	167	0	/	72	0					
PM	4:00 PM	0	170	114	0	120	68	21	0	25	0	0	0	518	0	0	0	0	0
	4:15 PM	0	186	88	0	133	49	14	0	31	0	0	0	501	0	0	0	0	0
	4:30 PM	0	184	106	0	167	72	23	0	46	0	0	0	598	0	0	0	0	0
	4:45 PM	0	164	87	0	142	67	27	0	39	0	0	0	526	0	0	0	0	0
	5:00 PM	0	224	112	0	129	58	31	0	38	0	0	0	592	0	0	0	0	0
	5:15 PM	0	183	90	0	164	84	22	0	41	0	0	0	584	0	0	0	0	0
	5:30 PM	0	162	91	0	160	62	30	0	45	0	0	0	550	0	0	0	0	0
	5:45 PM	0	151	82	0	124	53	31	0	39	0	0	0	480	0	0	0	0	0
	VOLUMES	0	1,424	770	0	1,139	513	199	0	304	0	0	0	4,349	0	0	0	0	0
	APPROACH %	0%	65%	35%	0%	69%	31%	40%	0%	60%	0%	0%	0%						
	APP/DEPART	2,194	/	1,623	1,652	/	1,443	503	/	770	0	/	513	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	755	395	0	602	281	103	0	164	0	0	0	2,300					
	APPROACH %	0%	66%	34%	0%	68%	32%	39%	0%	61%	0%	0%	0%						
	PEAK HR FACTOR		0.856			0.890			0.967			0.000		0.962					
	APP/DEPART	1,150	/	858	883	/	766	267	/	395	0	/	281	0					



INTERSECTION TURNING MOVEMENT COUNTS

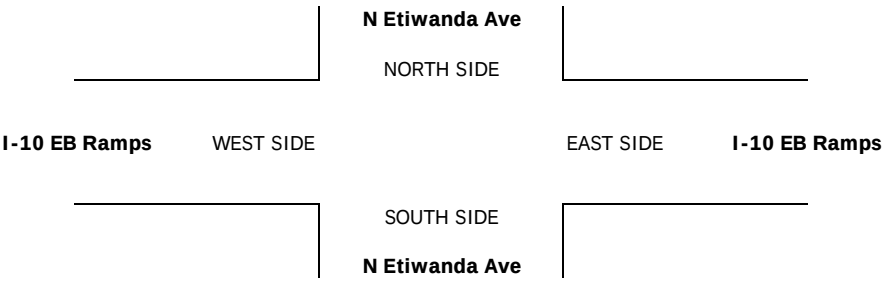
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	17
TUESDAY	EAST & WEST:	I-10 EB Ramps	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

	NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND I-10 EB Ramps			WESTBOUND I-10 EB Ramps				U-TURNS				
LANES:	NL X	NT 3	NR 1	SL X	ST 2	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	13	6	0	7	2	4	0	5	0	0	0	37	0	0	0	0	0
7:15 AM	0	15	6	0	16	3	3	0	6	0	0	0	49	0	0	0	0	0
7:30 AM	0	10	8	0	11	3	1	0	5	0	0	0	38	0	0	0	0	0
7:45 AM	0	13	3	0	13	2	1	0	7	0	0	0	39	0	0	0	0	0
8:00 AM	0	7	5	0	11	0	1	0	5	0	0	0	29	0	0	0	0	0
8:15 AM	0	11	3	0	14	3	4	0	5	0	0	0	40	0	0	0	0	0
8:30 AM	0	14	8	0	12	1	3	0	4	0	0	0	42	0	0	0	0	0
8:45 AM	0	19	5	0	14	2	2	0	6	0	0	0	48	0	0	0	0	0
VOLUMES	0	102	44	0	98	16	19	0	43	0	0	0	322	0	0	0	0	0
APPROACH %	0%	70%	30%	0%	86%	14%	31%	0%	69%	0%	0%	0%						
APP/DEPART	146	/	121	114	/	141	62	/	44	0	/	16	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	51	23	0	47	10	9	0	23	0	0	0	163					
APPROACH %	0%	69%	31%	0%	82%	18%	28%	0%	72%	0%	0%	0%						
PEAK HR FACTOR		0.881			0.750			0.889			0.000		0.832					
APP/DEPART	74	/	60	57	/	70	32	/	23	0	/	10	0					
PM																		
4:00 PM	0	7	1	0	11	1	4	0	11	0	0	0	35	0	0	0	0	0
4:15 PM	0	5	3	0	14	4	2	0	5	0	0	0	33	0	0	0	0	0
4:30 PM	0	8	3	0	7	3	4	0	9	0	0	0	34	0	0	0	0	0
4:45 PM	0	6	2	0	8	4	2	0	1	0	0	0	23	0	0	0	0	0
5:00 PM	0	8	2	0	0	5	1	0	3	0	0	0	19	0	0	0	0	0
5:15 PM	0	3	1	0	7	2	2	0	6	0	0	0	21	0	0	0	0	0
5:30 PM	0	2	1	0	2	2	1	0	4	0	0	0	12	0	0	0	0	0
5:45 PM	0	2	1	0	4	1	4	0	1	0	0	0	13	0	0	0	0	0
VOLUMES	0	41	14	0	53	22	20	0	40	0	0	0	190	0	0	0	0	0
APPROACH %	0%	75%	25%	0%	71%	29%	33%	0%	67%	0%	0%	0%						
APP/DEPART	55	/	61	75	/	93	60	/	14	0	/	22	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	25	8	0	22	14	9	0	19	0	0	0	97					
APPROACH %	0%	76%	24%	0%	61%	39%	32%	0%	68%	0%	0%	0%						
PEAK HR FACTOR		0.750			0.750			0.538			0.000		0.713					
APP/DEPART	33	/	34	36	/	41	28	/	8	0	/	14	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307	
TUESDAY	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	17	
	EAST & WEST:	I-10 EB Ramps	CONTROL:	SIGNAL	

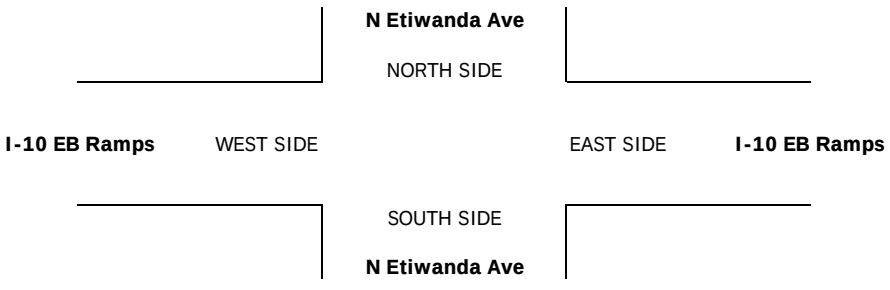
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND I-10 EB Ramps			WESTBOUND I-10 EB Ramps				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL X	ST 2	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	11	3	0	6	5	2	0	3	0	0	0	30	0	0	0	0	0
	7:15 AM	0	7	3	0	14	3	6	0	1	0	0	0	34	0	0	0	0	0
	7:30 AM	0	7	6	0	15	7	2	0	6	0	0	0	43	0	0	0	0	0
	7:45 AM	0	11	4	0	11	2	3	0	2	0	0	0	33	0	0	0	0	0
	8:00 AM	0	6	0	0	10	1	4	0	1	0	0	0	22	0	0	0	0	0
	8:15 AM	0	7	6	0	9	2	10	0	5	0	0	0	39	0	0	0	0	0
	8:30 AM	0	10	3	0	11	0	5	0	4	0	0	0	33	0	0	0	0	0
	8:45 AM	0	9	2	0	10	5	4	0	1	0	0	0	31	0	0	0	0	0
	VOLUMES	0	68	27	0	86	25	36	0	23	0	0	0	265	0	0	0	0	0
	APPROACH %	0%	72%	28%	0%	77%	23%	61%	0%	39%	0%	0%	0%						
	APP/DEPART	95	/	104	111	/	109	59	/	27	0	/	25	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	36	16	0	46	17	13	0	12	0	0	0	140					
	APPROACH %	0%	69%	31%	0%	73%	27%	52%	0%	48%	0%	0%	0%						
	PEAK HR FACTOR		0.867			0.716			0.781			0.000		0.814					
	APP/DEPART	52	/	49	63	/	58	25	/	16	0	/	17	0					
PM	4:00 PM	0	11	2	0	4	3	2	0	3	0	0	0	25	0	0	0	0	0
	4:15 PM	0	5	4	0	8	1	4	0	2	0	0	0	24	0	0	0	0	0
	4:30 PM	0	10	3	0	9	1	6	0	4	0	0	0	33	0	0	0	0	0
	4:45 PM	0	6	2	0	11	1	5	0	1	0	0	0	26	0	0	0	0	0
	5:00 PM	0	3	2	0	4	0	2	0	3	0	0	0	14	0	0	0	0	0
	5:15 PM	0	3	1	0	8	1	1	0	5	0	0	0	19	0	0	0	0	0
	5:30 PM	0	4	3	0	9	2	1	0	1	0	0	0	20	0	0	0	0	0
	5:45 PM	0	0	3	0	9	1	2	0	3	0	0	0	18	0	0	0	0	0
	VOLUMES	0	42	20	0	62	10	23	0	22	0	0	0	179	0	0	0	0	0
	APPROACH %	0%	68%	32%	0%	86%	14%	51%	0%	49%	0%	0%	0%						
	APP/DEPART	62	/	65	72	/	84	45	/	20	0	/	10	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	22	8	0	32	3	14	0	13	0	0	0	92					
	APPROACH %	0%	73%	27%	0%	91%	9%	52%	0%	48%	0%	0%	0%						
	PEAK HR FACTOR		0.577			0.729			0.675			0.000		0.697					
	APP/DEPART	30	/	36	35	/	45	27	/	8	0	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
11/14/23	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307	
TUESDAY	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	17	
	EAST & WEST:	I-10 EB Ramps	CONTROL:	SIGNAL	

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND I-10 EB Ramps			WESTBOUND I-10 EB Ramps				U-TURNS				
LANES:	NL X	NT 3	NR 1	SL X	ST 2	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	30	8	0	27	5	20	0	20	0	0	0	110	0	0	0	0	0
7:15 AM	0	28	10	0	22	8	12	0	18	0	0	0	98	0	0	0	0	0
7:30 AM	0	34	3	0	15	8	4	0	12	0	0	0	76	0	0	0	0	0
7:45 AM	0	25	12	0	20	2	7	0	9	0	0	0	75	0	0	0	0	0
8:00 AM	0	27	12	0	18	6	14	0	21	0	0	0	98	0	0	0	0	0
8:15 AM	0	28	9	0	24	6	20	0	14	0	0	0	101	0	0	0	0	0
8:30 AM	0	34	10	0	26	5	10	0	17	0	0	0	102	0	0	0	0	0
8:45 AM	0	27	19	0	13	6	13	0	18	0	0	0	96	0	0	0	0	0
VOLUMES	0	233	83	0	165	46	100	0	129	0	0	0	756	0	0	0	0	0
APPROACH %	0%	74%	26%	0%	78%	22%	44%	0%	56%	0%	0%	0%						
APP/DEPART	316	/	333	211	/	294	229	/	83	0	/	46	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	117	33	0	84	23	43	0	59	0	0	0	359					
APPROACH %	0%	78%	22%	0%	79%	21%	42%	0%	58%	0%	0%	0%						
PEAK HR FACTOR		0.987			0.836			0.638			0.000		0.816					
APP/DEPART	150	/	160	107	/	143	102	/	33	0	/	23	0					
PM																		
4:00 PM	0	20	12	0	12	3	15	0	10	0	0	0	72	0	0	0	0	0
4:15 PM	0	22	7	0	15	7	15	0	16	0	0	0	82	0	0	0	0	0
4:30 PM	0	13	6	0	14	7	5	0	15	0	0	0	60	0	0	0	0	0
4:45 PM	0	27	10	0	19	3	14	0	17	0	0	0	90	0	0	0	0	0
5:00 PM	0	20	4	0	20	4	10	0	13	0	0	0	71	0	0	0	0	0
5:15 PM	0	22	9	0	7	3	6	0	10	0	0	0	57	0	0	0	0	0
5:30 PM	0	13	13	0	15	4	7	0	8	0	0	0	60	0	0	0	0	0
5:45 PM	0	20	11	0	12	2	3	0	8	0	0	0	56	0	0	0	0	0
VOLUMES	0	157	72	0	114	33	75	0	97	0	0	0	548	0	0	0	0	0
APPROACH %	0%	69%	31%	0%	78%	22%	44%	0%	56%	0%	0%	0%						
APP/DEPART	229	/	232	147	/	211	172	/	72	0	/	33	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	82	29	0	60	17	35	0	55	0	0	0	278					
APPROACH %	0%	74%	26%	0%	78%	22%	39%	0%	61%	0%	0%	0%						
PEAK HR FACTOR		0.750			0.802			0.726			0.000		0.772					
APP/DEPART	111	/	117	77	/	115	90	/	29	0	/	17	0					

N Etiwanda Ave

NORTH SIDE

I-10 EB Ramps WEST SIDE EAST SIDE **I-10 EB Ramps**

SOUTH SIDE

N Etiwanda Ave

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	17
TUESDAY	EAST & WEST:	I-10 EB Ramps	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND I-10 EB Ramps			WESTBOUND I-10 EB Ramps				U-TURNS				
LANES:	NL X	NT 3	NR 1	SL X	ST 2	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	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	0
7:45 AM	0	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	0
8:15 AM	0	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	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM																		
4:00 PM	0	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	0
4:30 PM	0	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	1	0	0	0	1	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	0
5:15 PM	0	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	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0					

N Etiwanda Ave

NORTH SIDE

I-10 EB Ramps WEST SIDE EAST SIDE **I-10 EB Ramps**

SOUTH SIDE

N Etiwanda Ave

INTERSECTION TURNING MOVEMENT COUNTS

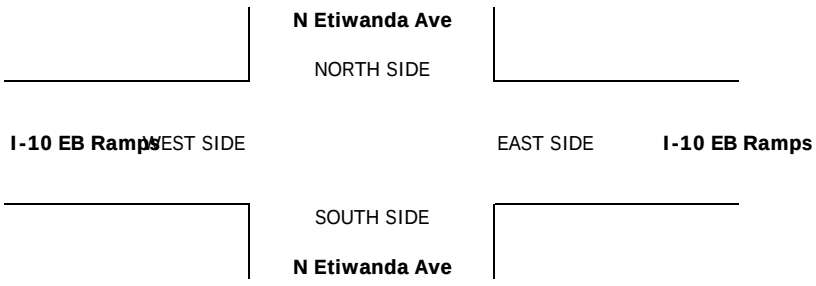
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	SC4307
11/14/23	NORTH & SOUTH:	N Etiwanda Ave	LOCATION #:	17
TUESDAY	EAST & WEST:	I-10 EB Ramps	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

	NORTHBOUND N Etiwanda Ave			SOUTHBOUND N Etiwanda Ave			EASTBOUND I-10 EB Ramps			WESTBOUND I-10 EB Ramps				U-TURNS				
LANES:	NL X	NT 3	NR 1	SL X	ST 2	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	2	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	0
7:45 AM	0	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	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	3	/	0	0	/	0	0	/	3	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	2	0	0	0	0	0	0	2					
APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
APP/DEPART	0	/	0	2	/	0	0	/	0	0	/	2	0					
PM																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	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	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	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	0
VOLUMES	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	1	/	1	2	/	2	0	/	0	0	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					



Appendix D: Existing PCE Calculations

Existing (2023) - AM Peak Hour									
Int ID 1	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	42	46	37	4	6	0	0	1	3
NT	174	189	149	22	33	2	4	1	3
NR	62	69	54	5	8	2	4	1	3
SL	324	336	306	14	21	3	6	1	3
ST	513	525	493	19	29	0	0	1	3
SR	175	184	163	8	12	3	6	1	3
EL	65	67	62	3	5	0	0	0	0
ET	686	747	622	40	60	7	14	17	51
ER	60	62	57	3	5	0	0	0	0
WL	200	209	187	11	17	1	2	1	3
WT	1543	1611	1458	65	98	5	10	15	45
WR	180	193	159	18	27	2	4	1	3

Existing (2023) - AM Peak Hour									
Int ID 2	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0
SL	99	128	79	6	9	2	4	12	36
ST	0	0	0	0	0	0	0	0	0
SR	844	870	811	26	39	1	2	6	18
EL	0	0	0	0	0	0	0	0	0
ET	573	618	526	31	47	3	6	13	39
ER	949	985	909	21	32	13	26	6	18
WL	0	0	0	0	0	0	0	0	0
WT	1577	1669	1452	95	143	16	32	14	42
WR	697	775	635	26	39	7	14	29	87

Existing (2023) - AM Peak Hour									
Int ID 3	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	930	992	851	60	90	6	12	13	39
NT	0	0	0	0	0	0	0	0	0
NR	360	422	307	26	39	5	10	22	66
SL	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0
ET	399	456	351	23	35	5	10	20	60
ER	284	313	257	15	23	3	6	9	27
WL	0	0	0	0	0	0	0	0	0
WT	1353	1463	1246	61	92	13	26	33	99
WR	168	203	142	10	15	2	4	14	42

Existing (2023) - AM Peak Hour									
Int ID 4	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	162	206	130	8	12	8	16	16	48
NT	303	328	274	18	27	6	12	5	15
NR	70	71	68	2	3	0	0	0	0
SL	30	30	30	0	0	0	0	0	0
ST	340	350	329	6	9	3	6	2	6
SR	331	341	319	9	14	1	2	2	6
EL	130	140	118	9	14	1	2	2	6
ET	390	419	355	26	39	2	4	7	21
ER	201	217	182	14	21	1	2	4	12
WL	136	145	124	10	15	0	0	2	6
WT	901	981	829	37	56	9	18	26	78
WR	62	64	59	2	3	1	2	0	0

Existing (2023) - AM Peak Hour									
Int ID 5	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	191	198	183	6	9	0	0	2	6
NT	360	387	331	19	29	3	6	7	21
NR	56	59	53	2	3	0	0	1	3
SL	108	117	98	7	11	1	2	2	6
ST	857	889	828	13	20	7	14	9	27
SR	170	171	168	2	3	0	0	0	0
EL	73	88	63	3	5	1	2	6	18
ET	423	464	375	29	44	12	24	7	21
ER	117	130	106	6	9	0	0	5	15
WL	88	94	83	2	3	1	2	2	6
WT	808	850	760	31	47	8	16	9	27
WR	83	88	77	5	8	0	0	1	3

Existing (2023) - AM Peak Hour									
Int ID 6	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	97	112	84	7	11	1	2	5	15
NT	195	210	176	13	20	4	8	2	6
NR	68	82	54	7	11	4	8	3	9
SL	92	99	80	10	15	2	4	0	0
ST	414	424	402	9	14	1	2	2	6
SR	276	290	256	17	26	1	2	2	6
EL	132	142	118	12	18	0	0	2	6
ET	355	387	320	16	24	14	28	5	15
ER	73	83	60	10	15	1	2	2	6
WL	301	314	286	9	14	4	8	2	6
WT	600	624	575	13	20	7	14	5	15
WR	63	66	58	5	8	0	0	0	0

Existing (2023) - AM Peak Hour									
Int ID 7	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	8	14	3	3	5	0	0	2	6
NT	0	0	0	0	0	0	0	0	0
NR	18	31	9	0	0	5	10	4	12
SL	13	20	9	1	2	0	0	3	9
ST	0	0	0	0	0	0	0	0	0
SR	11	11	11	0	0	0	0	0	0
EL	9	11	8	0	0	0	0	1	3
ET	543	598	484	31	47	17	34	11	33
ER	4	7	1	2	3	0	0	1	3
WL	23	43	11	0	0	4	8	8	24
WT	1206	1260	1148	32	48	14	28	12	36
WR	15	19	13	0	0	0	0	2	6

Existing (2023) - AM Peak Hour									
Int ID 8	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	235	276	202	10	15	10	20	13	39
NT	160	196	128	13	20	9	18	10	30
NR	30	38	22	2	3	5	10	1	3
SL	81	97	68	6	9	1	2	6	18
ST	213	248	183	15	23	3	6	12	36
SR	206	222	194	4	6	2	4	6	18
EL	132	149	114	11	17	3	6	4	12
ET	287	310	265	10	15	6	12	6	18
ER	159	193	130	7	11	14	28	8	24
WL	110	125	96	6	9	4	8	4	12
WT	823	843	796	19	29	6	12	2	6
WR	147	161	136	3	5	4	8	4	12

Existing (2023) - AM Peak Hour									
Int ID 9	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	0	0	0	0	0	0	0	0	0
NT	281	356	222	21	32	12	24	26	78
NR	109	166	67	8	12	15	30	19	57
SL	53	68	42	2	3	4	8	5	15
ST	414	481	353	28	42	13	26	20	60
SR	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0
ER	1	2	0	1	2	0	0	0	0
WL	271	371	194	19	29	26	52	32	96
WT	1	2	0	1	2	0	0	0	0
WR	143	158	130	5	8	4	8	4	12

Existing (2023) - AM Peak Hour									
Int ID 10	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	0	0	0	0	0	0	0	0	0
NT	384	489	301	28	42	19	38	36	108
NR	76	149	19	11	17	25	50	21	63
SL	40	75	15	4	6	9	18	12	36
ST	657	846	518	41	62	28	56	70	210
SR	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0
WL	73	166	4	10	15	30	60	29	87
WT	0	0	0	0	0	0	0	0	0
WR	24	52	5	3	5	6	12	10	30

Existing (2023) - AM Peak Hour									
Int ID 11	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	168	185	152	10	15	0	0	6	18
NT	579	644	516	39	59	3	6	21	63
NR	77	94	65	4	6	1	2	7	21
SL	119	121	116	3	5	0	0	0	0
ST	624	686	572	24	36	6	12	22	66
SR	254	262	244	7	11	2	4	1	3
EL	149	153	142	6	9	1	2	0	0
ET	208	227	186	12	18	7	14	3	9
ER	89	111	75	3	5	2	4	9	27
WL	64	83	52	3	5	1	2	8	24
WT	334	385	296	14	21	4	8	20	60
WR	96	99	93	2	3	0	0	1	3

Existing (2023) - AM Peak Hour									
Int ID 12	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	14	25	4	5	8	2	4	3	9
NT	450	629	308	39	59	47	94	56	168
NR	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0
ST	725	1001	516	54	81	61	122	94	282
SR	1	1	1	0	0	0	0	0	0
EL	1	1	1	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0
ER	14	35	1	3	5	1	2	9	27
WL	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0

Existing (2023) - AM Peak Hour									
Int ID 13	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	153	159	147	2	3	3	6	1	3
NT	610	685	541	39	59	5	10	25	75
NR	92	103	82	5	8	2	4	3	9
SL	184	210	166	7	11	0	0	11	33
ST	543	611	489	22	33	7	14	25	75
SR	67	71	61	5	8	1	2	0	0
EL	117	121	112	4	6	0	0	1	3
ET	312	348	279	18	27	3	6	12	36
ER	123	126	118	4	6	1	2	0	0
WL	313	349	278	22	33	1	2	12	36
WT	959	1017	898	36	54	10	20	15	45
WR	328	343	311	12	18	1	2	4	12

Existing (2023) - AM Peak Hour									
Int ID 14	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	71	75	67	3	5	0	0	1	3
NT	45	50	36	9	14	0	0	0	0
NR	67	81	49	15	23	0	0	3	9
SL	83	105	67	6	9	1	2	9	27
ST	204	232	188	3	5	0	0	13	39
SR	722	753	697	12	18	1	2	12	36
EL	244	305	193	22	33	8	16	21	63
ET	278	321	242	14	21	8	16	14	42
ER	22	24	18	4	6	0	0	0	0
WL	112	124	101	7	11	0	0	4	12
WT	1342	1486	1209	67	101	22	44	44	132
WR	112	186	62	15	23	4	8	31	93

Existing (2023) - AM Peak Hour									
Int ID 15	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	46	53	35	10	15	0	0	1	3
NT	13	15	10	3	5	0	0	0	0
NR	33	38	29	2	3	0	0	2	6
SL	251	339	194	10	15	11	22	36	108
ST	24	30	17	5	8	1	2	1	3
SR	1021	1100	950	39	59	5	10	27	81
EL	182	204	163	10	15	1	2	8	24
ET	207	270	151	28	42	7	14	21	63
ER	33	38	27	5	8	0	0	1	3
WL	26	29	24	1	2	0	0	1	3
WT	512	664	400	36	54	18	36	58	174
WR	52	96	28	2	3	1	2	21	63

Existing (2023) - AM Peak Hour									
Int ID 16	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	205	261	165	11	17	8	16	21	63
NT	386	534	273	27	41	38	76	48	144
NR	34	59	18	5	8	0	0	11	33
SL	40	54	27	4	6	6	12	3	9
ST	537	755	374	42	63	45	90	76	228
SR	189	248	141	18	27	10	20	20	60
EL	92	119	64	14	21	8	16	6	18
ET	118	157	88	12	18	3	6	15	45
ER	66	96	37	14	21	7	14	8	24
WL	55	99	27	5	8	5	10	18	54
WT	319	386	264	27	41	3	6	25	75
WR	34	42	26	4	6	2	4	2	6

Existing (2023) - AM Peak Hour									
Int ID 17	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	0	0	0	0	0	0	0	0	0
NT	472	657	332	39	59	37	74	64	192
NR	213	428	84	21	32	12	24	96	288
SL	0	0	0	0	0	0	0	0	0
ST	519	733	359	38	57	49	98	73	219
SR	215	420	92	7	11	31	62	85	255
EL	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0
WL	437	530	368	21	32	14	28	34	102
WT	0	0	0	0	0	0	0	0	0
WR	529	605	475	15	23	10	20	29	87

Existing (2023) - AM Peak Hour									
Int ID 18	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	0	0	0	0	0	0	0	0	0
NT	538	834	334	51	77	36	72	117	351
NR	239	333	167	23	35	16	32	33	99
SL	0	0	0	0	0	0	0	0	0
ST	824	1062	647	47	71	46	92	84	252
SR	124	193	72	12	18	17	34	23	69
EL	151	255	86	9	14	13	26	43	129
ET	0	0	0	0	0	0	0	0	0
ER	453	595	359	23	35	12	24	59	177
WL	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0

Existing (2023) - PM Peak Hour									
Int ID 1	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	89	90	87	2	3	0	0	0	0
NT	663	669	655	6	9	1	2	1	3
NR	343	353	333	5	8	3	6	2	6
SL	197	201	189	8	12	0	0	0	0
ST	338	341	334	3	5	1	2	0	0
SR	59	60	57	2	3	0	0	0	0
EL	190	192	187	3	5	0	0	0	0
ET	1753	1794	1701	41	62	2	4	9	27
ER	61	63	59	1	2	1	2	0	0
WL	182	194	176	0	0	0	0	6	18
WT	814	832	799	8	12	0	0	7	21
WR	177	178	175	2	3	0	0	0	0

Existing (2023) - PM Peak Hour									
Int ID 2	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0
SL	125	147	110	4	6	2	4	9	27
ST	0	0	0	0	0	0	0	0	0
SR	698	728	677	7	11	2	4	12	36
EL	0	0	0	0	0	0	0	0	0
ET	2033	2077	1981	37	56	5	10	10	30
ER	941	981	895	33	50	3	6	10	30
WL	0	0	0	0	0	0	0	0	0
WT	1150	1168	1122	25	38	1	2	2	6
WR	455	495	426	11	17	2	4	16	48

Existing (2023) - PM Peak Hour									
Int ID 3	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	546	552	535	10	15	1	2	0	0
NT	0	0	0	0	0	0	0	0	0
NR	350	374	324	16	24	4	8	6	18
SL	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0
ET	1107	1144	1075	16	24	3	6	13	39
ER	1047	1076	1012	25	38	4	8	6	18
WL	0	0	0	0	0	0	0	0	0
WT	1065	1116	1019	26	39	2	4	18	54
WR	286	334	254	8	12	4	8	20	60

Existing (2023) - PM Peak Hour									
Int ID 4	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	229	271	203	4	6	4	8	18	54
NT	365	371	355	8	12	2	4	0	0
NR	141	143	137	4	6	0	0	0	0
SL	67	68	66	1	2	0	0	0	0
ST	198	222	175	4	6	16	32	3	9
SR	202	206	195	7	11	0	0	0	0
EL	214	216	211	3	5	0	0	0	0
ET	887	915	855	22	33	3	6	7	21
ER	144	183	117	8	12	3	6	16	48
WL	67	70	62	4	6	1	2	0	0
WT	729	772	688	26	39	0	0	15	45
WR	47	48	46	1	2	0	0	0	0

Existing (2023) - PM Peak Hour									
Int ID 5	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	149	161	141	2	3	1	2	5	15
NT	1549	1585	1515	21	32	1	2	12	36
NR	393	411	377	5	8	7	14	4	12
SL	73	79	67	3	5	2	4	1	3
ST	531	556	510	11	17	1	2	9	27
SR	94	99	91	1	2	0	0	2	6
EL	183	190	176	5	8	0	0	2	6
ET	896	946	847	21	32	17	34	11	33
ER	172	178	167	3	5	0	0	2	6
WL	130	137	123	5	8	0	0	2	6
WT	491	505	477	7	11	4	8	3	9
WR	105	110	101	2	3	0	0	2	6

Existing (2023) - PM Peak Hour									
Int ID 6	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	42	45	40	1	2	0	0	1	3
NT	820	828	811	6	9	1	2	2	6
NR	263	272	254	4	6	3	6	2	6
SL	87	92	82	1	2	4	8	0	0
ST	257	269	249	3	5	0	0	5	15
SR	194	203	186	5	8	0	0	3	9
EL	346	352	339	5	8	1	2	1	3
ET	917	979	858	22	33	23	46	14	42
ER	25	29	21	2	3	1	2	1	3
WL	56	58	53	2	3	1	2	0	0
WT	441	460	423	9	14	4	8	5	15
WR	201	212	188	8	12	3	6	2	6

Existing (2023) - PM Peak Hour									
Int ID 7	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	3	4	2	1	2	0	0	0	0
NT	0	0	0	0	0	0	0	0	0
NR	12	17	8	0	0	3	6	1	3
SL	13	22	7	2	3	0	0	4	12
ST	0	0	0	0	0	0	0	0	0
SR	22	26	19	1	2	1	2	1	3
EL	29	32	27	0	0	1	2	1	3
ET	1246	1320	1173	30	45	27	54	16	48
ER	4	9	1	0	0	1	2	2	6
WL	8	15	4	0	0	1	2	3	9
WT	610	638	582	11	17	12	24	5	15
WR	14	24	9	0	0	0	0	5	15

Existing (2023) - PM Peak Hour									
Int ID 8	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	150	178	128	6	9	7	14	9	27
NT	458	486	438	7	11	2	4	11	33
NR	100	116	87	3	5	6	12	4	12
SL	93	96	90	2	3	0	0	1	3
ST	149	189	117	6	9	15	30	11	33
SR	100	109	93	2	3	2	4	3	9
EL	330	347	316	6	9	2	4	6	18
ET	636	655	610	19	29	5	10	2	6
ER	308	362	262	11	17	22	44	13	39
WL	67	74	62	1	2	2	4	2	6
WT	388	399	376	6	9	4	8	2	6
WR	155	163	149	2	3	1	2	3	9

Existing (2023) - PM Peak Hour									
Int ID 9	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	1	1	1	0	0	0	0	0	0
NT	625	692	578	11	17	11	22	25	75
NR	170	229	133	7	11	5	10	25	75
SL	210	235	189	9	14	4	8	8	24
ST	322	406	254	13	20	33	66	22	66
SR	7	7	7	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0
ET	6	6	6	0	0	0	0	0	0
ER	1	1	1	0	0	0	0	0	0
WL	130	174	95	4	6	20	40	11	33
WT	0	0	0	0	0	0	0	0	0
WR	85	95	73	6	9	5	10	1	3

Existing (2023) - PM Peak Hour									
Int ID 10	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	0	0	0	0	0	0	0	0	0
NT	764	906	673	20	30	10	20	61	183
NR	48	107	9	1	2	18	36	20	60
SL	61	122	7	2	3	44	88	8	24
ST	419	486	369	17	26	8	16	25	75
SR	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0
WL	112	188	37	6	9	65	130	4	12
WT	0	0	0	0	0	0	0	0	0
WR	31	40	24	2	3	2	4	3	9

Existing (2023) - PM Peak Hour									
Int ID 11	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	170	181	163	2	3	0	0	5	15
NT	1285	1337	1236	27	41	6	12	16	48
NR	85	101	75	1	2	3	6	6	18
SL	143	151	137	3	5	0	0	3	9
ST	784	821	752	17	26	2	4	13	39
SR	154	157	148	6	9	0	0	0	0
EL	387	403	371	9	14	3	6	4	12
ET	589	630	550	21	32	6	12	12	36
ER	201	211	192	5	8	1	2	3	9
WL	75	89	66	2	3	1	2	6	18
WT	277	294	263	6	9	2	4	6	18
WR	193	207	183	4	6	0	0	6	18

Existing (2023) - PM Peak Hour									
Int ID 12	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	1	1	1	0	0	0	0	0	0
NT	796	1003	657	24	36	35	70	80	240
NR	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0
ST	553	712	422	19	29	75	150	37	111
SR	4	4	4	0	0	0	0	0	0
EL	4	4	4	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0
ER	17	19	14	3	5	0	0	0	0
WL	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0

Existing (2023) - PM Peak Hour									
Int ID 13	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	241	244	237	3	5	1	2	0	0
NT	1127	1197	1067	29	44	7	14	24	72
NR	258	279	245	2	3	2	4	9	27
SL	330	338	321	6	9	1	2	2	6
ST	783	832	749	10	15	4	8	20	60
SR	103	104	101	2	3	0	0	0	0
EL	290	294	285	4	6	0	0	1	3
ET	964	1005	925	21	32	6	12	12	36
ER	259	263	254	4	6	0	0	1	3
WL	312	330	294	10	15	3	6	5	15
WT	579	598	562	8	12	3	6	6	18
WR	178	190	170	2	3	1	2	5	15

Existing (2023) - PM Peak Hour									
Int ID 14	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	103	103	103	0	0	0	0	0	0
NT	197	202	192	3	5	1	2	1	3
NR	253	258	247	5	8	0	0	1	3
SL	61	99	40	2	3	1	2	18	54
ST	215	220	211	2	3	0	0	2	6
SR	502	520	491	2	3	1	2	8	24
EL	639	677	611	12	18	0	0	16	48
ET	977	1033	931	19	29	8	16	19	57
ER	83	84	82	1	2	0	0	0	0
WL	74	74	74	0	0	0	0	0	0
WT	528	588	482	15	23	10	20	21	63
WR	281	325	250	9	14	5	10	17	51

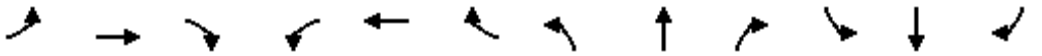
Existing (2023) - PM Peak Hour									
Int ID 15	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	72	76	66	5	8	1	2	0	0
NT	46	48	43	3	5	0	0	0	0
NR	43	45	40	2	3	1	2	0	0
SL	68	95	49	6	9	2	4	11	33
ST	28	29	27	1	2	0	0	0	0
SR	274	307	248	11	17	3	6	12	36
EL	665	685	646	12	18	0	0	7	21
ET	559	643	498	19	29	10	20	32	96
ER	73	75	69	4	6	0	0	0	0
WL	41	45	37	3	5	0	0	1	3
WT	566	641	514	13	20	10	20	29	87
WR	102	127	87	1	2	4	8	10	30

Existing (2023) - PM Peak Hour									
Int ID 16	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	147	181	124	5	8	5	10	13	39
NT	620	779	513	18	27	28	56	61	183
NR	52	71	41	0	0	3	6	8	24
SL	102	160	46	6	9	45	90	5	15
ST	434	518	365	16	24	30	60	23	69
SR	147	169	132	4	6	2	4	9	27
EL	149	175	129	6	9	5	10	9	27
ET	524	558	490	19	29	6	12	9	27
ER	180	229	148	8	12	3	6	21	63
WL	47	70	33	2	3	2	4	10	30
WT	184	217	159	7	11	7	14	11	33
WR	38	47	32	0	0	3	6	3	9

Existing (2023) - PM Peak Hour									
Int ID 17	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	0	0	0	0	0	0	0	0	0
NT	691	895	554	26	39	31	62	80	240
NR	354	437	304	8	12	5	10	37	111
SL	0	0	0	0	0	0	0	0	0
ST	800	942	699	24	36	24	48	53	159
SR	273	349	221	7	11	18	36	27	81
EL	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0
WL	234	300	186	13	20	11	22	24	72
WT	0	0	0	0	0	0	0	0	0
WR	364	431	314	15	23	11	22	24	72

Existing (2023) - PM Peak Hour									
Int ID 18	Total Vehicles (Non-PCE)	Total Vehicles (PCE)	Passenger Cars	2-Axel Trucks (Non-PCE)	2-Axel Vehicles (PCE) (PCE Factor = 1.5)	3-Axel Trucks (Non-PCE)	3-Axel Vehicles (PCE) (PCE Factor = 2.0)	4-Axel Trucks (Non-PCE)	4-Axel Vehicles (PCE) (PCE Factor = 3.0)
NL	0	0	0	0	0	0	0	0	0
NT	884	1083	755	25	38	22	44	82	246
NR	440	510	395	8	12	8	16	29	87
SL	0	0	0	0	0	0	0	0	0
ST	717	881	602	23	35	32	64	60	180
SR	315	359	281	14	21	3	6	17	51
EL	161	250	103	9	14	14	28	35	105
ET	0	0	0	0	0	0	0	0	0
ER	252	385	164	20	30	13	26	55	165
WL	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0

Appendix E: LOS Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	747	62	209	1611	193	46	189	69	336	525	184
Future Volume (veh/h)	67	747	62	209	1611	193	46	189	69	336	525	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	73	812	31	227	1751	123	50	205	20	365	571	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	2588	802	318	2848	883	82	459	329	394	838	372
Arrive On Green	0.05	0.53	0.53	0.11	0.58	0.58	0.05	0.13	0.11	0.13	0.24	0.24
Sat Flow, veh/h	2956	4914	1524	2956	4914	1524	1619	3420	1513	2956	3420	1518
Grp Volume(v), veh/h	73	812	31	227	1751	123	50	205	20	365	571	57
Grp Sat Flow(s),veh/h/ln	1478	1638	1524	1478	1638	1524	1619	1710	1513	1478	1710	1518
Q Serve(g_s), s	2.9	11.2	1.2	8.9	27.9	1.6	3.6	6.6	0.8	14.6	18.2	3.5
Cycle Q Clear(g_c), s	2.9	11.2	1.2	8.9	27.9	1.6	3.6	6.6	0.8	14.6	18.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	2588	802	318	2848	883	82	459	329	394	838	372
V/C Ratio(X)	0.45	0.31	0.04	0.71	0.61	0.14	0.61	0.45	0.06	0.93	0.68	0.15
Avail Cap(c_a), veh/h	320	2588	802	320	2848	883	175	1214	663	394	1300	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	55.0	16.1	13.7	51.8	16.5	1.5	55.8	47.9	18.5	51.4	41.1	35.5
Incr Delay (d2), s/veh	2.0	0.3	0.1	7.3	1.0	0.3	7.1	0.7	0.1	27.6	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.0	0.4	3.5	9.6	1.4	1.6	2.8	0.4	6.8	7.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	16.4	13.8	59.0	17.5	1.8	62.9	48.5	18.5	79.0	41.4	35.6
LnGrp LOS	E	B	B	E	B	A	E	D	B	E	D	D
Approach Vol, veh/h		916			2101			275			993	
Approach Delay, s/veh		19.6			21.1			49.0			54.9	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	65.2	8.1	31.8	8.6	71.5	21.4	18.5
Change Period (Y+Rc), s	4.0	* 6.5	3.5	7.4	4.0	* 6.5	7.4	* 7.4
Max Green Setting (Gmax), s	11.0	* 36	11.5	40.6	11.0	* 36	14.0	* 38
Max Q Clear Time (g_c+I1), s	10.9	13.2	5.6	20.2	4.9	29.9	16.6	8.6
Green Ext Time (p_c), s	0.0	3.3	0.0	2.3	0.1	3.7	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	618	985	0	1669	775	0	0	0	128	0	870
Future Volume (veh/h)	0	618	985	0	1669	775	0	0	0	128	0	870
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	0	1800	1800	0	1800	1800				1700	1800	1800
Adj Flow Rate, veh/h	0	665	0	0	1795	0				92	0	903
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2731		0	2731					610	0	1149
Arrive On Green	0.00	0.56	0.00	0.00	1.00	0.00				0.38	0.00	0.38
Sat Flow, veh/h	0	5076	1525	0	5076	1525				1619	0	3051
Grp Volume(v), veh/h	0	665	0	0	1795	0				92	0	903
Grp Sat Flow(s),veh/h/ln	0	1638	1525	0	1638	1525				1619	0	1525
Q Serve(g_s), s	0.0	4.1	0.0	0.0	0.0	0.0				2.2	0.0	15.5
Cycle Q Clear(g_c), s	0.0	4.1	0.0	0.0	0.0	0.0				2.2	0.0	15.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2731		0	2731					610	0	1149
V/C Ratio(X)	0.00	0.24		0.00	0.66					0.15	0.00	0.79
Avail Cap(c_a), veh/h	0	2731		0	2731					617	0	1163
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.65	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.7	0.0	0.0	0.0	0.0				12.2	0.0	16.3
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.8	0.0				0.1	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.0	0.0	0.2	0.0				0.8	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.9	0.0	0.0	0.8	0.0				12.2	0.0	19.8
LnGrp LOS	A	A		A	A					B	A	B
Approach Vol, veh/h		665	A		1795	A					995	
Approach Delay, s/veh		6.9			0.8						19.1	
Approach LOS		A			A						B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	34.8	24.2	34.8
Change Period (Y+Rc), s	6.5	6.5	6.5
Max Green Setting (Gmax), s	28.0	18.0	28.0
Max Q Clear Time (g_c+I1), s	6.1	17.5	2.0
Green Ext Time (p_c), s	3.3	0.3	11.4

Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, 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)	0	456	313	0	1463	203	992	0	422	0	0	0
Future Volume (veh/h)	0	456	313	0	1463	203	992	0	422	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	0	1800	1800	0	1800	1800	1700	1800	1800			
Adj Flow Rate, veh/h	0	507	0	0	1626	0	1177	0	162			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2624		0	2624		1290	0	607			
Arrive On Green	0.00	1.00	0.00	0.00	0.53	0.00	0.40	0.00	0.40			
Sat Flow, veh/h	0	5076	1525	0	5076	1525	3238	0	1524			
Grp Volume(v), veh/h	0	507	0	0	1626	0	1177	0	162			
Grp Sat Flow(s),veh/h/ln	0	1638	1525	0	1638	1525	1619	0	1524			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	13.6	0.0	20.3	0.0	4.2			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	13.6	0.0	20.3	0.0	4.2			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2624		0	2624		1290	0	607			
V/C Ratio(X)	0.00	0.19		0.00	0.62		0.91	0.00	0.27			
Avail Cap(c_a), veh/h	0	2624		0	2624		1290	0	607			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.98	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	9.6	0.0	16.8	0.0	12.0			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	1.1	0.0	9.9	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	3.2	0.0	8.4	0.0	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	10.7	0.0	26.7	0.0	12.1			
LnGrp LOS	A	A		A	B		C	A	B			
Approach Vol, veh/h		507	A		1626	A		1339				
Approach Delay, s/veh		0.2			10.7			24.9				
Approach LOS		A			B			C				

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	33.5	33.5	25.5
Change Period (Y+Rc), s	6.5	6.5	6.5
Max Green Setting (Gmax), s	27.0	27.0	19.0
Max Q Clear Time (g_c+I1), s	2.0	15.6	22.3
Green Ext Time (p_c), s	2.4	6.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

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

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, 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)	140	419	217	145	981	64	206	328	71	30	350	341
Future Volume (veh/h)	140	419	217	145	981	64	206	328	71	30	350	341
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	156	466	134	161	1090	28	229	364	31	33	389	220
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	252	997	715	541	1412	629	243	711	599	65	542	302
Arrive On Green	0.09	0.29	0.29	0.18	0.41	0.41	0.15	0.40	0.40	0.04	0.26	0.21
Sat Flow, veh/h	2956	3420	1522	2956	3420	1524	1619	1800	1515	1619	2115	1180
Grp Volume(v), veh/h	156	466	134	161	1090	28	229	364	31	33	313	296
Grp Sat Flow(s),veh/h/ln	1478	1710	1522	1478	1710	1524	1619	1800	1515	1619	1710	1586
Q Serve(g_s), s	6.1	13.4	0.0	5.6	33.0	1.3	16.8	18.4	0.7	2.4	20.0	20.7
Cycle Q Clear(g_c), s	6.1	13.4	0.0	5.6	33.0	1.3	16.8	18.4	0.7	2.4	20.0	20.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	252	997	715	541	1412	629	243	711	599	65	438	406
V/C Ratio(X)	0.62	0.47	0.19	0.30	0.77	0.04	0.94	0.51	0.05	0.51	0.72	0.73
Avail Cap(c_a), veh/h	345	998	715	541	1412	629	243	711	599	189	542	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	34.9	18.5	42.4	30.4	21.1	50.5	27.5	4.9	56.4	40.6	42.6
Incr Delay (d2), s/veh	2.5	1.6	0.6	0.3	4.1	0.1	42.2	0.3	0.0	5.9	2.3	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	5.5	2.2	2.0	13.3	0.5	9.4	7.5	0.5	1.1	8.4	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	36.4	19.1	42.7	34.5	21.2	92.7	27.8	4.9	62.4	42.9	45.4
LnGrp LOS	E	D	B	D	C	C	F	C	A	E	D	D
Approach Vol, veh/h		756			1279			624			642	
Approach Delay, s/veh		37.3			35.2			50.5			45.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	37.0	23.5	32.7	12.2	51.5	6.8	49.4
Change Period (Y+Rc), s	* 6.8	* 6.8	7.0	* 7	4.0	* 6.8	3.5	7.0
Max Green Setting (Gmax), s	* 13	* 30	16.5	* 33	12.0	* 37	12.5	37.0
Max Q Clear Time (g_c+I1), s	7.6	15.4	18.8	22.7	8.1	35.0	4.4	20.4
Green Ext Time (p_c), s	0.3	1.6	0.0	1.7	0.1	1.1	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	40.5
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	464	130	94	850	88	198	387	59	117	889	171
Future Volume (veh/h)	88	464	130	94	850	88	198	387	59	117	889	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	93	488	43	99	895	30	208	407	24	123	936	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	146	1025	456	149	1032	460	319	2208	685	233	2064	639
Arrive On Green	0.09	0.30	0.30	0.18	0.60	0.60	0.11	0.45	0.45	0.08	0.42	0.42
Sat Flow, veh/h	1619	3420	1522	1619	3420	1525	2956	4914	1524	2956	4914	1522
Grp Volume(v), veh/h	93	488	43	99	895	30	208	407	24	123	936	68
Grp Sat Flow(s),veh/h/ln	1619	1710	1522	1619	1710	1525	1478	1638	1524	1478	1638	1522
Q Serve(g_s), s	5.5	11.7	2.0	5.7	21.8	0.8	6.8	5.0	0.9	4.0	13.6	2.7
Cycle Q Clear(g_c), s	5.5	11.7	2.0	5.7	21.8	0.8	6.8	5.0	0.9	4.0	13.6	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	1025	456	149	1032	460	319	2208	685	233	2064	639
V/C Ratio(X)	0.64	0.48	0.09	0.66	0.87	0.07	0.65	0.18	0.04	0.53	0.45	0.11
Avail Cap(c_a), veh/h	243	1094	487	243	1094	488	384	2208	685	384	2064	639
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	28.6	25.2	39.3	18.2	14.0	42.8	16.5	15.4	44.3	20.8	17.6
Incr Delay (d2), s/veh	1.7	0.4	0.1	1.4	5.4	0.0	1.6	0.2	0.1	0.7	0.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.5	0.7	2.1	5.4	0.3	2.4	1.7	0.3	1.4	4.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	29.0	25.3	40.7	23.5	14.0	44.4	16.7	15.5	45.0	21.5	17.9
LnGrp LOS	D	C	C	D	C	B	D	B	B	D	C	B
Approach Vol, veh/h		624			1024			639			1127	
Approach Delay, s/veh		31.2			24.9			25.7			23.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	46.9	11.2	32.0	12.8	44.0	11.0	32.2
Change Period (Y+Rc), s	4.0	* 6.6	4.0	* 6.8	4.0	* 6.6	4.0	* 6.8
Max Green Setting (Gmax), s	11.3	* 27	13.0	* 27	11.0	* 27	13.0	* 27
Max Q Clear Time (g_c+I1), s	10.0	7.0	7.7	13.7	8.8	15.6	7.5	23.8
Green Ext Time (p_c), s	0.1	1.9	0.0	2.9	0.1	3.9	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	387	83	314	624	66	112	210	82	99	424	290
Future Volume (veh/h)	142	387	83	314	624	66	112	210	82	99	424	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	158	430	72	349	693	65	124	233	31	110	471	232
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	213	659	110	484	897	84	173	1407	626	158	1375	867
Arrive On Green	0.04	0.07	0.06	0.16	0.28	0.24	0.11	0.41	0.41	0.10	0.40	0.40
Sat Flow, veh/h	1619	2933	488	2956	3160	296	1619	3420	1522	1619	3420	1524
Grp Volume(v), veh/h	158	249	253	349	375	383	124	233	31	110	471	232
Grp Sat Flow(s),veh/h/ln	1619	1710	1711	1478	1710	1747	1619	1710	1522	1619	1710	1524
Q Serve(g_s), s	9.6	14.2	14.4	11.2	20.1	20.2	7.4	4.3	0.5	6.6	9.6	7.7
Cycle Q Clear(g_c), s	9.6	14.2	14.4	11.2	20.1	20.2	7.4	4.3	0.5	6.6	9.6	7.7
Prop In Lane	1.00		0.29	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	384	384	484	485	496	173	1407	626	158	1375	867
V/C Ratio(X)	0.74	0.65	0.66	0.72	0.77	0.77	0.72	0.17	0.05	0.70	0.34	0.27
Avail Cap(c_a), veh/h	291	532	532	562	549	561	227	1407	626	227	1375	867
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	42.5	42.8	39.7	32.9	33.3	43.2	18.6	3.5	43.7	20.7	11.0
Incr Delay (d2), s/veh	6.0	0.6	0.7	3.8	5.0	4.9	7.2	0.3	0.1	5.5	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	6.5	6.6	4.1	8.4	8.7	3.2	1.6	0.4	2.8	3.7	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	43.1	43.4	43.5	37.8	38.2	50.4	18.8	3.6	49.2	21.4	11.7
LnGrp LOS	D	D	D	D	D	D	D	B	A	D	C	B
Approach Vol, veh/h		660			1107			388			813	
Approach Delay, s/veh		45.4			39.7			27.7			22.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	30.3	12.7	41.9	21.1	24.4	11.7	42.8
Change Period (Y+Rc), s	3.5	* 6.7	3.5	* 6.7	* 6.7	* 6.7	3.5	* 6.7
Max Green Setting (Gmax), s	16.5	* 27	12.5	* 23	* 17	* 26	12.5	* 23
Max Q Clear Time (g_c+I1), s	11.6	22.2	9.4	11.6	13.2	16.4	8.6	6.3
Green Ext Time (p_c), s	0.2	1.3	0.1	1.8	0.4	1.2	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	598	7	43	1260	19	14	0	31	20	0	11
Future Volume (veh/h)	11	598	7	43	1260	19	14	0	31	20	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	12	657	8	47	1385	21	15	0	5	22	0	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	71	2217	27	123	2319	35	333	0	214	325	0	214
Arrive On Green	0.04	0.64	0.55	0.08	0.67	0.58	0.14	0.00	0.05	0.05	0.00	0.14
Sat Flow, veh/h	1619	3460	42	1619	3448	52	1360	0	1525	1334	0	1525
Grp Volume(v), veh/h	12	325	340	47	686	720	15	0	5	22	0	2
Grp Sat Flow(s),veh/h/ln	1619	1710	1792	1619	1710	1791	1360	0	1525	1334	0	1525
Q Serve(g_s), s	0.4	4.4	4.4	1.4	11.5	11.6	0.0	0.0	0.2	0.8	0.0	0.1
Cycle Q Clear(g_c), s	0.4	4.4	4.4	1.4	11.5	11.6	0.4	0.0	0.2	0.9	0.0	0.1
Prop In Lane	1.00		0.02	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	1096	1148	123	1150	1204	333	0	214	197	0	214
V/C Ratio(X)	0.17	0.30	0.30	0.38	0.60	0.60	0.05	0.00	0.02	0.11	0.00	0.01
Avail Cap(c_a), veh/h	664	1793	1880	664	1793	1878	1050	0	1018	953	0	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.1	4.2	4.2	23.1	4.7	4.7	19.6	0.0	21.6	22.1	0.0	19.4
Incr Delay (d2), s/veh	1.1	0.2	0.2	1.9	0.7	0.7	0.1	0.0	0.1	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	0.7	0.5	1.4	1.4	0.2	0.0	0.1	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	4.4	4.4	25.0	5.4	5.4	19.6	0.0	21.7	22.4	0.0	19.4
LnGrp LOS	C	A	A	C	A	A	B	A	C	C	A	B
Approach Vol, veh/h		677			1453			20			24	
Approach Delay, s/veh		4.8			6.1			20.1			22.2	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.0	35.9		10.6	4.3	37.6		10.6
Change Period (Y+Rc), s	3.5	* 7.3		* 8.2	3.5	* 7.3		* 8.2
Max Green Setting (Gmax), s	20.0	* 50		* 30	20.0	* 50		* 30
Max Q Clear Time (g_c+I1), s	13.4	6.4		2.9	2.4	13.6		2.4
Green Ext Time (p_c), s	0.1	5.9		0.1	0.0	16.7		0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	310	193	125	843	161	276	196	38	97	248	222
Future Volume (veh/h)	149	310	193	125	843	161	276	196	38	97	248	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	159	330	137	133	897	164	294	209	12	103	264	219
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	316	833	1006	284	1189	217	465	544	448	226	620	500
Arrive On Green	0.11	0.46	0.46	0.10	0.41	0.35	0.16	0.16	0.16	0.14	0.18	0.18
Sat Flow, veh/h	2956	1800	1524	2956	2887	528	2956	3420	1525	1619	3420	1523
Grp Volume(v), veh/h	159	330	137	133	531	530	294	209	12	103	264	219
Grp Sat Flow(s),veh/h/ln	1478	1800	1524	1478	1710	1704	1478	1710	1525	1619	1710	1523
Q Serve(g_s), s	3.8	9.0	2.5	3.2	19.9	20.1	7.0	4.1	0.3	4.4	5.1	1.5
Cycle Q Clear(g_c), s	3.8	9.0	2.5	3.2	19.9	20.1	7.0	4.1	0.3	4.4	5.1	1.5
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	316	833	1006	284	704	702	465	544	448	226	620	500
V/C Ratio(X)	0.50	0.40	0.14	0.47	0.75	0.75	0.63	0.38	0.03	0.46	0.43	0.44
Avail Cap(c_a), veh/h	1065	1321	1419	1065	1250	1246	1065	2277	1221	583	2281	1240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	13.2	4.8	32.1	18.8	19.5	29.6	28.2	7.4	29.6	27.2	6.7
Incr Delay (d2), s/veh	1.2	0.1	0.0	1.2	0.6	0.6	1.4	0.2	0.0	1.4	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.0	0.5	1.1	6.6	6.9	2.3	1.5	0.1	1.6	1.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	13.4	4.8	33.3	19.4	20.1	31.0	28.4	7.5	31.1	27.4	6.9
LnGrp LOS	C	B	A	C	B	C	C	C	A	C	C	A
Approach Vol, veh/h		626			1194			515			586	
Approach Delay, s/veh		16.4			21.3			29.4			20.4	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	36.5	13.8	15.5	12.8	32.9	15.4	13.9
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	* 6.8	* 6.8	6.9	* 6.9
Max Green Setting (Gmax), s	25.0	* 50	25.0	45.0	* 25	* 50	25.0	* 45
Max Q Clear Time (g_c+I1), s	5.2	11.0	9.0	7.1	5.8	22.1	6.4	6.1
Green Ext Time (p_c), s	0.3	1.2	0.8	1.3	0.4	4.0	0.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	2	371	2	158	0	356	166	68	481	0
Future Volume (veh/h)	0	0	2	371	2	158	0	356	166	68	481	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	0	0	2	391	2	79	0	375	109	72	506	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	793	672	774	3	672	3	627	532	150	865	733
Arrive On Green	0.00	0.00	0.44	0.35	0.44	0.44	0.00	0.35	0.35	0.09	0.48	0.00
Sat Flow, veh/h	0	1800	1525	1434	7	1525	1619	1800	1525	1619	1800	1525
Grp Volume(v), veh/h	0	0	2	393	0	79	0	375	109	72	506	0
Grp Sat Flow(s),veh/h/ln	0	1800	1525	1441	0	1525	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	0.0	0.0	0.0	12.3	0.0	1.5	0.0	8.7	2.5	2.1	10.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	12.3	0.0	1.5	0.0	8.7	2.5	2.1	10.3	0.0
Prop In Lane	0.00		1.00	0.99		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	793	672	649	0	672	3	627	532	150	865	733
V/C Ratio(X)	0.00	0.00	0.00	0.61	0.00	0.12	0.00	0.60	0.21	0.48	0.58	0.00
Avail Cap(c_a), veh/h	0	1049	889	1139	0	1190	528	2297	1947	528	1586	1344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	7.9	13.2	0.0	8.4	0.0	13.6	11.6	21.8	9.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	0.1	0.0	0.9	0.2	2.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	4.1	0.0	0.4	0.0	2.6	0.6	0.8	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	7.9	14.5	0.0	8.5	0.0	14.5	11.8	24.2	9.7	0.0
LnGrp LOS	A	A	A	B	A	A	A	B	B	C	A	A
Approach Vol, veh/h		2			472			484			578	
Approach Delay, s/veh		7.9			13.5			13.9			11.5	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	26.3		24.3	6.7	19.6		24.3
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		* 6.5
Max Green Setting (Gmax), s	15.0	* 40		* 25	15.0	* 60		* 35
Max Q Clear Time (g_c+I1), s	10.0	12.3		2.0	4.1	10.7		14.3
Green Ext Time (p_c), s	0.0	1.6		0.0	0.1	2.4		3.5

Intersection Summary		
HCM 6th Ctrl Delay		12.9
HCM 6th LOS		B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	166	0	52	0	489	149	75	846	0
Future Volume (veh/h)	0	0	0	166	0	52	0	489	149	75	846	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	0	0	0	178	0	15	0	526	133	81	910	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	5	0	425	0	378	5	1194	300	221	2175	0
Arrive On Green	0.00	0.00	0.00	0.14	0.00	0.25	0.00	0.44	0.31	0.14	0.64	0.00
Sat Flow, veh/h	1619	1800	0	1714	0	1525	1619	2705	681	1619	3510	0
Grp Volume(v), veh/h	0	0	0	178	0	15	0	332	327	81	910	0
Grp Sat Flow(s),veh/h/ln	1619	1800	0	1714	0	1525	1619	1710	1676	1619	1710	0
Q Serve(g_s), s	0.0	0.0	0.0	3.3	0.0	0.3	0.0	4.6	5.0	1.6	4.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.3	0.0	0.3	0.0	4.6	5.0	1.6	4.5	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.41	1.00		0.00
Lane Grp Cap(c), veh/h	5	5	0	425	0	378	5	755	740	221	2175	0
V/C Ratio(X)	0.00	0.00	0.00	0.42	0.00	0.04	0.00	0.44	0.44	0.37	0.42	0.00
Avail Cap(c_a), veh/h	885	984	0	927	0	825	801	1965	1925	565	3929	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	12.5	0.0	9.8	0.0	6.7	7.4	13.5	3.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.4	0.4	1.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.9	0.0	0.1	0.0	0.6	0.7	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	13.1	0.0	9.9	0.0	7.1	7.8	14.5	3.2	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	B	A	A
Approach Vol, veh/h		0			193			659			991	
Approach Delay, s/veh		0.0			12.9			7.4			4.2	
Approach LOS					B			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		0.0	0.0	23.9		10.5	6.7	17.2				
Change Period (Y+Rc), s		* 5.8	4.0	6.5		5.6	4.0	6.5				
Max Green Setting (Gmax), s		* 15	15.0	35.0		15.0	10.0	35.0				
Max Q Clear Time (g_c+I1), s		0.0	0.0	6.5		5.3	3.6	7.0				
Green Ext Time (p_c), s		0.0	0.0	6.0		0.6	0.1	3.6				

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	227	111	83	385	99	185	644	94	121	686	262
Future Volume (veh/h)	153	227	111	83	385	99	185	644	94	121	686	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	156	232	37	85	393	30	189	657	35	123	700	84
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	356	1443	448	306	947	422	391	1673	519	339	1587	491
Arrive On Green	0.12	0.29	0.29	0.10	0.28	0.28	0.13	0.34	0.34	0.11	0.32	0.32
Sat Flow, veh/h	2956	4914	1525	2956	3420	1525	2956	4914	1525	2956	4914	1521
Grp Volume(v), veh/h	156	232	37	85	393	30	189	657	35	123	700	84
Grp Sat Flow(s),veh/h/ln	1478	1638	1525	1478	1710	1525	1478	1638	1525	1478	1638	1521
Q Serve(g_s), s	2.7	1.9	1.0	1.4	5.1	0.8	3.2	5.5	0.8	2.1	6.1	2.1
Cycle Q Clear(g_c), s	2.7	1.9	1.0	1.4	5.1	0.8	3.2	5.5	0.8	2.1	6.1	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	1443	448	306	947	422	391	1673	519	339	1587	491
V/C Ratio(X)	0.44	0.16	0.08	0.28	0.42	0.07	0.48	0.39	0.07	0.36	0.44	0.17
Avail Cap(c_a), veh/h	709	2993	929	709	2083	929	709	2993	929	709	2993	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	14.2	13.8	22.4	16.0	14.4	21.8	13.6	12.1	22.2	14.5	13.1
Incr Delay (d2), s/veh	0.9	0.1	0.1	0.5	0.3	0.1	0.9	0.2	0.1	0.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.6	0.3	0.5	1.7	0.2	1.0	1.6	0.2	0.6	1.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.0	14.2	13.9	22.9	16.3	14.5	22.7	13.8	12.1	22.8	14.7	13.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		425			508			881			907	
Approach Delay, s/veh		17.4			17.3			15.6			15.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	17.9	9.2	19.5	8.5	17.0	8.2	20.4
Change Period (Y+Rc), s	4.0	7.0	4.0	* 6.6	4.0	7.0	4.0	* 6.6
Max Green Setting (Gmax), s	11.6	28.0	11.0	* 28	11.0	28.0	11.0	* 28
Max Q Clear Time (g_c+I1), s	3.4	3.9	5.2	8.1	4.7	7.1	4.1	7.5
Green Ext Time (p_c), s	0.1	1.4	0.3	4.4	0.2	2.3	0.2	4.0

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

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

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

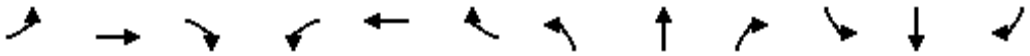
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	35	25	629	1001	1
Future Vol, veh/h	1	35	25	629	1001	1
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	330	-	-	90
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	36	26	655	1043	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1424	523	1045	0	-	0
Stage 1	1044	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	129	504	673	-	-	-
Stage 1	305	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	124	504	672	-	-	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	293	-	-	-	-	-
Stage 2	666	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	672	-	124	504	-	-
HCM Lane V/C Ratio	0.039	-	0.008	0.072	-	-
HCM Control Delay (s)	10.6	-	34.3	12.7	-	-
HCM Lane LOS	B	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	348	126	349	1017	343	159	685	103	210	611	71
Future Volume (veh/h)	121	348	126	349	1017	343	159	685	103	210	611	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	130	374	38	375	1094	124	171	737	53	226	657	62
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	481	1502	458	574	1656	506	427	1615	687	432	1522	141
Arrive On Green	0.16	0.31	0.31	0.19	0.34	0.34	0.14	0.26	0.26	0.15	0.26	0.21
Sat Flow, veh/h	2956	4914	1499	2956	4914	1501	2956	6192	1501	2956	5799	537
Grp Volume(v), veh/h	130	374	38	375	1094	124	171	737	53	226	524	195
Grp Sat Flow(s),veh/h/ln	1478	1638	1499	1478	1638	1501	1478	1548	1501	1478	1548	1691
Q Serve(g_s), s	3.7	5.5	1.7	11.3	18.3	5.7	5.1	9.6	1.9	6.8	9.0	9.4
Cycle Q Clear(g_c), s	3.7	5.5	1.7	11.3	18.3	5.7	5.1	9.6	1.9	6.8	9.0	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	481	1502	458	574	1656	506	427	1615	687	432	1219	444
V/C Ratio(X)	0.27	0.25	0.08	0.65	0.66	0.25	0.40	0.46	0.08	0.52	0.43	0.44
Avail Cap(c_a), veh/h	768	2042	623	768	2042	624	768	3216	1075	768	2412	878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	25.1	23.8	35.8	27.2	23.1	37.4	29.9	14.8	38.0	29.5	30.3
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.5	0.6	0.2	0.2	0.2	0.1	0.4	0.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.0	0.6	3.8	6.5	1.9	1.7	3.4	0.6	2.4	3.2	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	25.2	23.9	36.3	27.8	23.3	37.6	30.1	14.9	38.4	29.8	31.1
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	C
Approach Vol, veh/h		542			1593			961			945	
Approach Delay, s/veh		27.6			29.4			30.6			32.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	27.1	21.2	31.9	15.9	27.3	18.2	34.9
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5
Max Green Setting (Gmax), s	20.0	45.0	20.0	35.0	20.0	45.0	20.0	35.0
Max Q Clear Time (g_c+I1), s	8.8	11.6	13.3	7.5	7.1	11.4	5.7	20.3
Green Ext Time (p_c), s	0.3	6.3	0.4	2.3	0.2	5.6	0.2	6.2

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	321	24	124	1486	186	75	50	81	105	232	753
Future Volume (veh/h)	305	321	24	124	1486	186	75	50	81	105	232	753
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	335	353	13	136	1633	91	82	55	15	115	244	309
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	474	2430	753	323	2178	676	195	685	306	186	351	594
Arrive On Green	0.16	0.49	0.49	0.11	0.44	0.44	0.12	0.20	0.20	0.12	0.19	0.19
Sat Flow, veh/h	2956	4914	1524	2956	4914	1525	1619	3420	1525	1619	1800	3051
Grp Volume(v), veh/h	335	353	13	136	1633	91	82	55	15	115	244	309
Grp Sat Flow(s),veh/h/ln	1478	1638	1524	1478	1638	1525	1619	1710	1525	1619	1800	1525
Q Serve(g_s), s	10.6	3.9	0.4	4.3	27.4	3.5	4.6	1.3	0.8	6.7	12.5	9.0
Cycle Q Clear(g_c), s	10.6	3.9	0.4	4.3	27.4	3.5	4.6	1.3	0.8	6.7	12.5	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	474	2430	753	323	2178	676	195	685	306	186	351	594
V/C Ratio(X)	0.71	0.15	0.02	0.42	0.75	0.13	0.42	0.08	0.05	0.62	0.70	0.52
Avail Cap(c_a), veh/h	597	2430	753	418	2178	676	213	685	306	294	396	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	13.6	12.8	41.2	23.0	16.3	40.3	32.2	32.0	41.7	37.1	35.7
Incr Delay (d2), s/veh	1.7	0.1	0.0	0.2	1.7	0.3	0.5	0.0	0.1	1.2	4.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	1.3	0.2	1.5	9.6	1.3	1.9	0.5	0.3	2.7	5.9	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	13.8	12.8	41.4	24.6	16.6	40.8	32.2	32.0	43.0	41.7	36.4
LnGrp LOS	D	B	B	D	C	B	D	C	C	D	D	D
Approach Vol, veh/h		701			1860			152			668	
Approach Delay, s/veh		26.8			25.5			36.9			39.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	51.0	14.0	21.3	17.9	45.9	13.4	21.8
Change Period (Y+Rc), s	5.0	6.5	5.0	5.8	5.0	6.5	5.0	5.8
Max Green Setting (Gmax), s	11.0	38.0	10.0	18.0	17.0	32.0	15.0	13.0
Max Q Clear Time (g_c+I1), s	6.3	5.9	6.6	14.5	12.6	29.4	8.7	3.3
Green Ext Time (p_c), s	0.1	1.7	0.0	1.0	0.3	1.9	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	270	38	29	664	96	53	15	38	339	30	1100
Future Volume (veh/h)	204	270	38	29	664	96	53	15	38	339	30	1100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	229	303	23	33	746	91	60	17	6	405	0	919
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	764	2536	787	128	1428	173	200	310	103	647	0	1423
Arrive On Green	0.26	0.52	0.52	0.08	0.32	0.28	0.12	0.12	0.09	0.20	0.00	0.20
Sat Flow, veh/h	2956	4914	1525	1619	4441	538	1619	2516	838	3238	0	3051
Grp Volume(v), veh/h	229	303	23	33	549	288	60	11	12	405	0	919
Grp Sat Flow(s),veh/h/ln	1478	1638	1525	1619	1638	1703	1619	1710	1643	1619	0	1525
Q Serve(g_s), s	6.1	3.1	0.7	1.9	13.4	13.7	3.3	0.6	0.6	11.2	0.0	0.0
Cycle Q Clear(g_c), s	6.1	3.1	0.7	1.9	13.4	13.7	3.3	0.6	0.6	11.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.32	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	764	2536	787	128	1053	547	200	211	203	647	0	1423
V/C Ratio(X)	0.30	0.12	0.03	0.26	0.52	0.53	0.30	0.05	0.06	0.63	0.00	0.65
Avail Cap(c_a), veh/h	764	2536	787	231	1053	547	281	297	285	852	0	1616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.2	12.2	11.7	42.4	27.1	27.8	39.1	37.9	38.6	35.9	0.0	20.0
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.4	1.8	3.6	0.3	0.0	0.0	0.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.0	0.2	0.7	5.0	5.7	1.3	0.2	0.3	4.5	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	12.3	11.7	42.8	28.9	31.4	39.4	37.9	38.6	36.2	0.0	20.4
LnGrp LOS	C	B	B	D	C	C	D	D	D	D	A	C
Approach Vol, veh/h		555			870			83			1324	
Approach Delay, s/veh		19.3			30.3			39.1			25.3	
Approach LOS		B			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.7	52.6		21.6	28.8	33.5		14.1
Change Period (Y+Rc), s	5.0	6.5		5.8	6.5	* 6.5		5.0
Max Green Setting (Gmax), s	11.3	29.0		22.0	11.0	* 27		14.0
Max Q Clear Time (g_c+I1), s	13.7	5.1		13.2	8.1	15.7		5.3
Green Ext Time (p_c), s	0.0	1.4		2.6	0.1	3.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	157	96	99	386	42	261	534	59	54	755	248
Future Volume (veh/h)	119	157	96	99	386	42	261	534	59	54	755	248
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	131	173	26	109	424	38	287	587	0	59	830	115
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	255	709	312	243	644	57	413	1906		217	1679	740
Arrive On Green	0.09	0.21	0.21	0.08	0.20	0.16	0.14	0.56	0.00	0.07	0.49	0.49
Sat Flow, veh/h	2956	3420	1504	2956	3172	283	2956	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	131	173	26	109	228	234	287	587	0	59	830	115
Grp Sat Flow(s),veh/h/ln	1478	1710	1504	1478	1710	1745	1478	1710	1525	1478	1710	1506
Q Serve(g_s), s	4.2	4.2	1.4	3.5	12.2	12.4	9.3	9.2	0.0	1.9	16.3	4.2
Cycle Q Clear(g_c), s	4.2	4.2	1.4	3.5	12.2	12.4	9.3	9.2	0.0	1.9	16.3	4.2
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	255	709	312	243	347	354	413	1906		217	1679	740
V/C Ratio(X)	0.51	0.24	0.08	0.45	0.66	0.66	0.70	0.31		0.27	0.49	0.16
Avail Cap(c_a), veh/h	384	752	331	562	479	488	532	1906		384	1679	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	33.1	32.0	43.7	36.6	37.0	41.0	11.8	0.0	43.8	17.1	14.0
Incr Delay (d2), s/veh	0.6	0.2	0.1	0.5	2.5	2.6	1.5	0.4	0.0	0.2	1.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.7	0.5	1.2	5.0	5.2	3.3	3.1	0.0	0.7	5.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	33.3	32.1	44.2	39.2	39.6	42.5	12.2	0.0	44.1	18.1	14.5
LnGrp LOS	D	C	C	D	D	D	D	B		D	B	B
Approach Vol, veh/h		330			571			874	A		1004	
Approach Delay, s/veh		37.6			40.3			22.2			19.2	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	22.7	16.0	51.1	10.6	22.3	9.3	57.7
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	16.5	18.0	15.5	29.0	10.5	24.0	10.5	34.0
Max Q Clear Time (g_c+I1), s	5.5	6.2	11.3	18.3	6.2	14.4	3.9	11.2
Green Ext Time (p_c), s	0.1	0.8	0.2	5.2	0.1	1.9	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

Notes

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

Unsignalized Delay for [NBR] 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)	0	0	0	530	0	605	0	657	428	0	733	420
Future Volume (veh/h)	0	0	0	530	0	605	0	657	428	0	733	420
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				1700	1800	1800	0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h				754	0	369	0	722	0	0	805	0
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1071	0	505	0	2012		0	2891	
Arrive On Green				0.33	0.00	0.33	0.00	1.00	0.00	0.00	0.59	0.00
Sat Flow, veh/h				3238	0	1525	0	3510	1525	0	5076	1525
Grp Volume(v), veh/h				754	0	369	0	722	0	0	805	0
Grp Sat Flow(s),veh/h/ln				1619	0	1525	0	1710	1525	0	1638	1525
Q Serve(g_s), s				20.1	0.0	21.1	0.0	0.0	0.0	0.0	8.0	0.0
Cycle Q Clear(g_c), s				20.1	0.0	21.1	0.0	0.0	0.0	0.0	8.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1071	0	505	0	2012		0	2891	
V/C Ratio(X)				0.70	0.00	0.73	0.00	0.36		0.00	0.28	
Avail Cap(c_a), veh/h				1668	0	786	0	2012		0	2891	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.95	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				28.9	0.0	29.2	0.0	0.0	0.0	0.0	10.0	0.0
Incr Delay (d2), s/veh				0.9	0.0	2.1	0.0	0.5	0.0	0.0	0.2	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				7.9	0.0	7.9	0.0	0.1	0.0	0.0	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.7	0.0	31.3	0.0	0.5	0.0	0.0	10.3	0.0
LnGrp LOS				C	A	C	A	A		A	B	
Approach Vol, veh/h					1123			722	A		805	A
Approach Delay, s/veh					30.3			0.5			10.3	
Approach LOS					C			A			B	

Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	62.9		62.9		36.1	
Change Period (Y+Rc), s	9.7		9.7		8.3	
Max Green Setting (Gmax), s	35.0		35.0		46.0	
Max Q Clear Time (g_c+I1), s	2.0		10.0		23.1	
Green Ext Time (p_c), s	4.8		5.2		4.6	

Intersection Summary		
HCM 6th Ctrl Delay	16.1	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

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



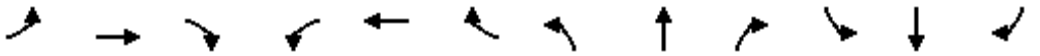
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	0	595	0	0	0	0	834	333	0	1062	193
Future Volume (veh/h)	255	0	595	0	0	0	0	834	333	0	1062	193
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1600	0	1800				0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h	268	0	586				0	878	0	0	1118	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1297	0	669				0	2361		0	1643	
Arrive On Green	0.44	0.00	0.44				0.00	0.48	0.00	0.00	0.96	0.00
Sat Flow, veh/h	2956	0	1525				0	5076	1525	0	3510	1525
Grp Volume(v), veh/h	268	0	586				0	878	0	0	1118	0
Grp Sat Flow(s),veh/h/ln	1478	0	1525				0	1638	1525	0	1710	1525
Q Serve(g_s), s	5.5	0.0	34.7				0.0	11.2	0.0	0.0	3.7	0.0
Cycle Q Clear(g_c), s	5.5	0.0	34.7				0.0	11.2	0.0	0.0	3.7	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1297	0	669				0	2361		0	1643	
V/C Ratio(X)	0.21	0.00	0.88				0.00	0.37		0.00	0.68	
Avail Cap(c_a), veh/h	1403	0	724				0	2361		0	1643	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	0.90	0.00
Uniform Delay (d), s/veh	17.1	0.0	25.3				0.0	16.3	0.0	0.0	1.1	0.0
Incr Delay (d2), s/veh	0.1	0.0	11.1				0.0	0.5	0.0	0.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	14.2				0.0	3.8	0.0	0.0	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	36.4				0.0	16.7	0.0	0.0	3.1	0.0
LnGrp LOS	B	A	D				A	B		A	A	
Approach Vol, veh/h		854						878	A		1118	A
Approach Delay, s/veh		30.4						16.7			3.1	
Approach LOS		C						B			A	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	52.3	46.7	52.3
Change Period (Y+Rc), s	9.7	8.3	9.7
Max Green Setting (Gmax), s	39.0	42.0	39.0
Max Q Clear Time (g_c+I1), s	13.2	36.7	5.7
Green Ext Time (p_c), s	5.8	1.8	8.5

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, SBR] 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)	192	1794	63	194	832	178	90	669	353	201	341	60
Future Volume (veh/h)	192	1794	63	194	832	178	90	669	353	201	341	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	196	1831	28	198	849	82	92	683	307	205	348	18
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	278	2001	620	460	2391	741	127	897	604	287	960	426
Arrive On Green	0.09	0.41	0.41	0.16	0.49	0.49	0.08	0.26	0.24	0.10	0.28	0.28
Sat Flow, veh/h	2956	4914	1523	2956	4914	1524	1619	3420	1520	2956	3420	1519
Grp Volume(v), veh/h	196	1831	28	198	849	82	92	683	307	205	348	18
Grp Sat Flow(s),veh/h/ln	1478	1638	1523	1478	1638	1524	1619	1710	1520	1478	1710	1519
Q Serve(g_s), s	9.0	49.3	1.1	8.5	15.0	4.1	7.8	25.8	3.4	9.4	11.4	1.2
Cycle Q Clear(g_c), s	9.0	49.3	1.1	8.5	15.0	4.1	7.8	25.8	3.4	9.4	11.4	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	2001	620	460	2391	741	127	897	604	287	960	426
V/C Ratio(X)	0.71	0.92	0.05	0.43	0.36	0.11	0.72	0.76	0.51	0.72	0.36	0.04
Avail Cap(c_a), veh/h	338	2001	620	460	2391	741	150	1041	667	338	1114	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	61.5	39.2	12.7	53.5	22.3	19.5	63.0	47.6	15.4	61.3	40.3	36.7
Incr Delay (d2), s/veh	5.1	8.0	0.1	0.6	0.4	0.3	13.0	2.9	0.7	5.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	20.2	0.6	3.1	5.6	1.5	3.6	11.1	4.8	3.7	4.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	47.2	12.8	54.1	22.7	19.8	76.0	50.5	16.0	67.1	40.4	36.7
LnGrp LOS	E	D	B	D	C	B	E	D	B	E	D	D
Approach Vol, veh/h		2055			1129			1082			571	
Approach Delay, s/veh		48.6			28.0			42.9			49.9	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.3	59.0	13.0	41.7	15.2	70.1	15.6	39.1
Change Period (Y+Rc), s	* 6.5	* 6.5	3.5	7.4	4.0	* 6.5	4.0	7.4
Max Green Setting (Gmax), s	* 14	* 53	11.5	40.6	14.0	* 53	14.0	37.6
Max Q Clear Time (g_c+I1), s	10.5	51.3	9.8	13.4	11.0	17.0	11.4	27.8
Green Ext Time (p_c), s	0.2	0.9	0.0	1.3	0.2	3.7	0.2	3.8

Intersection Summary	
HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	✣	↱
Traffic Volume (veh/h)	0	2077	981	0	1168	495	0	0	0	147	0	728
Future Volume (veh/h)	0	2077	981	0	1168	495	0	0	0	147	0	728
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	0	1800	1800	0	1800	1800				1700	1800	1800
Adj Flow Rate, veh/h	0	2164	0	0	1217	0				102	0	715
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3077		0	3077					511	0	964
Arrive On Green	0.00	0.63	0.00	0.00	1.00	0.00				0.32	0.00	0.32
Sat Flow, veh/h	0	5076	1525	0	5076	1525				1619	0	3051
Grp Volume(v), veh/h	0	2164	0	0	1217	0				102	0	715
Grp Sat Flow(s),veh/h/ln	0	1638	1525	0	1638	1525				1619	0	1525
Q Serve(g_s), s	0.0	20.3	0.0	0.0	0.0	0.0				3.2	0.0	14.4
Cycle Q Clear(g_c), s	0.0	20.3	0.0	0.0	0.0	0.0				3.2	0.0	14.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3077		0	3077					511	0	964
V/C Ratio(X)	0.00	0.70		0.00	0.40					0.20	0.00	0.74
Avail Cap(c_a), veh/h	0	3077		0	3077					551	0	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.90	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.6	0.0	0.0	0.0	0.0				17.2	0.0	21.1
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.3	0.0				0.1	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.7	0.0	0.0	0.1	0.0				1.2	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.0	0.0	0.0	0.3	0.0				17.4	0.0	23.6
LnGrp LOS	A	A		A	A					B	A	C
Approach Vol, veh/h		2164	A		1217	A					817	
Approach Delay, s/veh		10.0			0.3						22.8	
Approach LOS		A			A						C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	45.2	23.8	45.2
Change Period (Y+Rc), s	6.5	6.5	6.5
Max Green Setting (Gmax), s	37.0	19.0	37.0
Max Q Clear Time (g_c+I1), s	22.3	16.4	2.0
Green Ext Time (p_c), s	10.3	0.8	7.2

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, 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)	0	1144	1076	0	1116	334	552	0	374	0	0	0
Future Volume (veh/h)	0	1144	1076	0	1116	334	552	0	374	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	0	1800	1800	0	1800	1800	1700	1800	1800			
Adj Flow Rate, veh/h	0	1179	0	0	1151	0	668	0	212			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3130		0	3130		988	0	465			
Arrive On Green	0.00	1.00	0.00	0.00	0.64	0.00	0.31	0.00	0.31			
Sat Flow, veh/h	0	5076	1525	0	5076	1525	3238	0	1524			
Grp Volume(v), veh/h	0	1179	0	0	1151	0	668	0	212			
Grp Sat Flow(s),veh/h/ln	0	1638	1525	0	1638	1525	1619	0	1524			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	7.7	0.0	12.5	0.0	7.7			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	7.7	0.0	12.5	0.0	7.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3130		0	3130		988	0	465			
V/C Ratio(X)	0.00	0.38		0.00	0.37		0.68	0.00	0.46			
Avail Cap(c_a), veh/h	0	3130		0	3130		1337	0	629			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.67	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	5.9	0.0	21.0	0.0	19.4			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.3	0.0	0.6	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	1.6	0.0	4.6	0.0	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	6.3	0.0	21.6	0.0	19.9			
LnGrp LOS	A	A		A	A		C	A	B			
Approach Vol, veh/h		1179	A		1151	A		880				
Approach Delay, s/veh		0.2			6.3			21.2				
Approach LOS		A			A			C				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		46.0				46.0		23.0				
Change Period (Y+Rc), s		6.5				6.5		6.5				
Max Green Setting (Gmax), s		32.0				32.0		24.0				
Max Q Clear Time (g_c+I1), s		2.0				9.7		14.5				
Green Ext Time (p_c), s		6.7				6.0		2.0				

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

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

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, 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)	216	915	183	70	772	48	271	371	143	68	222	206
Future Volume (veh/h)	216	915	183	70	772	48	271	371	143	68	222	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	230	973	129	74	821	21	288	395	58	72	236	85
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	314	1173	841	589	1559	695	301	568	477	106	422	148
Arrive On Green	0.11	0.34	0.34	0.20	0.46	0.46	0.19	0.32	0.32	0.07	0.17	0.13
Sat Flow, veh/h	2956	3420	1523	2956	3420	1524	1619	1800	1512	1619	2482	869
Grp Volume(v), veh/h	230	973	129	74	821	21	288	395	58	72	161	160
Grp Sat Flow(s),veh/h/ln	1478	1710	1523	1478	1710	1524	1619	1800	1512	1619	1710	1641
Q Serve(g_s), s	10.6	36.6	0.0	2.9	24.1	1.1	24.7	26.9	2.0	6.1	12.0	12.7
Cycle Q Clear(g_c), s	10.6	36.6	0.0	2.9	24.1	1.1	24.7	26.9	2.0	6.1	12.0	12.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	314	1173	841	589	1559	695	301	568	477	106	291	279
V/C Ratio(X)	0.73	0.83	0.15	0.13	0.53	0.03	0.96	0.70	0.12	0.68	0.55	0.58
Avail Cap(c_a), veh/h	422	1173	841	589	1559	695	301	643	540	162	464	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	60.6	42.2	15.3	46.0	27.3	21.0	56.5	42.0	9.7	64.0	53.2	54.7
Incr Delay (d2), s/veh	4.3	6.9	0.4	0.1	1.3	0.1	40.5	2.1	0.0	7.5	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	15.8	2.0	1.0	9.5	0.4	13.2	11.9	1.4	2.7	5.1	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	49.1	15.7	46.1	28.5	21.1	97.0	44.1	9.8	71.5	53.8	55.4
LnGrp LOS	E	D	B	D	C	C	F	D	A	E	D	E
Approach Vol, veh/h		1332			916			741			393	
Approach Delay, s/veh		48.6			29.8			62.0			57.7	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	50.0	31.5	25.8	16.9	65.8	11.1	46.2
Change Period (Y+Rc), s	* 6.8	* 6.8	7.0	* 7	4.0	* 6.8	3.5	7.0
Max Green Setting (Gmax), s	* 18	* 43	24.5	* 33	18.0	* 43	12.5	45.0
Max Q Clear Time (g_c+I1), s	14.9	38.6	26.7	14.7	12.6	26.1	8.1	28.9
Green Ext Time (p_c), s	0.1	1.9	0.0	1.0	0.3	3.0	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	946	178	137	505	110	161	1585	411	79	556	99
Future Volume (veh/h)	190	946	178	137	505	110	161	1585	411	79	556	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	200	996	61	144	532	35	169	1668	202	83	585	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	1094	487	204	984	439	281	2010	624	192	1862	577
Arrive On Green	0.16	0.32	0.32	0.04	0.09	0.09	0.10	0.41	0.41	0.07	0.38	0.38
Sat Flow, veh/h	1619	3420	1523	1619	3420	1525	2956	4914	1524	2956	4914	1522
Grp Volume(v), veh/h	200	996	61	144	532	35	169	1668	202	83	585	38
Grp Sat Flow(s),veh/h/ln	1619	1710	1523	1619	1710	1525	1478	1638	1524	1478	1638	1522
Q Serve(g_s), s	11.9	27.9	2.8	8.8	14.8	2.1	5.5	30.4	9.0	2.7	8.4	1.6
Cycle Q Clear(g_c), s	11.9	27.9	2.8	8.8	14.8	2.1	5.5	30.4	9.0	2.7	8.4	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	1094	487	204	984	439	281	2010	624	192	1862	577
V/C Ratio(X)	0.78	0.91	0.13	0.71	0.54	0.08	0.60	0.83	0.32	0.43	0.31	0.07
Avail Cap(c_a), veh/h	259	1094	487	210	992	442	414	2010	624	384	1862	577
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	32.6	24.1	46.1	38.9	33.2	43.4	26.4	20.1	45.0	21.9	19.8
Incr Delay (d2), s/veh	12.9	11.3	0.1	6.4	0.4	0.0	0.8	4.1	1.4	0.6	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	12.3	1.0	3.9	6.8	0.7	1.9	11.4	3.2	1.0	3.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	43.9	24.2	52.5	39.3	33.2	44.2	30.6	21.5	45.5	22.3	20.0
LnGrp LOS	D	D	C	D	D	C	D	C	C	D	C	C
Approach Vol, veh/h		1257			711			2039			706	
Approach Delay, s/veh		44.4			41.7			30.8			24.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	42.9	14.6	34.0	11.5	39.9	17.8	30.8
Change Period (Y+Rc), s	4.0	* 6.6	4.0	* 6.8	4.0	* 6.6	4.0	* 6.8
Max Green Setting (Gmax), s	11.0	* 29	11.0	* 27	12.0	* 28	14.0	* 24
Max Q Clear Time (g_c+I1), s	4.7	32.4	10.8	29.9	7.5	10.4	13.9	16.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	2.8	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	35.2
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	352	979	29	58	460	212	45	828	272	92	269	203
Future Volume (veh/h)	352	979	29	58	460	212	45	828	272	92	269	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	363	1009	29	60	474	165	46	854	112	95	277	131
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	1163	33	179	631	218	83	1483	660	141	1607	998
Arrive On Green	0.20	0.46	0.39	0.06	0.25	0.21	0.05	0.43	0.43	0.09	0.47	0.47
Sat Flow, veh/h	1619	3395	98	2956	2493	862	1619	3420	1522	1619	3420	1524
Grp Volume(v), veh/h	363	508	530	60	324	315	46	854	112	95	277	131
Grp Sat Flow(s),veh/h/ln	1619	1710	1782	1478	1710	1645	1619	1710	1522	1619	1710	1524
Q Serve(g_s), s	15.0	26.8	26.8	1.9	17.5	17.9	2.8	18.9	4.5	5.7	4.7	3.2
Cycle Q Clear(g_c), s	15.0	26.8	26.8	1.9	17.5	17.9	2.8	18.9	4.5	5.7	4.7	3.2
Prop In Lane	1.00		0.05	1.00		0.52	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	586	611	179	433	416	83	1483	660	141	1607	998
V/C Ratio(X)	1.49	0.87	0.87	0.34	0.75	0.76	0.56	0.58	0.17	0.67	0.17	0.13
Avail Cap(c_a), veh/h	243	586	611	473	463	446	243	1483	660	259	1607	998
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	25.2	25.3	45.0	34.4	35.7	46.3	21.4	17.3	44.2	15.3	6.5
Incr Delay (d2), s/veh	234.5	7.6	7.3	1.1	5.3	5.9	5.7	1.6	0.6	5.4	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.1	9.7	10.1	0.7	7.4	7.5	1.2	7.3	1.6	2.4	1.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	274.5	32.7	32.6	46.1	39.7	41.6	52.1	23.0	17.9	49.7	15.5	6.8
LnGrp LOS	F	C	C	D	D	D	D	C	B	D	B	A
Approach Vol, veh/h		1401			699			1012			503	
Approach Delay, s/veh		95.4			41.1			23.8			19.7	
Approach LOS		F			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	27.2	7.1	48.7	8.1	36.2	10.7	45.1
Change Period (Y+Rc), s	3.5	* 6.7	3.5	* 6.7	4.0	* 6.7	3.5	* 6.7
Max Green Setting (Gmax), s	13.5	* 22	13.5	* 30	14.0	* 21	14.5	* 29
Max Q Clear Time (g_c+I1), s	17.0	19.9	4.8	6.7	3.9	28.8	7.7	20.9
Green Ext Time (p_c), s	0.0	0.6	0.0	1.2	0.1	0.0	0.1	2.6

Intersection Summary	
HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1320	9	15	638	24	4	0	17	22	0	26
Future Volume (veh/h)	32	1320	9	15	638	24	4	0	17	22	0	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	34	1389	9	16	672	25	4	0	2	23	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	2343	15	79	2203	82	325	0	204	325	0	204
Arrive On Green	0.07	0.67	0.58	0.05	0.66	0.56	0.13	0.00	0.04	0.04	0.00	0.13
Sat Flow, veh/h	1619	3483	23	1619	3362	125	1360	0	1525	1389	0	1525
Grp Volume(v), veh/h	34	682	716	16	342	355	4	0	2	23	0	5
Grp Sat Flow(s),veh/h/ln	1619	1710	1796	1619	1710	1777	1360	0	1525	1389	0	1525
Q Serve(g_s), s	1.0	11.2	11.3	0.5	4.5	4.5	0.0	0.0	0.1	0.8	0.0	0.1
Cycle Q Clear(g_c), s	1.0	11.2	11.3	0.5	4.5	4.5	0.1	0.0	0.1	0.9	0.0	0.1
Prop In Lane	1.00		0.01	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	107	1150	1208	79	1120	1165	325	0	204	191	0	204
V/C Ratio(X)	0.32	0.59	0.59	0.20	0.30	0.31	0.01	0.00	0.01	0.12	0.00	0.02
Avail Cap(c_a), veh/h	672	1815	1906	672	1815	1886	1062	0	1030	969	0	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	4.6	4.6	23.7	3.9	3.9	19.5	0.0	21.6	22.1	0.0	19.5
Incr Delay (d2), s/veh	1.7	0.7	0.7	1.2	0.2	0.2	0.0	0.0	0.0	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.3	1.3	0.2	0.6	0.6	0.0	0.0	0.0	0.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	5.3	5.3	24.9	4.1	4.1	19.5	0.0	21.7	22.5	0.0	19.6
LnGrp LOS	C	A	A	C	A	A	B	A	C	C	A	B
Approach Vol, veh/h		1432			713			6			28	
Approach Delay, s/veh		5.8			4.6			20.2			21.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.5	37.2		10.1	5.4	36.3		10.1
Change Period (Y+Rc), s	3.5	* 7.3		* 8.2	3.5	* 7.3		* 8.2
Max Green Setting (Gmax), s	20.0	* 50		* 30	20.0	* 50		* 30
Max Q Clear Time (g_c+I1), s	2.5	13.3		2.9	3.0	6.5		2.1
Green Ext Time (p_c), s	0.0	16.6		0.1	0.0	6.3		0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	347	655	362	74	399	163	178	486	116	96	189	109
Future Volume (veh/h)	347	655	362	74	399	163	178	486	116	96	189	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	358	675	274	76	411	139	184	501	75	99	195	66
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	682	812	916	222	650	218	334	823	536	164	909	813
Arrive On Green	0.23	0.45	0.45	0.08	0.26	0.20	0.11	0.24	0.24	0.10	0.27	0.27
Sat Flow, veh/h	2956	1800	1524	2956	2516	841	2956	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	358	675	274	76	278	272	184	501	75	99	195	66
Grp Sat Flow(s),veh/h/ln	1478	1800	1524	1478	1710	1647	1478	1710	1525	1619	1710	1524
Q Serve(g_s), s	8.6	26.7	7.1	2.0	11.7	12.1	4.8	10.6	1.7	4.7	3.6	0.3
Cycle Q Clear(g_c), s	8.6	26.7	7.1	2.0	11.7	12.1	4.8	10.6	1.7	4.7	3.6	0.3
Prop In Lane	1.00		1.00	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	682	812	916	222	442	426	334	823	536	164	909	813
V/C Ratio(X)	0.52	0.83	0.30	0.34	0.63	0.64	0.55	0.61	0.14	0.61	0.21	0.08
Avail Cap(c_a), veh/h	985	1222	1264	985	1157	1114	985	2107	1109	540	2111	1349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	19.5	7.9	35.5	26.6	27.8	34.0	27.4	7.7	34.9	23.2	2.3
Incr Delay (d2), s/veh	0.6	1.9	0.1	0.9	0.6	0.6	1.4	0.3	0.0	3.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	9.7	1.7	0.7	4.4	4.5	1.6	3.9	0.6	1.9	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	21.4	7.9	36.4	27.1	28.4	35.4	27.6	7.7	38.4	23.2	2.3
LnGrp LOS	C	C	A	D	C	C	D	C	A	D	C	A
Approach Vol, veh/h		1307			626			760			360	
Approach Delay, s/veh		20.4			28.8			27.6			23.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	38.3	11.1	23.4	23.5	22.9	13.1	21.5
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	* 6.8	* 6.8	6.9	* 6.9
Max Green Setting (Gmax), s	25.0	* 50	25.0	45.0	* 25	* 50	25.0	* 45
Max Q Clear Time (g_c+I1), s	4.0	28.7	6.8	5.6	10.6	14.1	6.7	12.6
Green Ext Time (p_c), s	0.2	2.8	0.5	0.8	1.0	1.8	0.2	1.9

Intersection Summary	
HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	6	1	174	0	95	1	692	229	235	406	7
Future Volume (veh/h)	0	6	1	174	0	95	1	692	229	235	406	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	0	6	1	179	0	25	1	713	202	242	419	6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	412	349	423	0	349	36	893	757	310	1198	995
Arrive On Green	0.00	0.23	0.23	0.17	0.00	0.23	0.02	0.50	0.50	0.19	0.67	0.67
Sat Flow, veh/h	0	1800	1525	1410	0	1525	1619	1800	1525	1619	1800	1494
Grp Volume(v), veh/h	0	6	1	179	0	25	1	713	202	242	419	6
Grp Sat Flow(s),veh/h/ln	0	1800	1525	1410	0	1525	1619	1800	1525	1619	1800	1494
Q Serve(g_s), s	0.0	0.2	0.0	8.6	0.0	0.9	0.0	23.9	5.6	10.3	7.3	0.1
Cycle Q Clear(g_c), s	0.0	0.2	0.0	8.8	0.0	0.9	0.0	23.9	5.6	10.3	7.3	0.1
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	412	349	335	0	349	36	893	757	310	1198	995
V/C Ratio(X)	0.00	0.01	0.00	0.53	0.00	0.07	0.03	0.80	0.27	0.78	0.35	0.01
Avail Cap(c_a), veh/h	0	735	623	790	0	834	370	1610	1365	370	1198	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	21.5	21.5	27.0	0.0	21.8	34.5	15.2	10.6	27.7	5.3	4.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.9	0.0	0.1	0.3	1.7	0.2	8.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	3.2	0.0	0.3	0.0	7.6	1.5	4.2	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.5	21.5	28.8	0.0	21.9	34.9	16.9	10.7	36.4	5.3	4.1
LnGrp LOS	A	C	C	C	A	C	C	B	B	D	A	A
Approach Vol, veh/h		7			204			916			667	
Approach Delay, s/veh		21.5			28.0			15.5			16.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	3.6	50.1		18.5	15.8	37.8		18.5
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		* 6.5
Max Green Setting (Gmax), s	15.0	* 40		* 25	15.0	* 60		* 35
Max Q Clear Time (g_c+I1), s	2.0	9.3		2.2	12.3	25.9		10.8
Green Ext Time (p_c), s	0.0	1.3		0.0	0.2	5.4		1.4

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	188	0	40	0	906	107	122	486	0
Future Volume (veh/h)	0	0	0	188	0	40	0	906	107	122	486	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	0	0	0	204	0	11	0	985	108	133	528	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	3	4	0	393	0	350	3	1565	172	230	2351	0
Arrive On Green	0.00	0.00	0.00	0.15	0.00	0.23	0.00	0.50	0.41	0.14	0.69	0.00
Sat Flow, veh/h	1619	1800	0	1714	0	1525	1619	3107	341	1619	3510	0
Grp Volume(v), veh/h	0	0	0	204	0	11	0	542	551	133	528	0
Grp Sat Flow(s),veh/h/ln	1619	1800	0	1714	0	1525	1619	1710	1738	1619	1710	0
Q Serve(g_s), s	0.0	0.0	0.0	5.2	0.0	0.3	0.0	11.0	11.3	3.7	2.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.2	0.0	0.3	0.0	11.0	11.3	3.7	2.7	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.20	1.00		0.00
Lane Grp Cap(c), veh/h	3	4	0	393	0	350	3	861	876	230	2351	0
V/C Ratio(X)	0.00	0.00	0.00	0.52	0.00	0.03	0.00	0.63	0.63	0.58	0.22	0.00
Avail Cap(c_a), veh/h	635	706	0	665	0	592	574	1409	1432	405	2818	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	17.8	0.0	14.3	0.0	8.6	9.0	19.2	2.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.8	0.8	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.8	0.0	0.1	0.0	2.2	2.4	1.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	18.9	0.0	14.4	0.0	9.4	9.8	21.5	2.8	0.0
LnGrp LOS	A	A	A	B	A	B	A	A	A	C	A	A
Approach Vol, veh/h		0			215			1093			661	
Approach Delay, s/veh		0.0			18.7			9.6			6.6	
Approach LOS					B			A			A	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		0.0	0.0	34.9		13.0	8.8	26.1
Change Period (Y+Rc), s		* 5.8	4.0	6.5		5.6	4.0	6.5
Max Green Setting (Gmax), s		* 15	15.0	35.0		15.0	10.0	35.0
Max Q Clear Time (g_c+I1), s		0.0	0.0	4.7		7.2	5.7	13.3
Green Ext Time (p_c), s		0.0	0.0	3.1		0.6	0.1	6.3

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	403	630	211	89	294	207	181	1337	101	151	821	157
Future Volume (veh/h)	403	630	211	89	294	207	181	1337	101	151	821	157
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	453	708	75	100	330	63	203	1502	41	170	922	65
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	509	1433	445	250	698	311	353	2015	626	318	1957	606
Arrive On Green	0.17	0.29	0.29	0.08	0.20	0.20	0.12	0.41	0.41	0.11	0.40	0.40
Sat Flow, veh/h	2956	4914	1525	2956	3420	1525	2956	4914	1525	2956	4914	1522
Grp Volume(v), veh/h	453	708	75	100	330	63	203	1502	41	170	922	65
Grp Sat Flow(s),veh/h/ln	1478	1638	1525	1478	1710	1525	1478	1638	1525	1478	1638	1522
Q Serve(g_s), s	11.3	9.0	2.8	2.4	6.4	2.6	4.9	19.6	1.2	4.1	10.5	2.0
Cycle Q Clear(g_c), s	11.3	9.0	2.8	2.4	6.4	2.6	4.9	19.6	1.2	4.1	10.5	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	509	1433	445	250	698	311	353	2015	626	318	1957	606
V/C Ratio(X)	0.89	0.49	0.17	0.40	0.47	0.20	0.57	0.75	0.07	0.53	0.47	0.11
Avail Cap(c_a), veh/h	509	2148	667	509	1495	667	509	2148	667	509	2148	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	22.1	19.9	32.7	26.5	24.9	31.4	18.9	13.5	31.9	16.8	14.3
Incr Delay (d2), s/veh	17.5	0.3	0.2	1.0	0.5	0.3	1.5	1.4	0.0	1.4	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	3.1	0.9	0.8	2.4	0.9	1.7	6.5	0.4	1.4	3.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	22.4	20.1	33.8	27.0	25.3	32.9	20.3	13.5	33.3	17.0	14.4
LnGrp LOS	D	C	C	C	C	C	C	C	B	C	B	B
Approach Vol, veh/h		1236			493			1746			1157	
Approach Delay, s/veh		31.7			28.1			21.6			19.2	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	24.0	11.0	32.1	15.0	17.4	10.1	33.0
Change Period (Y+Rc), s	4.0	7.0	4.0	* 6.6	4.0	7.0	4.0	* 6.6
Max Green Setting (Gmax), s	11.3	28.0	11.0	* 28	11.0	28.0	11.0	* 28
Max Q Clear Time (g_c+I1), s	4.4	11.0	6.9	12.5	13.3	8.4	6.1	21.6
Green Ext Time (p_c), s	0.1	4.3	0.2	5.3	0.0	2.0	0.2	4.7

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

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

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

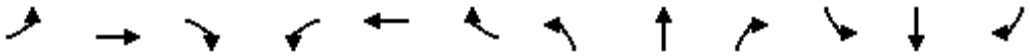
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	19	1	1003	712	4
Future Vol, veh/h	4	19	1	1003	712	4
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	330	-	-	90
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	20	1	1078	766	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1308	384	771	0	-	0
Stage 1	767	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	154	620	853	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	619	852	-	-	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	423	-	-	-	-	-
Stage 2	552	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	852	-	154	619	-	-
HCM Lane V/C Ratio	0.001	-	0.028	0.033	-	-
HCM Control Delay (s)	9.2	-	29	11	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	1005	263	330	598	190	244	1197	279	338	832	104
Future Volume (veh/h)	294	1005	263	330	598	190	244	1197	279	338	832	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	313	1069	97	351	636	62	260	1273	252	360	885	95
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	457	1385	422	492	1443	441	407	1948	727	501	1979	210
Arrive On Green	0.15	0.28	0.28	0.17	0.29	0.29	0.14	0.31	0.31	0.17	0.35	0.31
Sat Flow, veh/h	2956	4914	1498	2956	4914	1500	2956	6192	1502	2956	5718	605
Grp Volume(v), veh/h	313	1069	97	351	636	62	260	1273	252	360	717	263
Grp Sat Flow(s),veh/h/ln	1478	1638	1498	1478	1638	1500	1478	1548	1502	1478	1548	1679
Q Serve(g_s), s	13.3	26.6	6.6	14.9	14.0	4.1	11.1	23.6	13.9	15.3	15.9	16.4
Cycle Q Clear(g_c), s	13.3	26.6	6.6	14.9	14.0	4.1	11.1	23.6	13.9	15.3	15.9	16.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	457	1385	422	492	1443	441	407	1948	727	501	1608	581
V/C Ratio(X)	0.68	0.77	0.23	0.71	0.44	0.14	0.64	0.65	0.35	0.72	0.45	0.45
Avail Cap(c_a), veh/h	556	1478	450	556	1478	451	556	2328	819	556	1746	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	53.2	43.8	36.7	52.4	38.1	34.6	54.2	39.3	21.5	52.2	33.6	34.5
Incr Delay (d2), s/veh	1.7	2.4	0.3	2.9	0.2	0.1	0.6	0.6	0.3	3.2	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	10.6	2.4	5.5	5.4	1.4	4.0	8.7	4.7	5.7	5.8	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	46.3	36.9	55.3	38.3	34.7	54.8	39.9	21.9	55.4	33.8	35.2
LnGrp LOS	D	D	D	E	D	C	D	D	C	E	C	D
Approach Vol, veh/h		1479			1049			1785			1340	
Approach Delay, s/veh		47.5			43.8			39.5			39.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.5	43.8	24.7	40.0	20.3	48.0	23.1	41.6
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5
Max Green Setting (Gmax), s	20.0	45.0	20.0	35.0	20.0	45.0	20.0	35.0
Max Q Clear Time (g_c+I1), s	17.3	25.6	16.9	28.6	13.1	18.4	15.3	16.0
Green Ext Time (p_c), s	0.2	10.5	0.2	3.5	0.3	7.7	0.3	3.8

Intersection Summary	
HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	677	1033	84	74	588	325	103	202	258	99	220	520
Future Volume (veh/h)	677	1033	84	74	588	325	103	202	258	99	220	520
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	713	1087	44	78	619	101	108	213	60	104	232	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	845	2724	845	300	1819	565	204	533	238	174	494	209
Arrive On Green	0.29	0.55	0.55	0.20	0.74	0.74	0.13	0.16	0.16	0.11	0.14	0.14
Sat Flow, veh/h	2956	4914	1524	2956	4914	1525	1619	3420	1525	1619	3600	1525
Grp Volume(v), veh/h	713	1087	44	78	619	101	108	213	60	104	232	108
Grp Sat Flow(s),veh/h/ln	1478	1638	1524	1478	1638	1525	1619	1710	1525	1619	1800	1525
Q Serve(g_s), s	22.5	12.5	1.3	2.2	4.3	2.0	6.2	5.5	3.4	6.1	5.9	6.5
Cycle Q Clear(g_c), s	22.5	12.5	1.3	2.2	4.3	2.0	6.2	5.5	3.4	6.1	5.9	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	845	2724	845	300	1819	565	204	533	238	174	494	209
V/C Ratio(X)	0.84	0.40	0.05	0.26	0.34	0.18	0.53	0.40	0.25	0.60	0.47	0.52
Avail Cap(c_a), veh/h	985	2724	845	448	1819	565	213	753	336	213	793	336
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	12.6	10.1	36.3	8.7	8.4	40.5	37.6	36.7	42.2	39.4	39.7
Incr Delay (d2), s/veh	5.3	0.4	0.1	0.2	0.5	0.6	0.9	0.5	0.6	1.2	0.7	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	3.9	0.5	0.7	1.3	0.7	2.5	2.3	1.3	2.5	2.7	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	13.1	10.2	36.5	9.1	9.0	41.4	38.1	37.3	43.4	40.1	41.6
LnGrp LOS	D	B	B	D	A	A	D	D	D	D	D	D
Approach Vol, veh/h		1844			798			381			444	
Approach Delay, s/veh		22.8			11.8			38.9			41.2	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	56.9	14.5	15.6	30.3	38.6	12.6	17.4
Change Period (Y+Rc), s	5.0	6.5	5.0	5.8	5.0	6.5	5.0	5.8
Max Green Setting (Gmax), s	12.0	37.0	10.0	18.0	30.0	19.0	10.0	18.0
Max Q Clear Time (g_c+I1), s	14.2	14.5	8.2	8.5	24.5	6.3	8.1	7.5
Green Ext Time (p_c), s	0.0	5.8	0.0	1.3	0.8	2.6	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	685	643	75	45	641	127	76	48	45	95	29	307
Future Volume (veh/h)	685	643	75	45	641	127	76	48	45	95	29	307
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	729	684	47	48	682	111	81	51	8	66	80	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1339	2928	909	145	926	149	212	389	60	167	185	1721
Arrive On Green	0.76	1.00	1.00	0.09	0.22	0.17	0.13	0.13	0.10	0.10	0.10	0.10
Sat Flow, veh/h	2956	4914	1525	1619	4266	687	1619	2970	455	1619	1800	3051
Grp Volume(v), veh/h	729	684	47	48	522	271	81	29	30	66	80	27
Grp Sat Flow(s),veh/h/ln	1478	1638	1525	1619	1638	1676	1619	1710	1715	1619	1800	1525
Q Serve(g_s), s	10.1	0.1	0.0	2.8	14.7	15.1	4.5	1.5	1.6	3.8	4.1	0.0
Cycle Q Clear(g_c), s	10.1	0.1	0.0	2.8	14.7	15.1	4.5	1.5	1.6	3.8	4.1	0.0
Prop In Lane	1.00		1.00	1.00		0.41	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	1339	2928	909	145	711	364	212	224	224	167	185	1721
V/C Ratio(X)	0.54	0.23	0.05	0.33	0.73	0.74	0.38	0.13	0.13	0.40	0.43	0.02
Avail Cap(c_a), veh/h	1339	2928	909	229	711	364	311	328	329	357	396	2079
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.8	0.1	0.1	42.3	36.1	37.1	39.4	38.0	38.4	41.5	41.7	9.5
Incr Delay (d2), s/veh	0.2	0.2	0.1	0.5	6.6	12.9	0.4	0.1	0.1	0.6	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.1	0.0	1.1	6.1	7.1	1.8	0.6	0.7	1.5	1.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	0.3	0.2	42.8	42.7	50.0	39.8	38.1	38.5	42.1	42.3	9.5
LnGrp LOS	A	A	A	D	D	D	D	D	D	D	D	A
Approach Vol, veh/h		1460			841			140			173	
Approach Delay, s/veh		4.1			45.1			39.2			37.1	
Approach LOS		A			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.9	61.0		12.2	48.4	23.5		15.0
Change Period (Y+Rc), s	5.0	6.5		5.8	6.5	* 6.5		5.0
Max Green Setting (Gmax), s	11.0	32.0		18.0	24.0	* 17		16.0
Max Q Clear Time (g_c+I1), s	4.8	2.1		6.1	12.1	17.1		6.5
Green Ext Time (p_c), s	0.0	3.5		0.3	1.2	0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	558	229	70	217	47	181	779	71	160	518	169
Future Volume (veh/h)	175	558	229	70	217	47	181	779	71	160	518	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	182	581	65	73	226	29	189	811	0	167	540	78
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	307	821	361	228	650	82	314	1723		293	1698	748
Arrive On Green	0.10	0.24	0.24	0.08	0.21	0.17	0.11	0.50	0.00	0.10	0.50	0.50
Sat Flow, veh/h	2956	3420	1504	2956	3048	386	2956	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	182	581	65	73	125	130	189	811	0	167	540	78
Grp Sat Flow(s),veh/h/ln	1478	1710	1504	1478	1710	1724	1478	1710	1525	1478	1710	1506
Q Serve(g_s), s	5.9	15.6	3.4	2.3	6.2	6.4	6.1	15.4	0.0	5.4	9.4	2.7
Cycle Q Clear(g_c), s	5.9	15.6	3.4	2.3	6.2	6.4	6.1	15.4	0.0	5.4	9.4	2.7
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	821	361	228	364	367	314	1723		293	1698	748
V/C Ratio(X)	0.59	0.71	0.18	0.32	0.34	0.35	0.60	0.47		0.57	0.32	0.10
Avail Cap(c_a), veh/h	384	992	436	384	496	500	384	1723		384	1698	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	34.8	30.2	43.7	33.4	33.9	42.7	16.1	0.0	43.0	15.0	13.4
Incr Delay (d2), s/veh	0.7	2.0	0.3	0.3	0.7	0.7	0.7	0.9	0.0	0.7	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	6.2	1.2	0.8	2.5	2.6	2.2	5.5	0.0	1.9	3.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	36.8	30.5	44.0	34.1	34.6	43.3	17.1	0.0	43.7	15.5	13.6
LnGrp LOS	D	D	C	D	C	C	D	B		D	B	B
Approach Vol, veh/h		828			328			1000	A		785	
Approach Delay, s/veh		37.8			36.5			22.0			21.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	26.0	12.6	51.7	12.4	23.3	11.9	52.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	10.5	25.0	10.5	33.0	10.5	25.0	10.5	33.0
Max Q Clear Time (g_c+I1), s	4.3	17.6	8.1	11.4	7.9	8.4	7.4	17.4
Green Ext Time (p_c), s	0.0	2.4	0.1	4.7	0.1	1.2	0.1	6.0

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Notes

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

Unsignalized Delay for [NBR] 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)	0	0	0	300	0	431	0	895	437	0	942	349
Future Volume (veh/h)	0	0	0	300	0	431	0	895	437	0	942	349
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				1700	1800	1800	0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h				402	0	183	0	942	0	0	992	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				659	0	310	0	2448		0	3517	
Arrive On Green				0.20	0.00	0.20	0.00	1.00	0.00	0.00	0.72	0.00
Sat Flow, veh/h				3238	0	1525	0	3510	1525	0	5076	1525
Grp Volume(v), veh/h				402	0	183	0	942	0	0	992	0
Grp Sat Flow(s),veh/h/ln				1619	0	1525	0	1710	1525	0	1638	1525
Q Serve(g_s), s				11.2	0.0	10.7	0.0	0.0	0.0	0.0	7.1	0.0
Cycle Q Clear(g_c), s				11.2	0.0	10.7	0.0	0.0	0.0	0.0	7.1	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				659	0	310	0	2448		0	3517	
V/C Ratio(X)				0.61	0.00	0.59	0.00	0.38		0.00	0.28	
Avail Cap(c_a), veh/h				1112	0	524	0	2448		0	3517	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.94	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				35.9	0.0	35.7	0.0	0.0	0.0	0.0	5.0	0.0
Incr Delay (d2), s/veh				0.9	0.0	1.8	0.0	0.4	0.0	0.0	0.2	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				4.5	0.0	4.2	0.0	0.1	0.0	0.0	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				36.8	0.0	37.5	0.0	0.4	0.0	0.0	5.2	0.0
LnGrp LOS				D	A	D	A	A		A	A	
Approach Vol, veh/h					585			942	A		992	A
Approach Delay, s/veh					37.0			0.4			5.2	
Approach LOS					D			A			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	75.6		75.6		23.4			
Change Period (Y+Rc), s	9.7		9.7		8.3			
Max Green Setting (Gmax), s	52.0		52.0		29.0			
Max Q Clear Time (g_c+I1), s	2.0		9.1		13.2			
Green Ext Time (p_c), s	7.1		7.4		2.0			

Intersection Summary		
HCM 6th Ctrl Delay	10.8	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

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



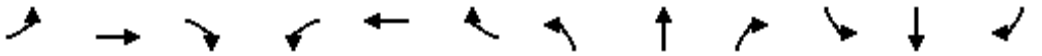
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	0	385	0	0	0	0	1083	510	0	881	359
Future Volume (veh/h)	250	0	385	0	0	0	0	1083	510	0	881	359
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1600	0	1800				0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h	263	0	312				0	1140	0	0	927	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	806	0	416				0	3177		0	2211	
Arrive On Green	0.27	0.00	0.27				0.00	0.65	0.00	0.00	1.00	0.00
Sat Flow, veh/h	2956	0	1525				0	5076	1525	0	3510	1525
Grp Volume(v), veh/h	263	0	312				0	1140	0	0	927	0
Grp Sat Flow(s),veh/h/ln	1478	0	1525				0	1638	1525	0	1710	1525
Q Serve(g_s), s	7.0	0.0	18.5				0.0	10.6	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	18.5				0.0	10.6	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	806	0	416				0	3177		0	2211	
V/C Ratio(X)	0.33	0.00	0.75				0.00	0.36		0.00	0.42	
Avail Cap(c_a), veh/h	1015	0	524				0	3177		0	2211	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	0.93	0.00
Uniform Delay (d), s/veh	28.7	0.0	32.9				0.0	8.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	4.6				0.0	0.3	0.0	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	7.3				0.0	3.0	0.0	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	0.0	37.5				0.0	8.4	0.0	0.0	0.5	0.0
LnGrp LOS	C	A	D				A	A		A	A	
Approach Vol, veh/h		575						1140	A		927	A
Approach Delay, s/veh		33.6						8.4			0.5	
Approach LOS		C						A			A	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	68.7	30.3	68.7
Change Period (Y+Rc), s	9.7	8.3	9.7
Max Green Setting (Gmax), s	52.0	29.0	52.0
Max Q Clear Time (g_c+I1), s	12.6	20.5	2.0
Green Ext Time (p_c), s	8.8	1.5	6.9

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

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



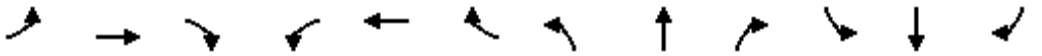
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	815	66	221	1721	205	49	203	75	357	556	196
Future Volume (veh/h)	71	815	66	221	1721	205	49	203	75	357	556	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	77	886	34	240	1871	135	53	221	22	388	604	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	165	2559	793	320	2816	873	86	475	338	395	848	376
Arrive On Green	0.06	0.52	0.52	0.11	0.57	0.57	0.05	0.14	0.11	0.13	0.25	0.25
Sat Flow, veh/h	2956	4914	1524	2956	4914	1524	1619	3420	1513	2956	3420	1518
Grp Volume(v), veh/h	77	886	34	240	1871	135	53	221	22	388	604	62
Grp Sat Flow(s),veh/h/ln	1478	1638	1524	1478	1638	1524	1619	1710	1513	1478	1710	1518
Q Serve(g_s), s	3.0	12.7	1.3	9.5	31.5	1.8	3.8	7.1	0.9	15.7	19.4	3.8
Cycle Q Clear(g_c), s	3.0	12.7	1.3	9.5	31.5	1.8	3.8	7.1	0.9	15.7	19.4	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	165	2559	793	320	2816	873	86	475	338	395	848	376
V/C Ratio(X)	0.47	0.35	0.04	0.75	0.66	0.15	0.62	0.46	0.07	0.98	0.71	0.16
Avail Cap(c_a), veh/h	320	2559	793	320	2816	873	175	1214	665	395	1300	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	54.9	16.8	14.1	51.9	17.7	1.6	55.6	47.6	18.1	51.8	41.2	35.4
Incr Delay (d2), s/veh	2.0	0.4	0.1	9.4	1.3	0.4	7.0	0.7	0.1	40.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.5	0.5	3.8	10.9	1.6	1.7	3.0	0.4	7.9	7.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	17.2	14.2	61.3	18.9	2.0	62.6	48.3	18.2	92.2	41.6	35.5
LnGrp LOS	E	B	B	E	B	A	E	D	B	F	D	D
Approach Vol, veh/h		997			2246			296			1054	
Approach Delay, s/veh		20.2			22.4			48.6			59.9	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	64.5	8.4	32.1	8.7	70.8	21.4	19.1
Change Period (Y+Rc), s	4.0	* 6.5	3.5	7.4	4.0	* 6.5	7.4	* 7.4
Max Green Setting (Gmax), s	11.0	* 36	11.5	40.6	11.0	* 36	14.0	* 38
Max Q Clear Time (g_c+I1), s	11.5	14.7	5.8	21.4	5.0	33.5	17.7	9.1
Green Ext Time (p_c), s	0.0	3.6	0.0	2.4	0.1	1.6	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	✣	↱
Traffic Volume (veh/h)	0	662	1059	0	1782	965	0	0	0	320	0	925
Future Volume (veh/h)	0	662	1059	0	1782	965	0	0	0	320	0	925
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	0	1800	1800	0	1800	1800				1700	1800	1800
Adj Flow Rate, veh/h	0	712	0	0	1916	0				229	0	1038
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2707		0	2707					617	0	1163
Arrive On Green	0.00	0.55	0.00	0.00	1.00	0.00				0.38	0.00	0.38
Sat Flow, veh/h	0	5076	1525	0	5076	1525				1619	0	3051
Grp Volume(v), veh/h	0	712	0	0	1916	0				229	0	1038
Grp Sat Flow(s),veh/h/ln	0	1638	1525	0	1638	1525				1619	0	1525
Q Serve(g_s), s	0.0	4.5	0.0	0.0	0.0	0.0				6.0	0.0	18.8
Cycle Q Clear(g_c), s	0.0	4.5	0.0	0.0	0.0	0.0				6.0	0.0	18.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2707		0	2707					617	0	1163
V/C Ratio(X)	0.00	0.26		0.00	0.71					0.37	0.00	0.89
Avail Cap(c_a), veh/h	0	2707		0	2707					617	0	1163
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.42	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.0	0.0	0.0	0.0	0.0				13.2	0.0	17.1
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.7	0.0				0.3	0.0	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.0	0.0	0.2	0.0				2.0	0.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.2	0.0	0.0	0.7	0.0				13.4	0.0	26.0
LnGrp LOS	A	A		A	A					B	A	C
Approach Vol, veh/h		712	A		1916	A					1267	
Approach Delay, s/veh		7.2			0.7						23.7	
Approach LOS		A			A						C	

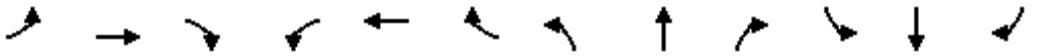
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		34.5		24.5		34.5						
Change Period (Y+Rc), s		6.5		6.5		6.5						
Max Green Setting (Gmax), s		28.0		18.0		28.0						
Max Q Clear Time (g_c+I1), s		6.5		20.8		2.0						
Green Ext Time (p_c), s		3.5		0.0		12.5						

Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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



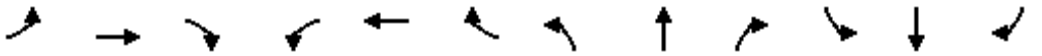
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱	↰	✣	↱			
Traffic Volume (veh/h)	0	669	337	0	1699	280	1059	0	807	0	0	0
Future Volume (veh/h)	0	669	337	0	1699	280	1059	0	807	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	0	1800	1800	0	1800	1800	1700	1800	1800			
Adj Flow Rate, veh/h	0	743	0	0	1888	0	1412	0	504			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2624		0	2624		1290	0	607			
Arrive On Green	0.00	1.00	0.00	0.00	0.53	0.00	0.40	0.00	0.40			
Sat Flow, veh/h	0	5076	1525	0	5076	1525	3238	0	1524			
Grp Volume(v), veh/h	0	743	0	0	1888	0	1412	0	504			
Grp Sat Flow(s),veh/h/ln	0	1638	1525	0	1638	1525	1619	0	1524			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	17.2	0.0	23.5	0.0	17.5			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	17.2	0.0	23.5	0.0	17.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2624		0	2624		1290	0	607			
V/C Ratio(X)	0.00	0.28		0.00	0.72		1.09	0.00	0.83			
Avail Cap(c_a), veh/h	0	2624		0	2624		1290	0	607			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.95	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	10.4	0.0	17.7	0.0	16.0			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	1.7	0.0	55.1	0.0	9.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	4.1	0.0	17.6	0.0	7.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	12.1	0.0	72.9	0.0	25.2			
LnGrp LOS	A	A		A	B		F	A	C			
Approach Vol, veh/h		743	A		1888	A		1916				
Approach Delay, s/veh		0.3			12.1			60.3				
Approach LOS		A			B			E				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		33.5				33.5		25.5				
Change Period (Y+Rc), s		6.5				6.5		6.5				
Max Green Setting (Gmax), s		27.0				27.0		19.0				
Max Q Clear Time (g_c+I1), s		2.0				19.2		25.5				
Green Ext Time (p_c), s		3.7				5.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			30.5									
HCM 6th LOS			C									

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, 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)	148	713	504	184	1184	73	286	354	91	34	374	361
Future Volume (veh/h)	148	713	504	184	1184	73	286	354	91	34	374	361
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	164	792	467	204	1316	35	318	393	41	38	416	320
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	1282	791	371	1592	709	345	1346	596	69	536	409
Arrive On Green	0.06	0.38	0.38	0.13	0.47	0.47	0.12	0.39	0.39	0.04	0.29	0.25
Sat Flow, veh/h	2956	3420	1523	2956	3420	1524	2956	3420	1515	1619	1846	1409
Grp Volume(v), veh/h	164	792	467	204	1316	35	318	393	41	38	385	351
Grp Sat Flow(s),veh/h/ln	1478	1710	1523	1478	1710	1524	1478	1710	1515	1619	1710	1544
Q Serve(g_s), s	6.6	22.6	8.2	7.8	40.1	1.5	12.8	9.4	1.2	2.8	24.8	25.4
Cycle Q Clear(g_c), s	6.6	22.6	8.2	7.8	40.1	1.5	12.8	9.4	1.2	2.8	24.8	25.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.91
Lane Grp Cap(c), veh/h	172	1283	791	371	1592	709	345	1346	596	69	496	448
V/C Ratio(X)	0.95	0.62	0.59	0.55	0.83	0.05	0.92	0.29	0.07	0.55	0.78	0.78
Avail Cap(c_a), veh/h	172	1283	791	371	1592	709	345	1346	596	100	556	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	30.5	20.0	49.3	27.9	17.6	52.5	24.9	8.3	56.3	39.0	41.3
Incr Delay (d2), s/veh	54.1	2.2	3.2	1.7	5.1	0.1	29.5	0.0	0.0	6.8	5.2	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	9.1	8.9	2.8	15.9	0.5	6.0	3.7	0.7	1.2	10.7	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.5	32.7	23.2	51.0	32.9	17.7	81.9	25.0	8.3	63.1	44.2	47.4
LnGrp LOS	F	C	C	D	C	B	F	C	A	E	D	D
Approach Vol, veh/h		1423			1555			752			774	
Approach Delay, s/veh		38.6			35.0			48.1			46.6	
Approach LOS		D			C			D			D	

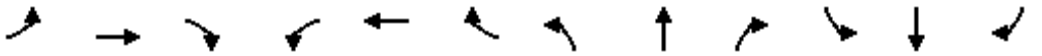
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.9	47.0	19.5	36.8	9.0	57.9	7.1	49.2
Change Period (Y+Rc), s	* 6.8	* 6.8	7.0	* 7	4.0	* 6.8	3.5	7.0
Max Green Setting (Gmax), s	* 12	* 40	12.5	* 34	5.0	* 47	5.9	40.6
Max Q Clear Time (g_c+I1), s	9.8	24.6	14.8	27.4	8.6	42.1	4.8	11.4
Green Ext Time (p_c), s	0.1	3.6	0.0	1.7	0.0	2.6	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	492	139	99	902	93	212	411	62	126	943	181
Future Volume (veh/h)	94	492	139	99	902	93	212	411	62	126	943	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	99	518	46	104	949	32	223	433	25	133	993	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	153	1062	473	155	1067	476	334	2120	658	244	1970	610
Arrive On Green	0.09	0.31	0.31	0.19	0.62	0.62	0.11	0.43	0.43	0.08	0.40	0.40
Sat Flow, veh/h	1619	3420	1522	1619	3420	1525	2956	4914	1524	2956	4914	1522
Grp Volume(v), veh/h	99	518	46	104	949	32	223	433	25	133	993	71
Grp Sat Flow(s),veh/h/ln	1619	1710	1522	1619	1710	1525	1478	1638	1524	1478	1638	1522
Q Serve(g_s), s	5.9	12.3	2.1	6.0	23.5	0.8	7.2	5.5	0.9	4.3	15.2	2.9
Cycle Q Clear(g_c), s	5.9	12.3	2.1	6.0	23.5	0.8	7.2	5.5	0.9	4.3	15.2	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	1062	473	155	1067	476	334	2120	658	244	1970	610
V/C Ratio(X)	0.65	0.49	0.10	0.67	0.89	0.07	0.67	0.20	0.04	0.55	0.50	0.12
Avail Cap(c_a), veh/h	243	1094	487	243	1094	488	384	2120	658	384	1970	610
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	28.0	24.5	39.0	17.4	13.1	42.6	17.7	16.4	44.1	22.5	18.8
Incr Delay (d2), s/veh	1.7	0.4	0.1	1.3	6.5	0.0	2.4	0.2	0.1	0.7	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	4.8	0.7	2.2	5.7	0.3	2.6	1.9	0.3	1.5	5.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	28.4	24.6	40.3	23.9	13.1	45.0	17.9	16.5	44.8	23.4	19.2
LnGrp LOS	D	C	C	D	C	B	D	B	B	D	C	B
Approach Vol, veh/h		663			1085			681			1197	
Approach Delay, s/veh		30.7			25.1			26.8			25.5	
Approach LOS		C			C			C			C	

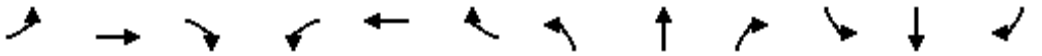
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	45.1	11.6	33.1	13.3	42.1	11.4	33.2
Change Period (Y+Rc), s	4.0	* 6.6	4.0	* 6.8	4.0	* 6.6	4.0	* 6.8
Max Green Setting (Gmax), s	11.0	* 27	13.0	* 27	11.0	* 27	13.0	* 27
Max Q Clear Time (g_c+I1), s	6.3	7.5	8.0	14.3	9.2	17.2	7.9	25.5
Green Ext Time (p_c), s	0.1	2.0	0.0	3.0	0.1	3.9	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	411	88	332	663	70	120	222	88	106	449	307
Future Volume (veh/h)	151	411	88	332	663	70	120	222	88	106	449	307
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	168	457	79	369	737	70	133	247	34	118	499	259
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	684	118	507	932	88	182	1327	591	166	1294	840
Arrive On Green	0.05	0.08	0.06	0.17	0.30	0.25	0.11	0.39	0.39	0.10	0.38	0.38
Sat Flow, veh/h	1619	2917	501	2956	3156	300	1619	3420	1522	1619	3420	1524
Grp Volume(v), veh/h	168	267	269	369	399	408	133	247	34	118	499	259
Grp Sat Flow(s),veh/h/ln	1619	1710	1709	1478	1710	1746	1619	1710	1522	1619	1710	1524
Q Serve(g_s), s	10.3	15.2	15.4	11.8	21.5	21.6	7.9	4.8	0.6	7.1	10.6	9.2
Cycle Q Clear(g_c), s	10.3	15.2	15.4	11.8	21.5	21.6	7.9	4.8	0.6	7.1	10.6	9.2
Prop In Lane	1.00		0.29	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	401	401	507	505	515	182	1327	591	166	1294	840
V/C Ratio(X)	0.75	0.66	0.67	0.73	0.79	0.79	0.73	0.19	0.06	0.71	0.39	0.31
Avail Cap(c_a), veh/h	291	532	531	562	549	560	227	1327	591	227	1294	840
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	42.3	42.6	39.2	32.4	32.8	42.9	20.2	3.9	43.4	22.6	12.1
Incr Delay (d2), s/veh	7.0	0.7	0.8	4.2	6.3	6.2	8.7	0.3	0.2	6.2	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	6.9	7.0	4.4	9.1	9.4	3.5	1.8	0.5	3.0	4.2	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	43.0	43.4	43.5	38.7	39.0	51.6	20.5	4.1	49.6	23.5	13.1
LnGrp LOS	D	D	D	D	D	D	D	C	A	D	C	B
Approach Vol, veh/h		704			1176			414			876	
Approach Delay, s/veh		45.5			40.3			29.1			23.9	
Approach LOS		D			D			C			C	

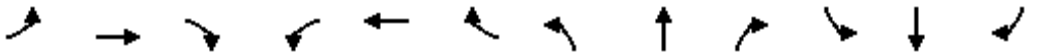
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	31.4	13.3	39.5	21.9	25.4	12.3	40.5
Change Period (Y+Rc), s	3.5	* 6.7	3.5	* 6.7	* 6.7	* 6.7	3.5	* 6.7
Max Green Setting (Gmax), s	16.5	* 27	12.5	* 23	* 17	* 26	12.5	* 23
Max Q Clear Time (g_c+I1), s	12.3	23.6	9.9	12.6	13.8	17.4	9.1	6.8
Green Ext Time (p_c), s	0.2	1.1	0.1	1.9	0.4	1.2	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

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

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



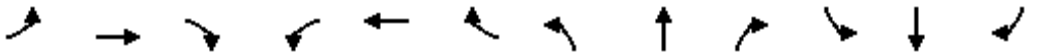
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	635	7	46	1338	20	14	0	32	21	0	12
Future Volume (veh/h)	12	635	7	46	1338	20	14	0	32	21	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	13	698	8	51	1470	22	15	0	5	23	0	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	2260	26	123	2364	35	319	0	207	311	0	207
Arrive On Green	0.04	0.65	0.56	0.08	0.69	0.59	0.14	0.00	0.05	0.05	0.00	0.14
Sat Flow, veh/h	1619	3463	40	1619	3449	52	1360	0	1525	1334	0	1525
Grp Volume(v), veh/h	13	345	361	51	728	764	15	0	5	23	0	2
Grp Sat Flow(s),veh/h/ln	1619	1710	1793	1619	1710	1791	1360	0	1525	1334	0	1525
Q Serve(g_s), s	0.4	4.8	4.9	1.7	12.9	13.0	0.0	0.0	0.2	0.9	0.0	0.1
Cycle Q Clear(g_c), s	0.4	4.8	4.9	1.7	12.9	13.0	0.4	0.0	0.2	1.0	0.0	0.1
Prop In Lane	1.00		0.02	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	1116	1170	123	1172	1227	319	0	207	190	0	207
V/C Ratio(X)	0.18	0.31	0.31	0.41	0.62	0.62	0.05	0.00	0.02	0.12	0.00	0.01
Avail Cap(c_a), veh/h	629	1700	1783	629	1700	1781	996	0	965	903	0	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.5	4.2	4.2	24.4	4.8	4.8	20.9	0.0	22.9	23.4	0.0	20.7
Incr Delay (d2), s/veh	1.2	0.2	0.2	2.2	0.8	0.7	0.1	0.0	0.1	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.8	0.6	1.6	1.7	0.2	0.0	0.1	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	4.4	4.4	26.6	5.5	5.6	20.9	0.0	23.0	23.8	0.0	20.7
LnGrp LOS	C	A	A	C	A	A	C	A	C	C	A	C
Approach Vol, veh/h		719			1543			20			25	
Approach Delay, s/veh		4.8			6.2			21.5			23.6	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	38.4		10.7	4.4	40.2		10.7				
Change Period (Y+Rc), s	3.5	* 7.3		* 8.2	3.5	* 7.3		* 8.2				
Max Green Setting (Gmax), s	20.0	* 50		* 30	20.0	* 50		* 30				
Max Q Clear Time (g_c+I1), s	3.7	6.9		3.0	2.4	15.0		2.4				
Green Ext Time (p_c), s	0.1	6.4		0.1	0.0	17.9		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

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



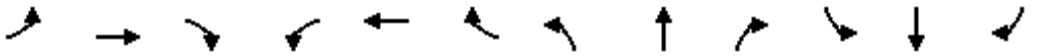
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	329	206	140	895	208	292	227	88	370	319	237
Future Volume (veh/h)	157	329	206	140	895	208	292	227	88	370	319	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	167	350	142	149	952	211	311	241	27	394	339	236
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	276	790	929	257	1129	250	424	468	381	391	895	582
Arrive On Green	0.09	0.44	0.44	0.09	0.41	0.36	0.14	0.14	0.14	0.24	0.26	0.26
Sat Flow, veh/h	2956	1800	1524	2956	2783	616	2956	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	167	350	142	149	584	579	311	241	27	394	339	236
Grp Sat Flow(s),veh/h/ln	1478	1800	1524	1478	1710	1689	1478	1710	1525	1619	1710	1524
Q Serve(g_s), s	6.1	15.1	4.5	5.4	34.5	34.8	11.3	7.3	0.8	27.0	9.1	2.4
Cycle Q Clear(g_c), s	6.1	15.1	4.5	5.4	34.5	34.8	11.3	7.3	0.8	27.0	9.1	2.4
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	790	929	257	694	685	424	468	381	391	895	582
V/C Ratio(X)	0.60	0.44	0.15	0.58	0.84	0.84	0.73	0.51	0.07	1.01	0.38	0.41
Avail Cap(c_a), veh/h	714	885	1009	714	838	827	714	1526	853	391	1529	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	21.8	9.4	49.1	30.0	30.9	45.9	44.8	13.0	42.4	33.8	10.4
Incr Delay (d2), s/veh	2.1	0.1	0.0	2.1	5.7	5.9	2.5	0.3	0.0	47.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	6.0	1.3	2.0	14.1	14.3	4.1	3.0	0.3	15.3	3.6	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	22.0	9.4	51.2	35.7	36.8	48.3	45.2	13.0	90.0	33.9	10.6
LnGrp LOS	D	C	A	D	D	D	D	D	B	F	C	B
Approach Vol, veh/h		659			1312			579			969	
Approach Delay, s/veh		26.6			37.9			45.4			51.0	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	50.9	18.0	31.2	15.3	47.4	31.9	17.3
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	* 6.8	* 6.8	6.9	* 6.9
Max Green Setting (Gmax), s	25.0	* 50	25.0	45.0	* 25	* 50	25.0	* 45
Max Q Clear Time (g_c+I1), s	7.4	17.1	13.3	11.1	8.1	36.8	29.0	9.3
Green Ext Time (p_c), s	0.4	1.3	0.8	1.6	0.4	3.7	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	2	394	2	169	0	444	177	73	572	0
Future Volume (veh/h)	0	0	2	394	2	169	0	444	177	73	572	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	0	0	2	415	2	137	0	467	165	77	602	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	780	661	742	3	661	3	685	581	138	899	762
Arrive On Green	0.00	0.00	0.43	0.36	0.43	0.43	0.00	0.38	0.38	0.09	0.50	0.00
Sat Flow, veh/h	0	1800	1525	1434	7	1525	1619	1800	1525	1619	1800	1525
Grp Volume(v), veh/h	0	0	2	417	0	137	0	467	165	77	602	0
Grp Sat Flow(s),veh/h/ln	0	1800	1525	1441	0	1525	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	0.0	0.0	0.0	15.6	0.0	3.3	0.0	13.0	4.5	2.7	15.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	15.6	0.0	3.3	0.0	13.0	4.5	2.7	15.0	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	780	661	637	0	661	3	685	581	138	899	762
V/C Ratio(X)	0.00	0.00	0.00	0.66	0.00	0.21	0.00	0.68	0.28	0.56	0.67	0.00
Avail Cap(c_a), veh/h	0	888	753	964	0	1008	447	1945	1648	447	1343	1138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	9.6	15.9	0.0	10.5	0.0	15.5	12.9	26.3	11.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.6	0.0	0.2	0.0	1.2	0.3	3.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	5.4	0.0	0.9	0.0	4.2	1.2	1.0	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	9.6	17.5	0.0	10.8	0.0	16.7	13.1	29.7	11.6	0.0
LnGrp LOS	A	A	A	B	A	B	A	B	B	C	B	A
Approach Vol, veh/h		2			554			632			679	
Approach Delay, s/veh		9.6			15.8			15.8			13.6	
Approach LOS		A			B			B			B	

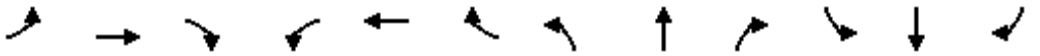
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	31.9		27.9	7.1	24.8		27.9				
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		* 6.5				
Max Green Setting (Gmax), s	15.0	* 40		* 25	15.0	* 60		* 35				
Max Q Clear Time (g_c+I1), s	0.0	17.0		2.0	4.7	15.0		17.6				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.1	3.2		3.8				

Intersection Summary		
HCM 6th Ctrl Delay		15.0
HCM 6th LOS		B

Notes

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

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



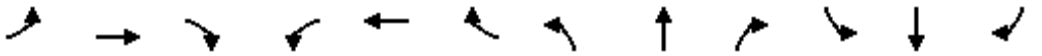
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	175	0	55	0	585	158	79	959	0
Future Volume (veh/h)	0	0	0	175	0	55	0	585	158	79	959	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	0	0	0	188	0	17	0	629	148	85	1031	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	4	5	0	421	0	375	4	1269	298	213	2214	0
Arrive On Green	0.00	0.00	0.00	0.15	0.00	0.25	0.00	0.46	0.34	0.13	0.65	0.00
Sat Flow, veh/h	1619	1800	0	1714	0	1525	1619	2747	645	1619	3510	0
Grp Volume(v), veh/h	0	0	0	188	0	17	0	391	386	85	1031	0
Grp Sat Flow(s),veh/h/ln	1619	1800	0	1714	0	1525	1619	1710	1683	1619	1710	0
Q Serve(g_s), s	0.0	0.0	0.0	3.7	0.0	0.3	0.0	6.0	6.3	1.8	5.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.7	0.0	0.3	0.0	6.0	6.3	1.8	5.7	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.38	1.00		0.00
Lane Grp Cap(c), veh/h	4	5	0	421	0	375	4	790	777	213	2214	0
V/C Ratio(X)	0.00	0.00	0.00	0.45	0.00	0.05	0.00	0.50	0.50	0.40	0.47	0.00
Avail Cap(c_a), veh/h	814	905	0	852	0	758	736	1806	1777	519	3611	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	13.6	0.0	10.8	0.0	7.0	7.7	14.9	3.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.5	0.5	1.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.1	0.0	0.1	0.0	0.9	1.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	14.3	0.0	10.8	0.0	7.5	8.2	16.1	3.5	0.0
LnGrp LOS	A	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		0			205			777			1116	
Approach Delay, s/veh		0.0			14.0			7.9			4.4	
Approach LOS					B			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		0.0	0.0	26.2		11.2	6.9	19.3				
Change Period (Y+Rc), s		* 5.8	4.0	6.5		5.6	4.0	6.5				
Max Green Setting (Gmax), s		* 15	15.0	35.0		15.0	10.0	35.0				
Max Q Clear Time (g_c+I1), s		0.0	0.0	7.7		5.7	3.8	8.3				
Green Ext Time (p_c), s		0.0	0.0	7.0		0.6	0.1	4.4				

Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	241	118	90	408	105	196	684	113	128	729	280
Future Volume (veh/h)	162	241	118	90	408	105	196	684	113	128	729	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	165	246	39	92	416	31	200	698	37	131	744	88
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	357	1413	439	308	927	413	399	1722	534	337	1619	501
Arrive On Green	0.12	0.29	0.29	0.10	0.27	0.27	0.13	0.35	0.35	0.11	0.33	0.33
Sat Flow, veh/h	2956	4914	1525	2956	3420	1525	2956	4914	1525	2956	4914	1521
Grp Volume(v), veh/h	165	246	39	92	416	31	200	698	37	131	744	88
Grp Sat Flow(s),veh/h/ln	1478	1638	1525	1478	1710	1525	1478	1638	1525	1478	1638	1521
Q Serve(g_s), s	2.9	2.1	1.0	1.6	5.6	0.8	3.5	6.0	0.9	2.3	6.7	2.3
Cycle Q Clear(g_c), s	2.9	2.1	1.0	1.6	5.6	0.8	3.5	6.0	0.9	2.3	6.7	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	357	1413	439	308	927	413	399	1722	534	337	1619	501
V/C Ratio(X)	0.46	0.17	0.09	0.30	0.45	0.08	0.50	0.41	0.07	0.39	0.46	0.18
Avail Cap(c_a), veh/h	691	2916	905	691	2030	905	691	2916	905	691	2916	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	14.9	14.5	23.0	16.8	15.1	22.3	13.7	12.0	22.8	14.7	13.3
Incr Delay (d2), s/veh	0.9	0.1	0.1	0.5	0.3	0.1	1.0	0.2	0.1	0.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.6	0.3	0.5	1.9	0.2	1.1	1.7	0.2	0.7	1.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	14.9	14.6	23.6	17.2	15.2	23.3	13.8	12.1	23.6	14.9	13.4
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		450			539			935			963	
Approach Delay, s/veh		18.1			18.1			15.8			16.0	
Approach LOS		B			B			B			B	

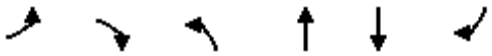
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	18.0	9.5	20.3	8.7	17.1	8.3	21.5
Change Period (Y+Rc), s	4.0	7.0	4.0	* 6.6	4.0	7.0	4.0	* 6.6
Max Green Setting (Gmax), s	11.0	28.0	11.0	* 28	11.0	28.0	11.0	* 28
Max Q Clear Time (g_c+I1), s	3.6	4.1	5.5	8.7	4.9	7.6	4.3	8.0
Green Ext Time (p_c), s	0.1	1.5	0.3	4.7	0.2	2.4	0.2	4.3

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Notes

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

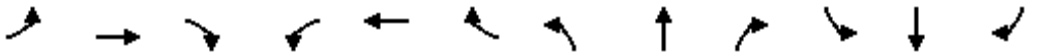
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	40	32	735	1121	5
Future Volume (veh/h)	1	40	32	735	1121	5
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1700	1800	1700	1800	1800	1800
Adj Flow Rate, veh/h	1	5	33	766	1168	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	13	12	62	2358	1714	748
Arrive On Green	0.01	0.01	0.04	0.69	0.50	0.50
Sat Flow, veh/h	1619	1525	1619	3510	3510	1492
Grp Volume(v), veh/h	1	5	33	766	1168	5
Grp Sat Flow(s),veh/h/ln	1619	1525	1619	1710	1710	1492
Q Serve(g_s), s	0.0	0.1	0.8	3.6	10.4	0.1
Cycle Q Clear(g_c), s	0.0	0.1	0.8	3.6	10.4	0.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	13	12	62	2358	1714	748
V/C Ratio(X)	0.08	0.41	0.53	0.32	0.68	0.01
Avail Cap(c_a), veh/h	1133	1068	202	3839	2898	1265
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	19.7	18.9	2.5	7.6	5.0
Incr Delay (d2), s/veh	2.5	20.1	6.9	0.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.3	0.0	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.2	39.9	25.8	2.6	8.0	5.0
LnGrp LOS	C	D	C	A	A	A
Approach Vol, veh/h	6			799	1173	
Approach Delay, s/veh	36.9			3.5	8.0	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.1		5.9	7.5	26.5
Change Period (Y+Rc), s		6.5		5.6	6.0	6.5
Max Green Setting (Gmax), s		44.9		28.0	5.0	33.9
Max Q Clear Time (g_c+I1), s		5.6		2.1	2.8	12.4
Green Ext Time (p_c), s		5.1		0.0	0.0	7.6

Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A



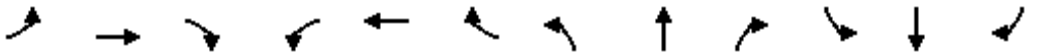
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	370	134	371	1080	372	168	731	111	223	650	75
Future Volume (veh/h)	128	370	134	371	1080	372	168	731	111	223	650	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	138	398	42	399	1161	158	181	786	56	240	699	67
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	463	1471	449	587	1677	512	410	1640	700	437	1586	149
Arrive On Green	0.16	0.30	0.30	0.20	0.34	0.34	0.14	0.26	0.26	0.15	0.27	0.22
Sat Flow, veh/h	2956	4914	1499	2956	4914	1501	2956	6192	1501	2956	5789	545
Grp Volume(v), veh/h	138	398	42	399	1161	158	181	786	56	240	558	208
Grp Sat Flow(s),veh/h/ln	1478	1638	1499	1478	1638	1501	1478	1548	1501	1478	1548	1690
Q Serve(g_s), s	4.2	6.2	2.0	12.6	20.5	7.8	5.7	10.8	2.1	7.6	10.0	10.4
Cycle Q Clear(g_c), s	4.2	6.2	2.0	12.6	20.5	7.8	5.7	10.8	2.1	7.6	10.0	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	463	1471	449	587	1677	512	410	1640	700	437	1272	463
V/C Ratio(X)	0.30	0.27	0.09	0.68	0.69	0.31	0.44	0.48	0.08	0.55	0.44	0.45
Avail Cap(c_a), veh/h	735	1954	596	735	1954	597	735	3078	1049	735	2308	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	26.9	25.4	37.4	28.6	24.4	39.8	31.1	15.0	39.8	30.1	30.9
Incr Delay (d2), s/veh	0.1	0.1	0.1	1.0	0.9	0.3	0.3	0.3	0.1	0.4	0.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.3	0.7	4.3	7.4	2.6	2.0	3.8	0.6	2.6	3.5	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	27.0	25.5	38.4	29.5	24.7	40.0	31.4	15.1	40.2	30.4	31.8
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	C
Approach Vol, veh/h		578			1718			1023			1006	
Approach Delay, s/veh		29.4			31.1			32.0			33.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	28.6	22.5	32.6	15.9	29.6	18.3	36.8
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5
Max Green Setting (Gmax), s	20.0	45.0	20.0	35.0	20.0	45.0	20.0	35.0
Max Q Clear Time (g_c+I1), s	9.6	12.8	14.6	8.2	7.7	12.4	6.2	22.5
Green Ext Time (p_c), s	0.3	6.8	0.4	2.4	0.2	6.0	0.2	6.0

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

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



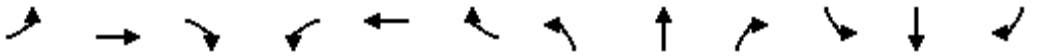
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	325	341	25	133	1581	239	79	53	85	265	246	804
Future Volume (veh/h)	325	341	25	133	1581	239	79	53	85	265	246	804
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	357	375	14	146	1737	149	87	58	14	291	270	370
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	495	2365	733	324	2081	646	198	501	223	294	371	629
Arrive On Green	0.17	0.48	0.48	0.11	0.42	0.42	0.12	0.15	0.15	0.18	0.21	0.21
Sat Flow, veh/h	2956	4914	1524	2956	4914	1525	1619	3420	1525	1619	1800	3051
Grp Volume(v), veh/h	357	375	14	146	1737	149	87	58	14	291	270	370
Grp Sat Flow(s),veh/h/ln	1478	1638	1524	1478	1638	1525	1619	1710	1525	1619	1800	1525
Q Serve(g_s), s	11.3	4.2	0.5	4.6	31.2	6.2	4.9	1.5	0.8	17.7	13.9	10.8
Cycle Q Clear(g_c), s	11.3	4.2	0.5	4.6	31.2	6.2	4.9	1.5	0.8	17.7	13.9	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	495	2365	733	324	2081	646	198	501	223	294	371	629
V/C Ratio(X)	0.72	0.16	0.02	0.45	0.83	0.23	0.44	0.12	0.06	0.99	0.73	0.59
Avail Cap(c_a), veh/h	597	2365	733	418	2081	646	213	580	259	294	396	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	14.4	13.4	41.3	25.4	18.2	40.3	36.7	36.4	40.4	36.7	35.5
Incr Delay (d2), s/veh	2.4	0.1	0.0	0.2	2.7	0.5	0.6	0.1	0.1	49.1	6.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	1.4	0.2	1.6	11.1	2.2	2.0	0.6	0.3	11.0	6.7	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	14.6	13.5	41.5	28.1	18.8	40.9	36.8	36.5	89.5	42.9	36.7
LnGrp LOS	D	B	B	D	C	B	D	D	D	F	D	D
Approach Vol, veh/h		746			2032			159			931	
Approach Delay, s/veh		27.4			28.4			39.0			55.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	49.6	14.1	22.4	18.6	43.9	20.0	16.5
Change Period (Y+Rc), s	5.0	6.5	5.0	5.8	5.0	6.5	5.0	5.8
Max Green Setting (Gmax), s	11.0	38.0	10.0	18.0	17.0	32.0	15.0	13.0
Max Q Clear Time (g_c+I1), s	6.6	6.2	6.9	15.9	13.3	33.2	19.7	3.5
Green Ext Time (p_c), s	0.1	1.8	0.0	0.7	0.3	0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	441	40	31	747	123	57	16	40	658	31	1171
Future Volume (veh/h)	216	441	40	31	747	123	57	16	40	658	31	1171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	243	496	21	35	839	117	64	18	6	764	0	1044
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	572	2209	685	131	1402	194	202	318	101	852	0	1419
Arrive On Green	0.19	0.45	0.45	0.08	0.32	0.28	0.12	0.12	0.09	0.26	0.00	0.26
Sat Flow, veh/h	2956	4914	1524	1619	4362	605	1619	2554	806	3238	0	3051
Grp Volume(v), veh/h	243	496	21	35	629	327	64	12	12	764	0	1044
Grp Sat Flow(s),veh/h/ln	1478	1638	1524	1619	1638	1691	1619	1710	1649	1619	0	1525
Q Serve(g_s), s	7.1	6.1	0.8	2.0	15.8	16.1	3.5	0.6	0.7	22.3	0.0	7.5
Cycle Q Clear(g_c), s	7.1	6.1	0.8	2.0	15.8	16.1	3.5	0.6	0.7	22.3	0.0	7.5
Prop In Lane	1.00		1.00	1.00		0.36	1.00		0.49	1.00		1.00
Lane Grp Cap(c), veh/h	572	2209	685	131	1053	544	202	213	206	852	0	1419
V/C Ratio(X)	0.42	0.22	0.03	0.27	0.60	0.60	0.32	0.05	0.06	0.90	0.00	0.74
Avail Cap(c_a), veh/h	572	2209	685	231	1053	544	281	297	286	852	0	1419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.7	16.5	15.1	42.3	27.9	28.7	39.1	37.8	38.5	34.8	0.0	21.3
Incr Delay (d2), s/veh	0.2	0.2	0.1	0.4	2.5	4.9	0.3	0.0	0.0	11.8	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.1	0.2	0.8	6.0	6.8	1.4	0.2	0.3	10.1	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	16.7	15.1	42.7	30.4	33.6	39.4	37.8	38.5	46.6	0.0	23.1
LnGrp LOS	C	B	B	D	C	C	D	D	D	D	A	C
Approach Vol, veh/h		760			991			88			1808	
Approach Delay, s/veh		22.5			31.9			39.1			33.0	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	46.1		27.8	22.5	33.5		14.2				
Change Period (Y+Rc), s	5.0	6.5		5.8	6.5	* 6.5		5.0				
Max Green Setting (Gmax), s	11.0	29.0		22.0	11.0	* 27		14.0				
Max Q Clear Time (g_c+I1), s	4.0	8.1		24.3	9.1	18.1		5.5				
Green Ext Time (p_c), s	0.0	2.3		0.0	0.1	3.0		0.1				

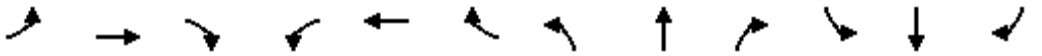
Intersection Summary		
HCM 6th Ctrl Delay		30.7
HCM 6th LOS		C

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	608	103	106	469	44	277	625	63	58	857	268
Future Volume (veh/h)	139	608	103	106	469	44	277	625	63	58	857	268
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	153	668	31	116	515	41	304	687	0	64	942	115
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	278	819	360	244	731	58	429	1789		221	1549	682
Arrive On Green	0.09	0.24	0.24	0.08	0.23	0.19	0.15	0.52	0.00	0.07	0.45	0.45
Sat Flow, veh/h	2956	3420	1504	2956	3206	255	2956	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	153	668	31	116	274	282	304	687	0	64	942	115
Grp Sat Flow(s),veh/h/ln	1478	1710	1504	1478	1710	1750	1478	1710	1525	1478	1710	1506
Q Serve(g_s), s	4.9	18.5	1.6	3.7	14.7	14.9	9.8	12.0	0.0	2.0	20.8	4.5
Cycle Q Clear(g_c), s	4.9	18.5	1.6	3.7	14.7	14.9	9.8	12.0	0.0	2.0	20.8	4.5
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	819	360	244	390	399	429	1789		221	1549	682
V/C Ratio(X)	0.55	0.82	0.09	0.48	0.70	0.71	0.71	0.38		0.29	0.61	0.17
Avail Cap(c_a), veh/h	384	819	360	562	479	490	532	1789		384	1549	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	43.3	35.9	29.5	43.8	35.5	35.8	40.7	14.2	0.0	43.7	20.7	16.2
Incr Delay (d2), s/veh	0.6	6.5	0.1	0.5	3.9	3.9	2.1	0.6	0.0	0.2	1.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	7.8	0.6	1.3	6.1	6.4	3.5	4.2	0.0	0.7	7.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	42.5	29.6	44.3	39.4	39.7	42.9	14.9	0.0	44.0	22.3	16.7
LnGrp LOS	D	D	C	D	D	D	D	B		D	C	B
Approach Vol, veh/h		852			672			991	A		1121	
Approach Delay, s/veh		42.3			40.4			23.5			22.9	
Approach LOS		D			D			C			C	

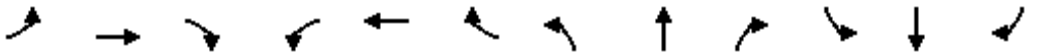
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	26.0	16.5	47.3	11.4	24.8	9.5	54.3
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	16.5	18.0	15.5	29.0	10.5	24.0	10.5	34.0
Max Q Clear Time (g_c+I1), s	5.7	20.5	11.8	22.8	6.9	16.9	4.0	14.0
Green Ext Time (p_c), s	0.1	0.0	0.2	3.8	0.1	1.9	0.0	5.6

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

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

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

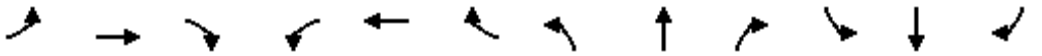


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	670	0	669	0	728	457	0	807	473
Future Volume (veh/h)	0	0	0	670	0	669	0	728	457	0	807	473
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
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				1700	1800	1800	0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h				939	0	436	0	800	0	0	887	0
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1233	0	581	0	1841		0	2645	
Arrive On Green				0.38	0.00	0.38	0.00	1.00	0.00	0.00	0.54	0.00
Sat Flow, veh/h				3238	0	1525	0	3510	1525	0	5076	1525
Grp Volume(v), veh/h				939	0	436	0	800	0	0	887	0
Grp Sat Flow(s),veh/h/ln				1619	0	1525	0	1710	1525	0	1638	1525
Q Serve(g_s), s				25.0	0.0	24.5	0.0	0.0	0.0	0.0	10.1	0.0
Cycle Q Clear(g_c), s				25.0	0.0	24.5	0.0	0.0	0.0	0.0	10.1	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1233	0	581	0	1841		0	2645	
V/C Ratio(X)				0.76	0.00	0.75	0.00	0.43		0.00	0.34	
Avail Cap(c_a), veh/h				1668	0	786	0	1841		0	2645	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.93	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				26.7	0.0	26.6	0.0	0.0	0.0	0.0	12.9	0.0
Incr Delay (d2), s/veh				1.4	0.0	2.7	0.0	0.7	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.7	0.0	9.2	0.0	0.2	0.0	0.0	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.2	0.0	29.3	0.0	0.7	0.0	0.0	13.2	0.0
LnGrp LOS				C	A	C	A	A		A	B	
Approach Vol, veh/h					1375			800	A		887	A
Approach Delay, s/veh					28.5			0.7			13.2	
Approach LOS					C			A			B	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	58.0		58.0		41.0			
Change Period (Y+Rc), s	9.7		9.7		8.3			
Max Green Setting (Gmax), s	35.0		35.0		46.0			
Max Q Clear Time (g_c+I1), s	2.0		12.1		27.0			
Green Ext Time (p_c), s	5.4		5.7		5.7			

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 [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



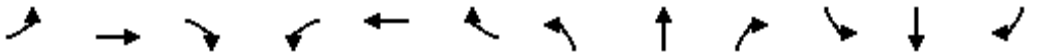
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	0	740	0	0	0	0	904	373	0	1234	231
Future Volume (veh/h)	298	0	740	0	0	0	0	904	373	0	1234	231
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1600	0	1800				0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h	314	0	740				0	952	0	0	1299	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1403	0	724				0	2184		0	1520	
Arrive On Green	0.47	0.00	0.47				0.00	0.44	0.00	0.00	0.89	0.00
Sat Flow, veh/h	2956	0	1525				0	5076	1525	0	3510	1525
Grp Volume(v), veh/h	314	0	740				0	952	0	0	1299	0
Grp Sat Flow(s),veh/h/ln	1478	0	1525				0	1638	1525	0	1710	1525
Q Serve(g_s), s	6.2	0.0	47.0				0.0	13.2	0.0	0.0	17.4	0.0
Cycle Q Clear(g_c), s	6.2	0.0	47.0				0.0	13.2	0.0	0.0	17.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1403	0	724				0	2184		0	1520	
V/C Ratio(X)	0.22	0.00	1.02				0.00	0.44		0.00	0.85	
Avail Cap(c_a), veh/h	1403	0	724				0	2184		0	1520	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	0.84	0.00
Uniform Delay (d), s/veh	15.3	0.0	26.0				0.0	18.9	0.0	0.0	4.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	39.1				0.0	0.6	0.0	0.0	5.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	24.1				0.0	4.6	0.0	0.0	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.4	0.0	65.1				0.0	19.6	0.0	0.0	9.4	0.0
LnGrp LOS	B	A	F				A	B		A	A	
Approach Vol, veh/h		1054						952	A		1299	A
Approach Delay, s/veh		50.3						19.6			9.4	
Approach LOS		D						B			A	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		48.7		50.3		48.7						
Change Period (Y+Rc), s		9.7		8.3		9.7						
Max Green Setting (Gmax), s		39.0		42.0		39.0						
Max Q Clear Time (g_c+I1), s		15.2		49.0		19.4						
Green Ext Time (p_c), s		6.2		0.0		8.6						

Intersection Summary		
HCM 6th Ctrl Delay		25.4
HCM 6th LOS		C

Notes

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



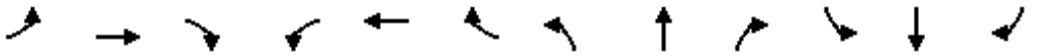
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	1894	66	202	894	186	94	699	373	210	356	63
Future Volume (veh/h)	201	1894	66	202	894	186	94	699	373	210	356	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	205	1933	29	206	912	85	96	713	328	214	363	19
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	287	2001	620	431	2328	722	132	922	599	295	985	437
Arrive On Green	0.10	0.41	0.41	0.15	0.47	0.47	0.08	0.27	0.25	0.10	0.29	0.29
Sat Flow, veh/h	2956	4914	1523	2956	4914	1523	1619	3420	1520	2956	3420	1519
Grp Volume(v), veh/h	205	1933	29	206	912	85	96	713	328	214	363	19
Grp Sat Flow(s),veh/h/ln	1478	1638	1523	1478	1638	1523	1619	1710	1520	1478	1710	1519
Q Serve(g_s), s	9.4	53.8	1.1	9.0	16.8	4.4	8.1	26.9	3.8	9.8	11.8	1.3
Cycle Q Clear(g_c), s	9.4	53.8	1.1	9.0	16.8	4.4	8.1	26.9	3.8	9.8	11.8	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	2001	620	431	2328	722	132	922	599	295	985	437
V/C Ratio(X)	0.72	0.97	0.05	0.48	0.39	0.12	0.73	0.77	0.55	0.73	0.37	0.04
Avail Cap(c_a), veh/h	338	2001	620	431	2328	722	150	1041	652	338	1114	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	61.3	40.6	12.5	54.9	23.8	20.5	62.8	47.2	15.7	61.2	39.7	35.9
Incr Delay (d2), s/veh	5.8	13.6	0.1	0.8	0.5	0.3	14.3	3.3	0.8	6.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	23.0	0.6	3.3	6.3	1.6	3.8	11.6	5.3	3.9	4.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.1	54.1	12.6	55.7	24.3	20.9	77.1	50.5	16.5	67.7	39.8	36.0
LnGrp LOS	E	D	B	E	C	C	E	D	B	E	D	D
Approach Vol, veh/h		2167			1203			1137			596	
Approach Delay, s/veh		54.8			29.4			42.9			49.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.9	59.0	13.4	42.7	15.6	68.3	16.0	40.1
Change Period (Y+Rc), s	* 6.5	* 6.5	3.5	7.4	4.0	* 6.5	4.0	7.4
Max Green Setting (Gmax), s	* 14	* 53	11.5	40.6	14.0	* 53	14.0	37.6
Max Q Clear Time (g_c+I1), s	11.0	55.8	10.1	13.8	11.4	18.8	11.8	28.9
Green Ext Time (p_c), s	0.2	0.0	0.0	1.4	0.2	4.1	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	✣	↱
Traffic Volume (veh/h)	0	2180	1039	0	1239	864	0	0	0	220	0	767
Future Volume (veh/h)	0	2180	1039	0	1239	864	0	0	0	220	0	767
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	0	1800	1800	0	1800	1800				1700	1800	1800
Adj Flow Rate, veh/h	0	2271	0	0	1291	0				153	0	800
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2983		0	2983					542	0	1022
Arrive On Green	0.00	0.61	0.00	0.00	1.00	0.00				0.33	0.00	0.33
Sat Flow, veh/h	0	5076	1525	0	5076	1525				1619	0	3051
Grp Volume(v), veh/h	0	2271	0	0	1291	0				153	0	800
Grp Sat Flow(s),veh/h/ln	0	1638	1525	0	1638	1525				1619	0	1525
Q Serve(g_s), s	0.0	23.3	0.0	0.0	0.0	0.0				4.8	0.0	16.3
Cycle Q Clear(g_c), s	0.0	23.3	0.0	0.0	0.0	0.0				4.8	0.0	16.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2983		0	2983					542	0	1022
V/C Ratio(X)	0.00	0.76		0.00	0.43					0.28	0.00	0.78
Avail Cap(c_a), veh/h	0	2983		0	2983					551	0	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.77	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.9	0.0	0.0	0.0	0.0				16.9	0.0	20.7
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.4	0.0				0.2	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.8	0.0	0.0	0.1	0.0				1.7	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.8	0.0	0.0	0.4	0.0				17.1	0.0	24.4
LnGrp LOS	A	B		A	A					B	A	C
Approach Vol, veh/h		2271	A		1291	A					953	
Approach Delay, s/veh		11.8			0.4						23.3	
Approach LOS		B			A						C	

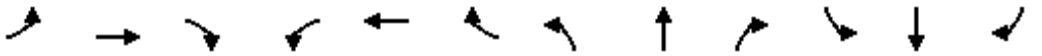
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		43.9		25.1		43.9						
Change Period (Y+Rc), s		6.5		6.5		6.5						
Max Green Setting (Gmax), s		37.0		19.0		37.0						
Max Q Clear Time (g_c+I1), s		25.3		18.3		2.0						
Green Ext Time (p_c), s		9.0		0.3		7.8						

Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



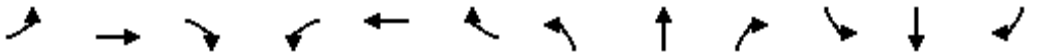
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱	↰	✣	↱			
Traffic Volume (veh/h)	0	1264	1132	0	1518	521	595	0	535	0	0	0
Future Volume (veh/h)	0	1264	1132	0	1518	521	595	0	535	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	0	1800	1800	0	1800	1800	1700	1800	1800			
Adj Flow Rate, veh/h	0	1303	0	0	1565	0	764	0	324			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2988		0	2988		1082	0	509			
Arrive On Green	0.00	1.00	0.00	0.00	0.61	0.00	0.33	0.00	0.33			
Sat Flow, veh/h	0	5076	1525	0	5076	1525	3238	0	1524			
Grp Volume(v), veh/h	0	1303	0	0	1565	0	764	0	324			
Grp Sat Flow(s),veh/h/ln	0	1638	1525	0	1638	1525	1619	0	1524			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	12.6	0.0	14.2	0.0	12.4			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	12.6	0.0	14.2	0.0	12.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2988		0	2988		1082	0	509			
V/C Ratio(X)	0.00	0.44		0.00	0.52		0.71	0.00	0.64			
Avail Cap(c_a), veh/h	0	2988		0	2988		1337	0	630			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.61	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	7.8	0.0	20.0	0.0	19.4			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.7	0.0	1.1	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	2.9	0.0	5.2	0.0	4.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	8.4	0.0	21.1	0.0	20.6			
LnGrp LOS	A	A		A	A		C	A	C			
Approach Vol, veh/h		1303	A		1565	A		1088				
Approach Delay, s/veh		0.3			8.4			21.0				
Approach LOS		A			A			C				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		44.0				44.0		25.0				
Change Period (Y+Rc), s		6.5				6.5		6.5				
Max Green Setting (Gmax), s		32.0				32.0		24.0				
Max Q Clear Time (g_c+I1), s		2.0				14.6		16.2				
Green Ext Time (p_c), s		7.6				7.9		2.3				

Intersection Summary		
HCM 6th Ctrl Delay	9.2	
HCM 6th LOS	A	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, 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)	226	1112	249	93	1084	53	529	390	189	76	235	215
Future Volume (veh/h)	226	1112	249	93	1084	53	529	390	189	76	235	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	240	1183	192	99	1153	23	563	415	104	81	250	96
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	1417	972	313	1554	693	591	1133	501	116	433	162
Arrive On Green	0.09	0.41	0.41	0.11	0.45	0.45	0.20	0.33	0.33	0.07	0.18	0.14
Sat Flow, veh/h	2956	3420	1523	2956	3420	1524	2956	3420	1513	1619	2434	910
Grp Volume(v), veh/h	240	1183	192	99	1153	23	563	415	104	81	174	172
Grp Sat Flow(s),veh/h/ln	1478	1710	1523	1478	1710	1524	1478	1710	1513	1619	1710	1634
Q Serve(g_s), s	11.3	43.4	0.0	4.3	38.8	1.2	26.3	12.9	4.6	6.8	13.0	13.7
Cycle Q Clear(g_c), s	11.3	43.4	0.0	4.3	38.8	1.2	26.3	12.9	4.6	6.8	13.0	13.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.56
Lane Grp Cap(c), veh/h	253	1417	972	313	1554	693	591	1133	501	116	304	290
V/C Ratio(X)	0.95	0.83	0.20	0.32	0.74	0.03	0.95	0.37	0.21	0.70	0.57	0.59
Avail Cap(c_a), veh/h	253	1417	972	313	1554	693	591	1292	572	163	476	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.7	36.7	10.5	57.9	31.4	21.2	55.3	35.6	14.7	63.5	52.7	54.3
Incr Delay (d2), s/veh	42.1	5.9	0.5	0.6	3.2	0.1	25.6	0.1	0.1	7.4	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	18.1	2.4	1.6	15.7	0.4	11.6	5.3	2.4	3.0	5.5	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.8	42.7	11.0	58.5	34.7	21.2	81.0	35.7	14.8	70.9	53.3	55.0
LnGrp LOS	F	D	B	E	C	C	F	D	B	E	D	D
Approach Vol, veh/h		1615			1275			1082			427	
Approach Delay, s/veh		48.3			36.3			57.2			57.3	
Approach LOS		D			D			E			E	

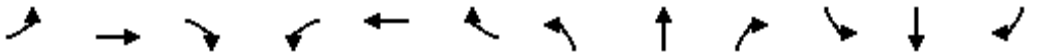
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	60.0	33.5	26.9	14.0	65.6	12.0	48.4
Change Period (Y+Rc), s	* 6.8	* 6.8	7.0	* 7	4.0	* 6.8	3.5	7.0
Max Green Setting (Gmax), s	* 5	* 53	26.5	* 34	10.0	* 48	12.6	47.9
Max Q Clear Time (g_c+I1), s	6.3	45.4	28.3	15.7	13.3	40.8	8.8	14.9
Green Ext Time (p_c), s	0.0	3.4	0.0	1.0	0.0	3.0	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	47.9
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	988	186	143	529	115	168	1658	431	82	582	103
Future Volume (veh/h)	198	988	186	143	529	115	168	1658	431	82	582	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	208	1040	63	151	557	36	177	1745	226	86	613	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	259	1094	487	210	992	442	290	1988	617	193	1828	566
Arrive On Green	0.16	0.32	0.32	0.04	0.10	0.10	0.10	0.40	0.40	0.07	0.37	0.37
Sat Flow, veh/h	1619	3420	1523	1619	3420	1525	2956	4914	1524	2956	4914	1522
Grp Volume(v), veh/h	208	1040	63	151	557	36	177	1745	226	86	613	39
Grp Sat Flow(s),veh/h/ln	1619	1710	1523	1619	1710	1525	1478	1638	1524	1478	1638	1522
Q Serve(g_s), s	12.4	29.7	2.9	9.2	15.6	2.2	5.7	32.8	10.4	2.8	8.9	1.7
Cycle Q Clear(g_c), s	12.4	29.7	2.9	9.2	15.6	2.2	5.7	32.8	10.4	2.8	8.9	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	1094	487	210	992	442	290	1988	617	193	1828	566
V/C Ratio(X)	0.80	0.95	0.13	0.72	0.56	0.08	0.61	0.88	0.37	0.44	0.34	0.07
Avail Cap(c_a), veh/h	259	1094	487	210	992	442	414	1988	617	384	1828	566
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	33.2	24.1	46.0	39.1	33.1	43.3	27.5	20.8	45.0	22.5	20.2
Incr Delay (d2), s/veh	15.4	16.7	0.1	7.1	0.4	0.0	0.8	5.9	1.7	0.6	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	13.8	1.0	4.2	7.1	0.8	2.0	12.6	3.7	1.0	3.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.9	49.9	24.3	53.2	39.6	33.1	44.1	33.4	22.5	45.6	23.0	20.5
LnGrp LOS	E	D	C	D	D	C	D	C	C	D	C	C
Approach Vol, veh/h		1311			744			2148			738	
Approach Delay, s/veh		49.6			42.0			33.1			25.5	
Approach LOS		D			D			C			C	

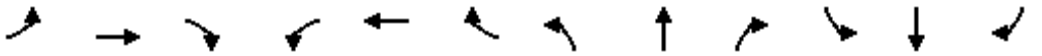
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	42.5	15.0	34.0	11.8	39.2	18.0	31.0
Change Period (Y+Rc), s	4.0	* 6.6	4.0	* 6.8	4.0	* 6.6	4.0	* 6.8
Max Green Setting (Gmax), s	11.0	* 29	11.0	* 27	12.0	* 28	14.0	* 24
Max Q Clear Time (g_c+I1), s	4.8	34.8	11.2	31.7	7.7	10.9	14.4	17.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	2.9	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	368	1025	30	61	482	223	47	869	284	96	281	212
Future Volume (veh/h)	368	1025	30	61	482	223	47	869	284	96	281	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	379	1057	30	63	497	176	48	896	116	99	290	135
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	1187	34	181	647	228	84	1447	644	146	1578	986
Arrive On Green	0.20	0.46	0.40	0.06	0.26	0.21	0.05	0.42	0.42	0.09	0.46	0.46
Sat Flow, veh/h	1619	3396	96	2956	2480	873	1619	3420	1522	1619	3420	1524
Grp Volume(v), veh/h	379	532	555	63	342	331	48	896	116	99	290	135
Grp Sat Flow(s),veh/h/ln	1619	1710	1783	1478	1710	1643	1619	1710	1522	1619	1710	1524
Q Serve(g_s), s	15.0	28.4	28.5	2.0	18.5	18.8	2.9	20.5	4.8	5.9	5.0	3.4
Cycle Q Clear(g_c), s	15.0	28.4	28.5	2.0	18.5	18.8	2.9	20.5	4.8	5.9	5.0	3.4
Prop In Lane	1.00		0.05	1.00		0.53	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	598	623	181	446	428	84	1447	644	146	1578	986
V/C Ratio(X)	1.56	0.89	0.89	0.35	0.77	0.77	0.57	0.62	0.18	0.68	0.18	0.14
Avail Cap(c_a), veh/h	243	598	623	473	463	445	243	1447	644	259	1578	986
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	25.0	25.2	45.0	34.1	35.5	46.3	22.5	18.0	44.1	15.9	6.9
Incr Delay (d2), s/veh	262.2	8.4	8.1	1.1	6.5	7.1	6.0	2.0	0.6	5.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.0	10.3	10.8	0.7	8.0	8.1	1.3	8.0	1.7	2.5	1.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	302.2	33.4	33.3	46.2	40.6	42.5	52.3	24.5	18.6	49.5	16.1	7.1
LnGrp LOS	F	C	C	D	D	D	D	C	B	D	B	A
Approach Vol, veh/h		1466			736			1060			524	
Approach Delay, s/veh		102.8			41.9			25.2			20.1	
Approach LOS		F			D			C			C	

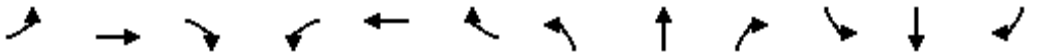
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	28.0	7.2	47.8	8.1	36.8	11.0	44.0
Change Period (Y+Rc), s	3.5	* 6.7	3.5	* 6.7	4.0	* 6.7	3.5	* 6.7
Max Green Setting (Gmax), s	13.5	* 22	13.5	* 30	14.0	* 21	14.5	* 29
Max Q Clear Time (g_c+I1), s	17.0	20.8	4.9	7.0	4.0	30.5	7.9	22.5
Green Ext Time (p_c), s	0.0	0.4	0.0	1.2	0.1	0.0	0.1	2.4

Intersection Summary	
HCM 6th Ctrl Delay	57.8
HCM 6th LOS	E

Notes

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

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



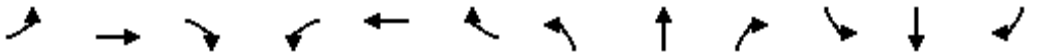
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1381	9	15	665	25	4	0	18	23	0	27
Future Volume (veh/h)	33	1381	9	15	665	25	4	0	18	23	0	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	35	1454	9	16	700	26	4	0	2	24	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	2379	15	77	2235	83	316	0	199	315	0	199
Arrive On Green	0.07	0.68	0.59	0.05	0.66	0.57	0.13	0.00	0.04	0.04	0.00	0.13
Sat Flow, veh/h	1619	3485	22	1619	3363	125	1360	0	1525	1389	0	1525
Grp Volume(v), veh/h	35	713	750	16	356	370	4	0	2	24	0	5
Grp Sat Flow(s),veh/h/ln	1619	1710	1796	1619	1710	1778	1360	0	1525	1389	0	1525
Q Serve(g_s), s	1.1	12.2	12.3	0.5	4.8	4.8	0.0	0.0	0.1	0.9	0.0	0.2
Cycle Q Clear(g_c), s	1.1	12.2	12.3	0.5	4.8	4.8	0.1	0.0	0.1	1.0	0.0	0.2
Prop In Lane	1.00		0.01	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	1168	1226	77	1137	1182	316	0	199	186	0	199
V/C Ratio(X)	0.33	0.61	0.61	0.21	0.31	0.31	0.01	0.00	0.01	0.13	0.00	0.03
Avail Cap(c_a), veh/h	645	1744	1832	645	1744	1813	1021	0	990	931	0	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.1	4.7	4.7	24.7	3.8	3.9	20.4	0.0	22.6	23.0	0.0	20.5
Incr Delay (d2), s/veh	1.8	0.7	0.7	1.3	0.2	0.2	0.0	0.0	0.0	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	1.5	0.2	0.6	0.7	0.0	0.0	0.0	0.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	5.4	5.4	26.0	4.0	4.1	20.5	0.0	22.6	23.5	0.0	20.5
LnGrp LOS	C	A	A	C	A	A	C	A	C	C	A	C
Approach Vol, veh/h		1498			742			6			29	
Approach Delay, s/veh		5.9			4.6			21.2			23.0	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	39.1		10.2	5.5	38.1		10.2				
Change Period (Y+Rc), s	3.5	* 7.3		* 8.2	3.5	* 7.3		* 8.2				
Max Green Setting (Gmax), s	20.0	* 50		* 30	20.0	* 50		* 30				
Max Q Clear Time (g_c+I1), s	2.5	14.3		3.0	3.1	6.8		2.1				
Green Ext Time (p_c), s	0.0	17.5		0.1	0.0	6.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		5.7	
HCM 6th LOS		A	

Notes

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



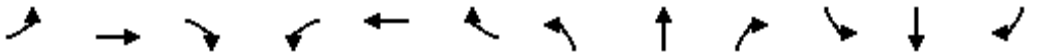
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	364	684	377	117	419	398	187	559	129	137	233	114
Future Volume (veh/h)	364	684	377	117	419	398	187	559	129	137	233	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	375	705	280	121	432	305	193	576	95	141	240	63
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	585	808	891	235	578	405	314	832	536	200	992	789
Arrive On Green	0.20	0.45	0.45	0.08	0.30	0.25	0.11	0.24	0.24	0.12	0.29	0.29
Sat Flow, veh/h	2956	1800	1524	2956	1920	1346	2956	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	375	705	280	121	384	353	193	576	95	141	240	63
Grp Sat Flow(s),veh/h/ln	1478	1800	1524	1478	1710	1556	1478	1710	1525	1619	1710	1524
Q Serve(g_s), s	11.9	36.2	9.5	4.0	20.7	21.3	6.4	15.6	2.8	8.5	5.5	0.3
Cycle Q Clear(g_c), s	11.9	36.2	9.5	4.0	20.7	21.3	6.4	15.6	2.8	8.5	5.5	0.3
Prop In Lane	1.00		1.00	1.00		0.87	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	585	808	891	235	514	468	314	832	536	200	992	789
V/C Ratio(X)	0.64	0.87	0.31	0.52	0.75	0.75	0.61	0.69	0.18	0.71	0.24	0.08
Avail Cap(c_a), veh/h	782	970	1029	782	918	836	782	1672	911	428	1676	1094
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	25.5	10.8	45.1	32.2	34.3	43.6	35.1	10.4	42.9	27.7	4.2
Incr Delay (d2), s/veh	1.2	6.8	0.1	1.7	0.8	0.9	2.0	0.4	0.1	4.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	15.2	2.7	1.5	8.1	7.9	2.3	6.1	1.1	3.5	2.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	32.3	10.9	46.8	33.0	35.2	45.6	35.5	10.4	47.4	27.7	4.3
LnGrp LOS	D	C	B	D	C	D	D	D	B	D	C	A
Approach Vol, veh/h		1360			858			864			444	
Approach Delay, s/veh		29.7			35.9			35.0			30.6	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	47.6	12.8	31.5	25.0	32.7	17.5	26.8
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	* 6.8	* 6.8	6.9	* 6.9
Max Green Setting (Gmax), s	25.0	* 50	25.0	45.0	* 25	* 50	25.0	* 45
Max Q Clear Time (g_c+I1), s	6.0	38.2	8.4	7.5	13.9	23.3	10.5	17.6
Green Ext Time (p_c), s	0.3	2.6	0.5	0.9	1.0	2.6	0.3	2.2

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	6	1	183	0	101	1	778	241	247	497	7
Future Volume (veh/h)	0	6	1	183	0	101	1	778	241	247	497	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	0	6	1	189	0	23	1	802	217	255	512	6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	394	334	391	0	334	30	945	801	304	1250	1037
Arrive On Green	0.00	0.22	0.22	0.17	0.00	0.22	0.02	0.53	0.53	0.19	0.69	0.69
Sat Flow, veh/h	0	1800	1525	1410	0	1525	1619	1800	1525	1619	1800	1494
Grp Volume(v), veh/h	0	6	1	189	0	23	1	802	217	255	512	6
Grp Sat Flow(s),veh/h/ln	0	1800	1525	1410	0	1525	1619	1800	1525	1619	1800	1494
Q Serve(g_s), s	0.0	0.2	0.0	11.2	0.0	1.1	0.1	33.5	6.9	13.3	10.7	0.1
Cycle Q Clear(g_c), s	0.0	0.2	0.0	11.4	0.0	1.1	0.1	33.5	6.9	13.3	10.7	0.1
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	394	334	318	0	334	30	945	801	304	1250	1037
V/C Ratio(X)	0.00	0.02	0.00	0.59	0.00	0.07	0.03	0.85	0.27	0.84	0.41	0.01
Avail Cap(c_a), veh/h	0	604	512	649	0	686	304	1323	1121	304	1250	1037
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	26.9	26.8	33.4	0.0	27.2	42.4	17.9	11.6	34.4	5.7	4.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.5	0.0	0.1	0.5	3.9	0.2	18.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	4.2	0.0	0.4	0.0	12.0	2.0	6.3	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.9	26.8	35.9	0.0	27.3	42.8	21.7	11.7	52.8	5.8	4.1
LnGrp LOS	A	C	C	D	A	C	D	C	B	D	A	A
Approach Vol, veh/h		7			212			1020			773	
Approach Delay, s/veh		26.9			35.0			19.6			21.3	
Approach LOS		C			C			B			C	

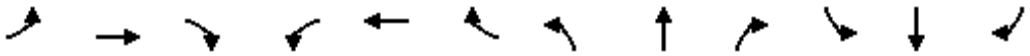
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	3.6	63.0		21.2	18.5	48.1		21.2				
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		* 6.5				
Max Green Setting (Gmax), s	15.0	* 40		* 25	15.0	* 60		* 35				
Max Q Clear Time (g_c+I1), s	2.1	12.7		2.2	15.3	35.5		13.4				
Green Ext Time (p_c), s	0.0	1.6		0.0	0.0	6.0		1.4				

Intersection Summary		
HCM 6th Ctrl Delay		21.9
HCM 6th LOS		C

Notes

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

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



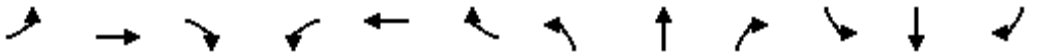
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	196	0	41	0	1004	112	129	581	0
Future Volume (veh/h)	0	0	0	196	0	41	0	1004	112	129	581	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	0	0	0	213	0	11	0	1091	115	140	632	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	3	3	0	387	0	344	3	1615	170	232	2389	0
Arrive On Green	0.00	0.00	0.00	0.16	0.00	0.23	0.00	0.52	0.43	0.14	0.70	0.00
Sat Flow, veh/h	1619	1800	0	1714	0	1525	1619	3122	329	1619	3510	0
Grp Volume(v), veh/h	0	0	0	213	0	11	0	597	609	140	632	0
Grp Sat Flow(s),veh/h/ln	1619	1800	0	1714	0	1525	1619	1710	1740	1619	1710	0
Q Serve(g_s), s	0.0	0.0	0.0	6.0	0.0	0.3	0.0	13.7	13.9	4.3	3.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.0	0.0	0.3	0.0	13.7	13.9	4.3	3.6	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.19	1.00		0.00
Lane Grp Cap(c), veh/h	3	3	0	387	0	344	3	885	900	232	2389	0
V/C Ratio(X)	0.00	0.00	0.00	0.55	0.00	0.03	0.00	0.67	0.68	0.60	0.26	0.00
Avail Cap(c_a), veh/h	577	642	0	605	0	538	522	1281	1303	368	2561	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	19.8	0.0	15.9	0.0	9.4	9.8	21.2	2.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.9	0.9	2.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.2	0.0	0.1	0.0	3.0	3.2	1.5	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	21.0	0.0	16.0	0.0	10.3	10.7	23.7	3.0	0.0
LnGrp LOS	A	A	A	C	A	B	A	B	B	C	A	A
Approach Vol, veh/h		0			224			1206			772	
Approach Delay, s/veh		0.0			20.7			10.5			6.8	
Approach LOS					C			B			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		0.0	0.0	38.8		13.9	9.6	29.3				
Change Period (Y+Rc), s		* 5.8	4.0	6.5		5.6	4.0	6.5				
Max Green Setting (Gmax), s		* 15	15.0	35.0		15.0	10.0	35.0				
Max Q Clear Time (g_c+I1), s		0.0	0.0	5.6		8.0	6.3	15.9				
Green Ext Time (p_c), s		0.0	0.0	3.9		0.6	0.1	6.9				

Intersection Summary		
HCM 6th Ctrl Delay		10.2
HCM 6th LOS		B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	423	659	220	95	309	216	189	1398	108	158	857	164
Future Volume (veh/h)	423	659	220	95	309	216	189	1398	108	158	857	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	475	740	80	107	347	70	212	1571	45	178	963	66
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	498	1432	445	249	709	316	359	2021	627	324	1962	608
Arrive On Green	0.17	0.29	0.29	0.08	0.21	0.21	0.12	0.41	0.41	0.11	0.40	0.40
Sat Flow, veh/h	2956	4914	1525	2956	3420	1525	2956	4914	1525	2956	4914	1522
Grp Volume(v), veh/h	475	740	80	107	347	70	212	1571	45	178	963	66
Grp Sat Flow(s),veh/h/ln	1478	1638	1525	1478	1710	1525	1478	1638	1525	1478	1638	1522
Q Serve(g_s), s	12.3	9.7	3.0	2.7	6.9	2.9	5.2	21.4	1.4	4.4	11.3	2.1
Cycle Q Clear(g_c), s	12.3	9.7	3.0	2.7	6.9	2.9	5.2	21.4	1.4	4.4	11.3	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	498	1432	445	249	709	316	359	2021	627	324	1962	608
V/C Ratio(X)	0.95	0.52	0.18	0.43	0.49	0.22	0.59	0.78	0.07	0.55	0.49	0.11
Avail Cap(c_a), veh/h	498	2100	652	498	1461	652	498	2100	652	498	2100	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	22.8	20.5	33.6	27.0	25.4	32.1	19.7	13.8	32.6	17.3	14.6
Incr Delay (d2), s/veh	29.1	0.3	0.2	1.2	0.5	0.3	1.5	1.8	0.0	1.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	3.4	1.0	0.9	2.6	1.0	1.8	7.1	0.4	1.5	3.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	23.1	20.6	34.8	27.5	25.8	33.6	21.5	13.8	34.0	17.5	14.6
LnGrp LOS	E	C	C	C	C	C	C	C	B	C	B	B
Approach Vol, veh/h		1295			524			1828			1207	
Approach Delay, s/veh		36.8			28.8			22.7			19.8	
Approach LOS		D			C			C			B	

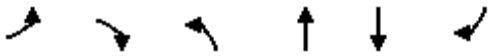
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	24.5	11.4	32.8	15.0	18.0	10.5	33.8
Change Period (Y+Rc), s	4.0	7.0	4.0	* 6.6	4.0	7.0	4.0	* 6.6
Max Green Setting (Gmax), s	11.0	28.0	11.0	* 28	11.0	28.0	11.0	* 28
Max Q Clear Time (g_c+I1), s	4.7	11.7	7.2	13.3	14.3	8.9	6.4	23.4
Green Ext Time (p_c), s	0.1	4.5	0.2	5.5	0.0	2.1	0.2	3.7

Intersection Summary	
HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Notes

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

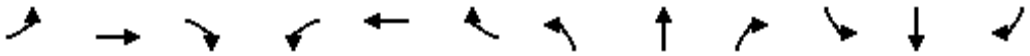
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	30	1	1104	818	4
Future Volume (veh/h)	4	30	1	1104	818	4
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1700	1800	1700	1800	1800	1800
Adj Flow Rate, veh/h	4	4	1	1187	880	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	17	16	5	1997	1534	669
Arrive On Green	0.01	0.01	0.00	0.58	0.45	0.45
Sat Flow, veh/h	1619	1525	1619	3510	3510	1492
Grp Volume(v), veh/h	4	4	1	1187	880	4
Grp Sat Flow(s),veh/h/ln	1619	1525	1619	1710	1710	1492
Q Serve(g_s), s	0.1	0.1	0.0	6.6	5.7	0.0
Cycle Q Clear(g_c), s	0.1	0.1	0.0	6.6	5.7	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	17	16	5	1997	1534	669
V/C Ratio(X)	0.23	0.24	0.18	0.59	0.57	0.01
Avail Cap(c_a), veh/h	1519	1431	271	4572	3541	1545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	14.6	14.9	4.0	6.1	4.6
Incr Delay (d2), s/veh	6.5	7.5	15.5	0.3	0.3	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	0.1	0.0	0.0	0.1	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.2	22.1	30.4	4.2	6.5	4.6
LnGrp LOS	C	C	C	A	A	A
Approach Vol, veh/h	8			1188	884	
Approach Delay, s/veh	21.7			4.3	6.4	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		23.9		5.9	4.0	19.9
Change Period (Y+Rc), s		6.5		5.6	4.0	6.5
Max Green Setting (Gmax), s		39.9		28.0	5.0	30.9
Max Q Clear Time (g_c+I1), s		8.6		2.1	2.0	7.7
Green Ext Time (p_c), s		8.8		0.0	0.0	5.5

Intersection Summary	
HCM 6th Ctrl Delay	5.3
HCM 6th LOS	A



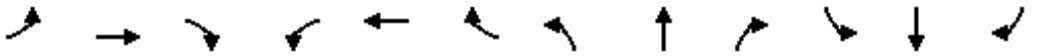
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	1051	275	346	626	200	255	1253	293	353	875	109
Future Volume (veh/h)	307	1051	275	346	626	200	255	1253	293	353	875	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	327	1118	110	368	666	64	271	1333	267	376	931	101
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	463	1374	419	501	1436	438	411	1947	731	508	1982	212
Arrive On Green	0.16	0.28	0.28	0.17	0.29	0.29	0.14	0.31	0.31	0.17	0.35	0.31
Sat Flow, veh/h	2956	4914	1498	2956	4914	1500	2956	6192	1502	2956	5710	612
Grp Volume(v), veh/h	327	1118	110	368	666	64	271	1333	267	376	755	277
Grp Sat Flow(s),veh/h/ln	1478	1638	1498	1478	1638	1500	1478	1548	1502	1478	1548	1678
Q Serve(g_s), s	14.6	29.5	7.9	16.4	15.4	4.4	12.1	26.2	15.5	16.8	17.6	18.2
Cycle Q Clear(g_c), s	14.6	29.5	7.9	16.4	15.4	4.4	12.1	26.2	15.5	16.8	17.6	18.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	463	1374	419	501	1436	438	411	1947	731	508	1612	582
V/C Ratio(X)	0.71	0.81	0.26	0.73	0.46	0.15	0.66	0.68	0.37	0.74	0.47	0.48
Avail Cap(c_a), veh/h	531	1413	431	531	1436	438	531	2226	798	531	1670	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	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	55.6	46.7	38.9	54.8	40.3	36.4	56.8	41.7	22.5	54.6	35.4	36.3
Incr Delay (d2), s/veh	2.7	3.7	0.3	4.2	0.2	0.2	0.8	0.8	0.4	4.5	0.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	11.9	2.9	6.2	6.0	1.6	4.4	9.8	5.2	6.4	6.5	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	50.4	39.3	59.0	40.5	36.5	57.6	42.5	22.9	59.1	35.6	37.0
LnGrp LOS	E	D	D	E	D	D	E	D	C	E	D	D
Approach Vol, veh/h		1555			1098			1871			1408	
Approach Delay, s/veh		51.3			46.5			41.9			42.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.9	45.7	26.1	41.4	21.3	50.3	24.3	43.2
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5
Max Green Setting (Gmax), s	20.0	45.0	20.0	35.0	20.0	45.0	20.0	35.0
Max Q Clear Time (g_c+I1), s	18.8	28.2	18.4	31.5	14.1	20.2	16.6	17.4
Green Ext Time (p_c), s	0.1	10.1	0.1	2.2	0.3	8.0	0.2	3.8

Intersection Summary	
HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Notes

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



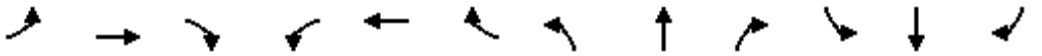
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	707	1080	88	77	615	600	108	211	270	126	230	546
Future Volume (veh/h)	707	1080	88	77	615	600	108	211	270	126	230	546
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	744	1137	47	81	647	397	114	222	57	133	242	118
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	873	2685	833	303	1737	539	205	493	220	204	517	219
Arrive On Green	0.30	0.55	0.55	0.17	0.59	0.59	0.13	0.14	0.14	0.13	0.14	0.14
Sat Flow, veh/h	2956	4914	1524	2956	4914	1525	1619	3420	1525	1619	3600	1525
Grp Volume(v), veh/h	744	1137	47	81	647	397	114	222	57	133	242	118
Grp Sat Flow(s),veh/h/ln	1478	1638	1524	1478	1638	1525	1619	1710	1525	1619	1800	1525
Q Serve(g_s), s	23.5	13.5	1.4	2.4	6.8	18.7	6.5	5.9	3.3	7.7	6.1	7.1
Cycle Q Clear(g_c), s	23.5	13.5	1.4	2.4	6.8	18.7	6.5	5.9	3.3	7.7	6.1	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	873	2685	833	303	1737	539	205	493	220	204	517	219
V/C Ratio(X)	0.85	0.42	0.06	0.27	0.37	0.74	0.55	0.45	0.26	0.65	0.47	0.54
Avail Cap(c_a), veh/h	985	2685	833	448	1737	539	213	753	336	213	793	336
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	13.3	10.5	37.8	14.5	16.9	40.6	38.8	37.7	41.2	38.9	39.4
Incr Delay (d2), s/veh	6.0	0.5	0.1	0.1	0.4	6.4	1.6	0.6	0.6	5.0	0.7	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	8.4	4.3	0.5	0.8	2.1	5.5	2.7	2.5	1.3	3.4	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	13.7	10.6	37.9	15.0	23.4	42.2	39.4	38.3	46.1	39.6	41.4
LnGrp LOS	D	B	B	D	B	C	D	D	D	D	D	D
Approach Vol, veh/h		1928			1125			393			493	
Approach Delay, s/veh		23.4			19.6			40.1			41.8	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	56.1	14.6	16.2	31.2	37.0	14.5	16.3
Change Period (Y+Rc), s	5.0	6.5	5.0	5.8	5.0	6.5	5.0	5.8
Max Green Setting (Gmax), s	12.0	37.0	10.0	18.0	30.0	19.0	10.0	18.0
Max Q Clear Time (g_c+I1), s	4.4	15.5	8.5	9.1	25.5	20.7	9.7	7.9
Green Ext Time (p_c), s	0.1	6.0	0.0	1.3	0.8	0.0	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	716	695	78	47	929	268	79	50	47	142	30	321
Future Volume (veh/h)	716	695	78	47	929	268	79	50	47	142	30	321
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	762	739	45	50	988	240	84	53	7	174	0	155
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1305	2865	889	147	857	208	212	399	52	370	0	1720
Arrive On Green	0.74	0.97	0.97	0.09	0.22	0.17	0.13	0.13	0.10	0.11	0.00	0.11
Sat Flow, veh/h	2956	4914	1525	1619	3947	957	1619	3043	394	3238	0	3051
Grp Volume(v), veh/h	762	739	45	50	820	408	84	29	31	174	0	155
Grp Sat Flow(s),veh/h/ln	1478	1638	1525	1619	1638	1628	1619	1710	1726	1619	0	1525
Q Serve(g_s), s	11.8	0.5	0.1	2.9	21.5	21.5	4.7	1.5	1.6	5.0	0.0	0.0
Cycle Q Clear(g_c), s	11.8	0.5	0.1	2.9	21.5	21.5	4.7	1.5	1.6	5.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.59	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	1305	2865	889	147	711	354	212	224	226	370	0	1720
V/C Ratio(X)	0.58	0.26	0.05	0.34	1.15	1.15	0.40	0.13	0.14	0.47	0.00	0.09
Avail Cap(c_a), veh/h	1305	2865	889	229	711	354	311	328	331	713	0	2043
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	0.6	0.5	42.2	38.8	40.1	39.4	38.0	38.4	41.0	0.0	9.9
Incr Delay (d2), s/veh	0.4	0.2	0.1	0.5	84.1	97.0	0.4	0.1	0.1	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.2	0.0	1.1	16.3	17.7	1.9	0.6	0.7	2.0	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	0.7	0.6	42.7	122.8	137.1	39.9	38.1	38.5	41.4	0.0	9.9
LnGrp LOS	A	A	A	D	F	F	D	D	D	D	A	A
Approach Vol, veh/h		1546			1278			144			329	
Approach Delay, s/veh		4.9			124.2			39.2			26.6	
Approach LOS		A			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	59.7		13.3	47.2	23.5		15.0				
Change Period (Y+Rc), s	5.0	6.5		5.8	6.5	* 6.5		5.0				
Max Green Setting (Gmax), s	11.0	32.0		18.0	24.0	* 17		16.0				
Max Q Clear Time (g_c+I1), s	4.9	2.5		7.0	13.8	23.5		6.7				
Green Ext Time (p_c), s	0.0	3.9		0.5	1.2	0.0		0.2				

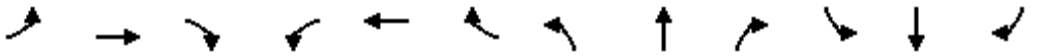
Intersection Summary			
HCM 6th Ctrl Delay		54.8	
HCM 6th LOS		D	

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	646	239	74	605	49	190	869	73	169	610	194
Future Volume (veh/h)	186	646	239	74	605	49	190	869	73	169	610	194
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	194	673	80	77	630	46	198	905	0	176	635	79
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	319	987	434	230	835	61	323	1544		302	1519	669
Arrive On Green	0.11	0.29	0.29	0.08	0.26	0.22	0.11	0.45	0.00	0.10	0.44	0.44
Sat Flow, veh/h	2956	3420	1505	2956	3229	235	2956	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	194	673	80	77	333	343	198	905	0	176	635	79
Grp Sat Flow(s),veh/h/ln	1478	1710	1505	1478	1710	1754	1478	1710	1525	1478	1710	1506
Q Serve(g_s), s	6.3	17.4	4.0	2.5	17.9	18.0	6.4	19.7	0.0	5.7	12.7	3.1
Cycle Q Clear(g_c), s	6.3	17.4	4.0	2.5	17.9	18.0	6.4	19.7	0.0	5.7	12.7	3.1
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	319	987	434	230	442	454	323	1544		302	1519	669
V/C Ratio(X)	0.61	0.68	0.18	0.33	0.75	0.76	0.61	0.59		0.58	0.42	0.12
Avail Cap(c_a), veh/h	384	992	436	384	496	509	384	1544		384	1519	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	42.6	31.5	26.7	43.6	34.1	34.4	42.5	20.5	0.0	42.9	19.0	16.3
Incr Delay (d2), s/veh	0.8	2.0	0.2	0.3	6.1	6.0	0.9	1.6	0.0	0.6	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	6.9	1.4	0.9	7.6	7.9	2.3	7.4	0.0	2.0	4.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	33.5	27.0	44.0	40.2	40.4	43.5	22.1	0.0	43.5	19.8	16.7
LnGrp LOS	D	C	C	D	D	D	D	C		D	B	B
Approach Vol, veh/h		947			753			1103	A		890	
Approach Delay, s/veh		35.0			40.7			25.9			24.2	
Approach LOS		C			D			C			C	

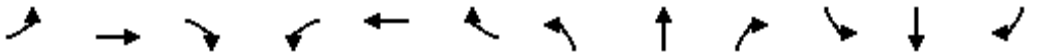
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	30.9	12.9	46.4	12.8	27.9	12.2	47.1
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	10.5	25.0	10.5	33.0	10.5	25.0	10.5	33.0
Max Q Clear Time (g_c+I1), s	4.5	19.4	8.4	14.7	8.3	20.0	7.7	21.7
Green Ext Time (p_c), s	0.0	2.3	0.1	5.2	0.1	1.8	0.1	5.5

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

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

Unsignalized Delay for [NBR] 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)	0	0	0	328	0	476	0	964	478	0	1021	398
Future Volume (veh/h)	0	0	0	328	0	476	0	964	478	0	1021	398
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				1700	1800	1800	0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h				456	0	234	0	1015	0	0	1075	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				752	0	354	0	2349		0	3375	
Arrive On Green				0.23	0.00	0.23	0.00	1.00	0.00	0.00	0.69	0.00
Sat Flow, veh/h				3238	0	1525	0	3510	1525	0	5076	1525
Grp Volume(v), veh/h				456	0	234	0	1015	0	0	1075	0
Grp Sat Flow(s),veh/h/ln				1619	0	1525	0	1710	1525	0	1638	1525
Q Serve(g_s), s				12.5	0.0	13.8	0.0	0.0	0.0	0.0	8.7	0.0
Cycle Q Clear(g_c), s				12.5	0.0	13.8	0.0	0.0	0.0	0.0	8.7	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				752	0	354	0	2349		0	3375	
V/C Ratio(X)				0.61	0.00	0.66	0.00	0.43		0.00	0.32	
Avail Cap(c_a), veh/h				1112	0	524	0	2349		0	3375	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.91	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				34.0	0.0	34.5	0.0	0.0	0.0	0.0	6.2	0.0
Incr Delay (d2), s/veh				0.8	0.0	2.1	0.0	0.5	0.0	0.0	0.2	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				5.0	0.0	5.3	0.0	0.2	0.0	0.0	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.7	0.0	36.6	0.0	0.5	0.0	0.0	6.5	0.0
LnGrp LOS				C	A	D	A	A		A	A	
Approach Vol, veh/h					690			1015	A		1075	A
Approach Delay, s/veh					35.4			0.5			6.5	
Approach LOS					D			A			A	

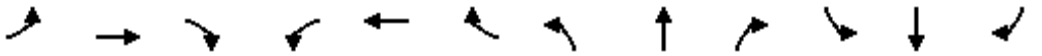
Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	72.7		72.7		26.3			
Change Period (Y+Rc), s	9.7		9.7		8.3			
Max Green Setting (Gmax), s	52.0		52.0		29.0			
Max Q Clear Time (g_c+I1), s	2.0		10.7		15.8			
Green Ext Time (p_c), s	7.9		8.2		2.2			

Intersection Summary		
HCM 6th Ctrl Delay	11.5	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

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



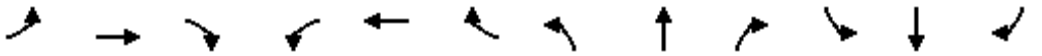
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	289	0	418	0	0	0	0	1246	648	0	937	395
Future Volume (veh/h)	289	0	418	0	0	0	0	1246	648	0	937	395
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1600	0	1800				0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h	304	0	362				0	1312	0	0	986	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	891	0	460				0	3035		0	2112	
Arrive On Green	0.30	0.00	0.30				0.00	0.62	0.00	0.00	1.00	0.00
Sat Flow, veh/h	2956	0	1525				0	5076	1525	0	3510	1525
Grp Volume(v), veh/h	304	0	362				0	1312	0	0	986	0
Grp Sat Flow(s),veh/h/ln	1478	0	1525				0	1638	1525	0	1710	1525
Q Serve(g_s), s	7.9	0.0	21.5				0.0	13.8	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.9	0.0	21.5				0.0	13.8	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	891	0	460				0	3035		0	2112	
V/C Ratio(X)	0.34	0.00	0.79				0.00	0.43		0.00	0.47	
Avail Cap(c_a), veh/h	1015	0	524				0	3035		0	2112	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	0.91	0.00
Uniform Delay (d), s/veh	26.9	0.0	31.7				0.0	9.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	6.9				0.0	0.5	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	8.7				0.0	4.1	0.0	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	0.0	38.6				0.0	10.3	0.0	0.0	0.7	0.0
LnGrp LOS	C	A	D				A	B		A	A	
Approach Vol, veh/h		666						1312	A		986	A
Approach Delay, s/veh		33.4						10.3			0.7	
Approach LOS		C						B			A	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		65.8		33.2		65.8						
Change Period (Y+Rc), s		9.7		8.3		9.7						
Max Green Setting (Gmax), s		52.0		29.0		52.0						
Max Q Clear Time (g_c+I1), s		15.8		23.5		2.0						
Green Ext Time (p_c), s		10.5		1.3		7.5						

Intersection Summary												
HCM 6th Ctrl Delay			12.3									
HCM 6th LOS			B									

Notes

Unsignalized Delay for [NBR, SBR] 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)	71	827	66	221	1723	205	49	203	75	358	556	196
Future Volume (veh/h)	71	827	66	221	1723	205	49	203	75	358	556	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	77	899	34	240	1873	135	53	221	22	389	604	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	165	2559	793	320	2816	873	86	475	338	395	848	376
Arrive On Green	0.06	0.52	0.52	0.11	0.57	0.57	0.05	0.14	0.11	0.13	0.25	0.25
Sat Flow, veh/h	2956	4914	1524	2956	4914	1524	1619	3420	1513	2956	3420	1518
Grp Volume(v), veh/h	77	899	34	240	1873	135	53	221	22	389	604	62
Grp Sat Flow(s),veh/h/ln	1478	1638	1524	1478	1638	1524	1619	1710	1513	1478	1710	1518
Q Serve(g_s), s	3.0	12.9	1.3	9.5	31.6	1.8	3.8	7.1	0.9	15.8	19.4	3.8
Cycle Q Clear(g_c), s	3.0	12.9	1.3	9.5	31.6	1.8	3.8	7.1	0.9	15.8	19.4	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	165	2559	793	320	2816	873	86	475	338	395	848	376
V/C Ratio(X)	0.47	0.35	0.04	0.75	0.67	0.15	0.62	0.46	0.07	0.98	0.71	0.16
Avail Cap(c_a), veh/h	320	2559	793	320	2816	873	175	1214	665	395	1300	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	54.9	16.9	14.1	51.9	17.7	1.6	55.6	47.6	18.1	51.9	41.2	35.4
Incr Delay (d2), s/veh	2.0	0.4	0.1	9.4	1.3	0.4	7.0	0.7	0.1	41.0	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.6	0.5	3.8	10.9	1.6	1.7	3.0	0.4	7.9	7.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	17.3	14.2	61.3	18.9	2.0	62.6	48.3	18.2	92.9	41.6	35.5
LnGrp LOS	E	B	B	E	B	A	E	D	B	F	D	D
Approach Vol, veh/h		1010			2248			296			1055	
Approach Delay, s/veh		20.2			22.4			48.6			60.2	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	64.5	8.4	32.1	8.7	70.8	21.4	19.1
Change Period (Y+Rc), s	4.0	* 6.5	3.5	7.4	4.0	* 6.5	7.4	* 7.4
Max Green Setting (Gmax), s	11.0	* 36	11.5	40.6	11.0	* 36	14.0	* 38
Max Q Clear Time (g_c+I1), s	11.5	14.9	5.8	21.4	5.0	33.6	17.8	9.1
Green Ext Time (p_c), s	0.0	3.7	0.0	2.4	0.1	1.5	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	675	1059	0	1784	965	0	0	0	352	0	925
Future Volume (veh/h)	0	675	1059	0	1784	965	0	0	0	352	0	925
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	0	1800	1800	0	1800	1800				1700	1800	1800
Adj Flow Rate, veh/h	0	726	0	0	1918	0				252	0	1050
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2707		0	2707					617	0	1163
Arrive On Green	0.00	0.55	0.00	0.00	1.00	0.00				0.38	0.00	0.38
Sat Flow, veh/h	0	5076	1525	0	5076	1525				1619	0	3051
Grp Volume(v), veh/h	0	726	0	0	1918	0				252	0	1050
Grp Sat Flow(s),veh/h/ln	0	1638	1525	0	1638	1525				1619	0	1525
Q Serve(g_s), s	0.0	4.6	0.0	0.0	0.0	0.0				6.7	0.0	19.2
Cycle Q Clear(g_c), s	0.0	4.6	0.0	0.0	0.0	0.0				6.7	0.0	19.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2707		0	2707					617	0	1163
V/C Ratio(X)	0.00	0.27		0.00	0.71					0.41	0.00	0.90
Avail Cap(c_a), veh/h	0	2707		0	2707					617	0	1163
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.42	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.0	0.0	0.0	0.0	0.0				13.4	0.0	17.2
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.7	0.0				0.3	0.0	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.0	0.0	0.2	0.0				2.3	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.2	0.0	0.0	0.7	0.0				13.7	0.0	27.0
LnGrp LOS	A	A		A	A					B	A	C
Approach Vol, veh/h		726	A		1918	A					1302	
Approach Delay, s/veh		7.2			0.7						24.4	
Approach LOS		A			A						C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	34.5	24.5	34.5
Change Period (Y+Rc), s	6.5	6.5	6.5
Max Green Setting (Gmax), s	28.0	18.0	28.0
Max Q Clear Time (g_c+I1), s	6.6	21.2	2.0
Green Ext Time (p_c), s	3.6	0.0	12.5

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, 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)	0	714	337	0	1701	306	1059	0	807	0	0	0
Future Volume (veh/h)	0	714	337	0	1701	306	1059	0	807	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	0	1800	1800	0	1800	1800	1700	1800	1800			
Adj Flow Rate, veh/h	0	793	0	0	1890	0	1416	0	512			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2624		0	2624		1290	0	607			
Arrive On Green	0.00	1.00	0.00	0.00	0.53	0.00	0.40	0.00	0.40			
Sat Flow, veh/h	0	5076	1525	0	5076	1525	3238	0	1524			
Grp Volume(v), veh/h	0	793	0	0	1890	0	1416	0	512			
Grp Sat Flow(s),veh/h/ln	0	1638	1525	0	1638	1525	1619	0	1524			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	17.2	0.0	23.5	0.0	18.0			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	17.2	0.0	23.5	0.0	18.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2624		0	2624		1290	0	607			
V/C Ratio(X)	0.00	0.30		0.00	0.72		1.10	0.00	0.84			
Avail Cap(c_a), veh/h	0	2624		0	2624		1290	0	607			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.94	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	10.4	0.0	17.7	0.0	16.1			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	1.7	0.0	56.3	0.0	10.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	4.1	0.0	17.8	0.0	7.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	12.2	0.0	74.0	0.0	26.3			
LnGrp LOS	A	A		A	B		F	A	C			
Approach Vol, veh/h		793	A		1890	A		1928				
Approach Delay, s/veh		0.3			12.2			61.4				
Approach LOS		A			B			E				

Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	33.5		33.5		25.5	
Change Period (Y+Rc), s	6.5		6.5		6.5	
Max Green Setting (Gmax), s	27.0		27.0		19.0	
Max Q Clear Time (g_c+I1), s	2.0		19.2		25.5	
Green Ext Time (p_c), s	4.0		5.5		0.0	

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

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

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, 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)	148	713	549	186	1184	73	314	354	91	34	376	361
Future Volume (veh/h)	148	713	549	186	1184	73	314	354	91	34	376	361
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	164	792	518	207	1316	34	349	393	41	38	418	321
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	1282	791	434	1664	742	345	1348	597	69	537	409
Arrive On Green	0.06	0.38	0.38	0.15	0.49	0.49	0.12	0.39	0.39	0.04	0.29	0.25
Sat Flow, veh/h	2956	3420	1523	2956	3420	1524	2956	3420	1515	1619	1847	1408
Grp Volume(v), veh/h	164	792	518	207	1316	34	349	393	41	38	387	352
Grp Sat Flow(s),veh/h/ln	1478	1710	1523	1478	1710	1524	1478	1710	1515	1619	1710	1545
Q Serve(g_s), s	6.6	22.6	12.4	7.7	38.5	1.4	14.0	9.4	1.2	2.8	24.9	25.5
Cycle Q Clear(g_c), s	6.6	22.6	12.4	7.7	38.5	1.4	14.0	9.4	1.2	2.8	24.9	25.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.91
Lane Grp Cap(c), veh/h	172	1283	791	434	1664	742	345	1348	597	69	497	449
V/C Ratio(X)	0.95	0.62	0.65	0.48	0.79	0.05	1.01	0.29	0.07	0.55	0.78	0.78
Avail Cap(c_a), veh/h	172	1283	791	434	1664	742	345	1348	597	100	556	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	30.5	21.0	47.0	25.7	16.2	53.0	24.9	8.3	56.3	39.0	41.3
Incr Delay (d2), s/veh	54.1	2.2	4.2	0.8	3.9	0.1	51.5	0.0	0.0	6.8	5.3	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	9.1	10.5	2.8	14.9	0.5	7.5	3.6	0.7	1.2	10.8	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.5	32.7	25.2	47.8	29.6	16.3	104.5	24.9	8.3	63.1	44.3	47.5
LnGrp LOS	F	C	C	D	C	B	F	C	A	E	D	D
Approach Vol, veh/h		1474			1557			783			777	
Approach Delay, s/veh		38.7			31.7			59.5			46.7	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	47.0	19.5	36.9	9.0	60.4	7.1	49.3
Change Period (Y+Rc), s	* 6.8	* 6.8	7.0	* 7	4.0	* 6.8	3.5	7.0
Max Green Setting (Gmax), s	* 13	* 40	12.5	* 34	5.0	* 47	5.9	40.6
Max Q Clear Time (g_c+I1), s	10.7	24.6	16.0	27.5	8.6	40.5	4.8	11.4
Green Ext Time (p_c), s	0.1	3.7	0.0	1.6	0.0	3.2	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	507	139	99	904	93	212	411	65	126	943	181
Future Volume (veh/h)	94	507	139	99	904	93	212	411	65	126	943	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	99	534	46	104	952	32	223	433	27	133	993	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	153	1064	474	155	1069	477	334	2117	657	244	1967	609
Arrive On Green	0.09	0.31	0.31	0.19	0.62	0.62	0.11	0.43	0.43	0.08	0.40	0.40
Sat Flow, veh/h	1619	3420	1522	1619	3420	1525	2956	4914	1524	2956	4914	1522
Grp Volume(v), veh/h	99	534	46	104	952	32	223	433	27	133	993	71
Grp Sat Flow(s),veh/h/ln	1619	1710	1522	1619	1710	1525	1478	1638	1524	1478	1638	1522
Q Serve(g_s), s	5.9	12.7	2.1	6.0	23.6	0.8	7.2	5.5	1.0	4.3	15.2	2.9
Cycle Q Clear(g_c), s	5.9	12.7	2.1	6.0	23.6	0.8	7.2	5.5	1.0	4.3	15.2	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	1064	474	155	1069	477	334	2117	657	244	1967	609
V/C Ratio(X)	0.65	0.50	0.10	0.67	0.89	0.07	0.67	0.20	0.04	0.55	0.50	0.12
Avail Cap(c_a), veh/h	243	1094	487	243	1094	488	384	2117	657	384	1967	609
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	28.1	24.5	39.0	17.3	13.0	42.6	17.8	16.5	44.1	22.5	18.9
Incr Delay (d2), s/veh	1.7	0.4	0.1	1.3	6.6	0.0	2.4	0.2	0.1	0.7	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	4.9	0.7	2.2	5.7	0.3	2.6	1.9	0.4	1.5	5.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	28.6	24.6	40.3	23.9	13.1	45.0	18.0	16.6	44.8	23.5	19.2
LnGrp LOS	D	C	C	D	C	B	D	B	B	D	C	B
Approach Vol, veh/h		679			1088			683			1197	
Approach Delay, s/veh		30.7			25.2			26.7			25.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	45.1	11.6	33.1	13.3	42.0	11.4	33.2
Change Period (Y+Rc), s	4.0	* 6.6	4.0	* 6.8	4.0	* 6.6	4.0	* 6.8
Max Green Setting (Gmax), s	11.0	* 27	13.0	* 27	11.0	* 27	13.0	* 27
Max Q Clear Time (g_c+I1), s	6.3	7.5	8.0	14.7	9.2	17.2	7.9	25.6
Green Ext Time (p_c), s	0.1	2.0	0.0	3.1	0.1	3.9	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	429	88	332	665	70	120	222	88	106	449	307
Future Volume (veh/h)	151	429	88	332	665	70	120	222	88	106	449	307
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	168	477	79	369	739	70	133	247	34	118	499	259
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	705	116	492	933	88	182	1326	590	166	1292	840
Arrive On Green	0.05	0.08	0.06	0.17	0.30	0.25	0.11	0.39	0.39	0.10	0.38	0.38
Sat Flow, veh/h	1619	2938	484	2956	3157	299	1619	3420	1522	1619	3420	1524
Grp Volume(v), veh/h	168	277	279	369	400	409	133	247	34	118	499	259
Grp Sat Flow(s),veh/h/ln	1619	1710	1712	1478	1710	1746	1619	1710	1522	1619	1710	1524
Q Serve(g_s), s	10.3	15.7	15.9	11.9	21.5	21.6	7.9	4.8	0.6	7.1	10.6	9.2
Cycle Q Clear(g_c), s	10.3	15.7	15.9	11.9	21.5	21.6	7.9	4.8	0.6	7.1	10.6	9.2
Prop In Lane	1.00		0.28	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	411	411	492	506	516	182	1326	590	166	1292	840
V/C Ratio(X)	0.75	0.67	0.68	0.75	0.79	0.79	0.73	0.19	0.06	0.71	0.39	0.31
Avail Cap(c_a), veh/h	291	532	532	562	549	561	227	1326	590	227	1292	840
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	42.2	42.5	39.7	32.4	32.8	42.9	20.2	4.1	43.4	22.7	12.2
Incr Delay (d2), s/veh	7.0	0.9	1.0	4.9	6.3	6.3	8.7	0.3	0.2	6.2	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	7.2	7.3	4.4	9.1	9.4	3.5	1.8	0.5	3.0	4.2	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	43.2	43.6	44.6	38.7	39.0	51.6	20.5	4.3	49.6	23.5	13.1
LnGrp LOS	D	D	D	D	D	D	D	C	A	D	C	B
Approach Vol, veh/h		724			1178			414			876	
Approach Delay, s/veh		45.6			40.7			29.2			24.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	31.5	13.3	39.5	21.3	25.9	12.3	40.5
Change Period (Y+Rc), s	3.5	* 6.7	3.5	* 6.7	* 6.7	* 6.7	3.5	* 6.7
Max Green Setting (Gmax), s	16.5	* 27	12.5	* 23	* 17	* 26	12.5	* 23
Max Q Clear Time (g_c+I1), s	12.3	23.6	9.9	12.6	13.9	17.9	9.1	6.8
Green Ext Time (p_c), s	0.2	1.1	0.1	1.9	0.4	1.2	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	653	7	46	1340	20	14	0	32	21	0	12
Future Volume (veh/h)	12	653	7	46	1340	20	14	0	32	21	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	13	718	8	51	1473	22	15	0	5	23	0	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	2263	25	123	2366	35	319	0	206	310	0	206
Arrive On Green	0.04	0.65	0.56	0.08	0.69	0.60	0.14	0.00	0.05	0.05	0.00	0.14
Sat Flow, veh/h	1619	3464	39	1619	3449	51	1360	0	1525	1334	0	1525
Grp Volume(v), veh/h	13	354	372	51	730	765	15	0	5	23	0	2
Grp Sat Flow(s),veh/h/ln	1619	1710	1793	1619	1710	1791	1360	0	1525	1334	0	1525
Q Serve(g_s), s	0.4	5.0	5.0	1.7	13.0	13.1	0.0	0.0	0.2	0.9	0.0	0.1
Cycle Q Clear(g_c), s	0.4	5.0	5.0	1.7	13.0	13.1	0.4	0.0	0.2	1.0	0.0	0.1
Prop In Lane	1.00		0.02	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	1117	1171	123	1173	1228	319	0	206	190	0	206
V/C Ratio(X)	0.18	0.32	0.32	0.41	0.62	0.62	0.05	0.00	0.02	0.12	0.00	0.01
Avail Cap(c_a), veh/h	628	1698	1780	628	1698	1778	994	0	964	902	0	964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.6	4.2	4.2	24.4	4.8	4.8	20.9	0.0	23.0	23.5	0.0	20.7
Incr Delay (d2), s/veh	1.2	0.2	0.2	2.2	0.8	0.7	0.1	0.0	0.1	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.8	0.6	1.6	1.7	0.2	0.0	0.1	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	4.4	4.5	26.6	5.5	5.6	21.0	0.0	23.0	23.9	0.0	20.8
LnGrp LOS	C	A	A	C	A	A	C	A	C	C	A	C
Approach Vol, veh/h		739			1546			20			25	
Approach Delay, s/veh		4.8			6.3			21.5			23.6	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	38.5		10.7	4.4	40.3		10.7
Change Period (Y+Rc), s	3.5	* 7.3		* 8.2	3.5	* 7.3		* 8.2
Max Green Setting (Gmax), s	20.0	* 50		* 30	20.0	* 50		* 30
Max Q Clear Time (g_c+I1), s	3.7	7.0		3.0	2.4	15.1		2.4
Green Ext Time (p_c), s	0.1	6.6		0.1	0.0	17.9		0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	329	224	151	895	208	294	255	90	370	368	237
Future Volume (veh/h)	157	329	224	151	895	208	294	255	90	370	368	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	167	350	153	161	952	211	313	271	29	394	391	236
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	275	779	919	268	1125	249	424	495	398	385	907	586
Arrive On Green	0.09	0.43	0.43	0.09	0.40	0.36	0.14	0.14	0.14	0.24	0.27	0.27
Sat Flow, veh/h	2956	1800	1524	2956	2783	616	2956	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	167	350	153	161	584	579	313	271	29	394	391	236
Grp Sat Flow(s),veh/h/ln	1478	1800	1524	1478	1710	1689	1478	1710	1525	1619	1710	1524
Q Serve(g_s), s	6.2	15.6	5.0	6.0	35.2	35.5	11.5	8.4	0.9	27.0	10.8	2.4
Cycle Q Clear(g_c), s	6.2	15.6	5.0	6.0	35.2	35.5	11.5	8.4	0.9	27.0	10.8	2.4
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	779	919	268	691	683	424	495	398	385	907	586
V/C Ratio(X)	0.61	0.45	0.17	0.60	0.85	0.85	0.74	0.55	0.07	1.02	0.43	0.40
Avail Cap(c_a), veh/h	702	871	997	702	824	814	702	1501	847	385	1504	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	22.7	10.0	49.7	30.6	31.5	46.6	45.2	12.8	43.3	34.6	10.5
Incr Delay (d2), s/veh	2.2	0.2	0.0	2.2	6.1	6.3	2.5	0.4	0.0	52.3	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.2	1.5	2.2	14.5	14.7	4.2	3.4	0.4	15.8	4.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	22.8	10.0	51.8	36.7	37.8	49.2	45.5	12.8	95.6	34.8	10.7
LnGrp LOS	D	C	B	D	D	D	D	D	B	F	C	B
Approach Vol, veh/h		670			1324			613			1021	
Approach Delay, s/veh		27.1			39.0			45.8			52.7	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	51.0	18.3	32.0	15.4	48.0	31.9	18.4
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	* 6.8	* 6.8	6.9	* 6.9
Max Green Setting (Gmax), s	25.0	* 50	25.0	45.0	* 25	* 50	25.0	* 45
Max Q Clear Time (g_c+I1), s	10.0	17.6	13.5	12.8	8.2	37.5	29.0	10.4
Green Ext Time (p_c), s	0.4	1.3	0.8	1.8	0.4	3.7	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	41.8
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	2	400	2	169	0	476	178	73	650	0
Future Volume (veh/h)	0	0	2	400	2	169	0	476	178	73	650	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	0	0	2	421	2	78	0	501	139	77	684	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	769	652	728	3	652	3	708	600	135	915	776
Arrive On Green	0.00	0.00	0.43	0.36	0.43	0.43	0.00	0.39	0.39	0.08	0.51	0.00
Sat Flow, veh/h	0	1800	1525	1435	7	1525	1619	1800	1525	1619	1800	1525
Grp Volume(v), veh/h	0	0	2	423	0	78	0	501	139	77	684	0
Grp Sat Flow(s),veh/h/ln	0	1800	1525	1441	0	1525	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	0.0	0.0	0.0	16.7	0.0	1.9	0.0	14.6	3.8	2.9	18.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	16.7	0.0	1.9	0.0	14.6	3.8	2.9	18.8	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	769	652	627	0	652	3	708	600	135	915	776
V/C Ratio(X)	0.00	0.00	0.00	0.67	0.00	0.12	0.00	0.71	0.23	0.57	0.75	0.00
Avail Cap(c_a), veh/h	0	852	722	924	0	966	428	1865	1580	428	1287	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	10.2	16.9	0.0	10.8	0.0	15.9	12.6	27.5	12.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.1	0.0	1.3	0.2	3.8	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	5.9	0.0	0.6	0.0	4.8	1.0	1.1	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	10.2	18.7	0.0	10.9	0.0	17.2	12.8	31.3	12.9	0.0
LnGrp LOS	A	A	B	B	A	B	A	B	B	C	B	A
Approach Vol, veh/h		2			501			640			761	
Approach Delay, s/veh		10.2			17.5			16.3			14.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	33.7		28.6	7.2	26.5		28.6
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		* 6.5
Max Green Setting (Gmax), s	15.0	* 40		* 25	15.0	* 60		* 35
Max Q Clear Time (g_c+I1), s	10.0	20.8		2.0	4.9	16.6		18.7
Green Ext Time (p_c), s	0.0	2.3		0.0	0.1	3.3		3.4

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	0	14	175	0	55	107	586	158	79	964	22
Future Volume (veh/h)	33	0	14	175	0	55	107	586	158	79	964	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	35	0	1	188	0	13	115	630	148	85	1037	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	164	0	154	341	0	303	196	1290	303	157	1523	34
Arrive On Green	0.10	0.00	0.04	0.14	0.00	0.20	0.12	0.47	0.39	0.10	0.45	0.37
Sat Flow, veh/h	1619	0	1525	1714	0	1525	1619	2748	645	1619	3419	76
Grp Volume(v), veh/h	35	0	1	188	0	13	115	392	386	85	519	541
Grp Sat Flow(s),veh/h/ln	1619	0	1525	1714	0	1525	1619	1710	1683	1619	1710	1784
Q Serve(g_s), s	1.2	0.0	0.0	6.1	0.0	0.4	4.0	9.4	9.8	3.0	14.5	14.5
Cycle Q Clear(g_c), s	1.2	0.0	0.0	6.1	0.0	0.4	4.0	9.4	9.8	3.0	14.5	14.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.04
Lane Grp Cap(c), veh/h	164	0	154	341	0	303	196	803	790	157	762	795
V/C Ratio(X)	0.21	0.00	0.01	0.55	0.00	0.04	0.59	0.49	0.49	0.54	0.68	0.68
Avail Cap(c_a), veh/h	508	0	479	532	0	474	459	1127	1109	324	1127	1176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	0.0	25.9	23.3	0.0	19.4	24.9	10.9	11.6	25.8	13.2	13.3
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.4	0.0	0.1	2.8	0.5	0.5	2.9	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	2.4	0.0	0.1	1.5	2.5	2.7	1.1	4.1	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	0.0	26.0	24.7	0.0	19.5	27.7	11.4	12.1	28.6	14.3	14.4
LnGrp LOS	C	A	C	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		36			201			893			1145	
Approach Delay, s/veh		25.4			24.4			13.8			15.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	8.1	9.3	28.7	13.9	7.8	30.1
Change Period (Y+Rc), s	* 5.8	4.0	6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	* 15	15.0	35.0	15.0	10.0	35.0
Max Q Clear Time (g_c+I1), s	3.2	6.0	16.5	8.1	5.0	11.8
Green Ext Time (p_c), s	0.0	0.2	5.7	0.5	0.1	4.2

Intersection Summary	
HCM 6th Ctrl Delay	15.7
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	247	118	90	408	105	197	684	113	128	729	280
Future Volume (veh/h)	165	247	118	90	408	105	197	684	113	128	729	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	168	252	39	92	416	31	201	698	37	131	744	88
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	361	1418	440	307	925	413	400	1721	534	336	1616	500
Arrive On Green	0.12	0.29	0.29	0.10	0.27	0.27	0.14	0.35	0.35	0.11	0.33	0.33
Sat Flow, veh/h	2956	4914	1525	2956	3420	1525	2956	4914	1525	2956	4914	1521
Grp Volume(v), veh/h	168	252	39	92	416	31	201	698	37	131	744	88
Grp Sat Flow(s),veh/h/ln	1478	1638	1525	1478	1710	1525	1478	1638	1525	1478	1638	1521
Q Serve(g_s), s	2.9	2.1	1.0	1.6	5.6	0.8	3.5	6.0	0.9	2.3	6.7	2.3
Cycle Q Clear(g_c), s	2.9	2.1	1.0	1.6	5.6	0.8	3.5	6.0	0.9	2.3	6.7	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	361	1418	440	307	925	413	400	1721	534	336	1616	500
V/C Ratio(X)	0.47	0.18	0.09	0.30	0.45	0.08	0.50	0.41	0.07	0.39	0.46	0.18
Avail Cap(c_a), veh/h	689	2908	903	689	2024	903	689	2908	903	689	2908	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	14.9	14.5	23.1	16.9	15.1	22.4	13.7	12.1	22.9	14.8	13.3
Incr Delay (d2), s/veh	0.9	0.1	0.1	0.5	0.3	0.1	1.0	0.2	0.1	0.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.7	0.3	0.5	1.9	0.2	1.1	1.7	0.2	0.7	2.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	14.9	14.6	23.6	17.2	15.2	23.4	13.9	12.1	23.6	15.0	13.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		459			539			936			963	
Approach Delay, s/veh		18.1			18.2			15.8			16.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	18.1	9.5	20.3	8.8	17.1	8.3	21.5
Change Period (Y+Rc), s	4.0	7.0	4.0	* 6.6	4.0	7.0	4.0	* 6.6
Max Green Setting (Gmax), s	11.8	28.0	11.0	* 28	11.0	28.0	11.0	* 28
Max Q Clear Time (g_c+I1), s	3.6	4.1	5.5	8.7	4.9	7.6	4.3	8.0
Green Ext Time (p_c), s	0.1	1.6	0.3	4.7	0.2	2.4	0.2	4.3

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	40	32	837	1138	5
Future Volume (veh/h)	7	40	32	837	1138	5
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1700	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	7	5	33	872	1185	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	25	24	66	2353	1720	750
Arrive On Green	0.02	0.02	0.04	0.69	0.50	0.50
Sat Flow, veh/h	1619	1525	1714	3510	3510	1492
Grp Volume(v), veh/h	7	5	33	872	1185	5
Grp Sat Flow(s),veh/h/ln	1619	1525	1714	1710	1710	1492
Q Serve(g_s), s	0.2	0.1	0.8	4.4	10.8	0.1
Cycle Q Clear(g_c), s	0.2	0.1	0.8	4.4	10.8	0.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	25	24	66	2353	1720	750
V/C Ratio(X)	0.28	0.21	0.50	0.37	0.69	0.01
Avail Cap(c_a), veh/h	1110	1046	210	3761	2839	1239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	19.8	19.3	2.7	7.7	5.1
Incr Delay (d2), s/veh	5.8	4.3	5.9	0.1	0.5	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	0.1	0.0	0.3	0.0	1.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.7	24.2	25.1	2.8	8.2	5.1
LnGrp LOS	C	C	C	A	A	A
Approach Vol, veh/h	12			905	1190	
Approach Delay, s/veh	25.0			3.6	8.2	
Approach LOS	C			A	A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	34.6		6.2	7.6	27.0
Change Period (Y+Rc), s	6.5		5.6	6.0	6.5
Max Green Setting (Gmax), s	44.9		28.0	5.0	33.9
Max Q Clear Time (g_c+I1), s	6.4		2.2	2.8	12.8
Green Ext Time (p_c), s	6.0		0.0	0.0	7.7

Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	385	134	372	1082	373	168	731	126	223	650	75
Future Volume (veh/h)	128	385	134	372	1082	373	168	731	126	223	650	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	138	414	42	400	1163	159	181	786	64	240	699	67
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	463	1470	448	588	1677	512	409	1641	701	436	1588	149
Arrive On Green	0.16	0.30	0.30	0.20	0.34	0.34	0.14	0.27	0.27	0.15	0.27	0.22
Sat Flow, veh/h	2956	4914	1499	2956	4914	1501	2956	6192	1501	2956	5789	545
Grp Volume(v), veh/h	138	414	42	400	1163	159	181	786	64	240	558	208
Grp Sat Flow(s),veh/h/ln	1478	1638	1499	1478	1638	1501	1478	1548	1501	1478	1548	1690
Q Serve(g_s), s	4.2	6.5	2.0	12.6	20.6	7.9	5.7	10.8	2.4	7.6	10.0	10.4
Cycle Q Clear(g_c), s	4.2	6.5	2.0	12.6	20.6	7.9	5.7	10.8	2.4	7.6	10.0	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	463	1470	448	588	1677	512	409	1641	701	436	1274	463
V/C Ratio(X)	0.30	0.28	0.09	0.68	0.69	0.31	0.44	0.48	0.09	0.55	0.44	0.45
Avail Cap(c_a), veh/h	734	1952	595	734	1952	596	734	3074	1048	734	2306	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	27.0	25.4	37.4	28.6	24.4	39.8	31.2	15.1	39.8	30.1	31.0
Incr Delay (d2), s/veh	0.1	0.1	0.1	1.1	0.9	0.3	0.3	0.3	0.1	0.4	0.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.4	0.7	4.3	7.5	2.6	2.0	3.8	0.7	2.6	3.5	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	27.1	25.5	38.4	29.5	24.8	40.1	31.4	15.2	40.2	30.4	31.8
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	C
Approach Vol, veh/h		594			1722			1031			1006	
Approach Delay, s/veh		29.5			31.1			31.9			33.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	28.7	22.5	32.6	15.9	29.6	18.3	36.9
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5
Max Green Setting (Gmax), s	20.0	45.0	20.0	35.0	20.0	45.0	20.0	35.0
Max Q Clear Time (g_c+I1), s	9.6	12.8	14.6	8.5	7.7	12.4	6.2	22.6
Green Ext Time (p_c), s	0.3	6.8	0.4	2.5	0.2	6.0	0.2	6.0

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	325	371	25	133	1585	241	79	53	85	265	246	804
Future Volume (veh/h)	325	371	25	133	1585	241	79	53	85	265	246	804
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	357	408	14	146	1742	151	87	58	14	291	270	370
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	495	2365	733	324	2081	646	198	501	223	294	371	629
Arrive On Green	0.17	0.48	0.48	0.11	0.42	0.42	0.12	0.15	0.15	0.18	0.21	0.21
Sat Flow, veh/h	2956	4914	1524	2956	4914	1525	1619	3420	1525	1619	1800	3051
Grp Volume(v), veh/h	357	408	14	146	1742	151	87	58	14	291	270	370
Grp Sat Flow(s),veh/h/ln	1478	1638	1524	1478	1638	1525	1619	1710	1525	1619	1800	1525
Q Serve(g_s), s	11.3	4.7	0.5	4.6	31.3	6.3	4.9	1.5	0.8	17.7	13.9	10.8
Cycle Q Clear(g_c), s	11.3	4.7	0.5	4.6	31.3	6.3	4.9	1.5	0.8	17.7	13.9	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	495	2365	733	324	2081	646	198	501	223	294	371	629
V/C Ratio(X)	0.72	0.17	0.02	0.45	0.84	0.23	0.44	0.12	0.06	0.99	0.73	0.59
Avail Cap(c_a), veh/h	597	2365	733	418	2081	646	213	580	259	294	396	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	14.5	13.4	41.3	25.5	18.3	40.3	36.7	36.4	40.4	36.7	35.5
Incr Delay (d2), s/veh	2.4	0.2	0.0	0.2	2.7	0.5	0.6	0.1	0.1	49.1	6.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	1.6	0.2	1.6	11.2	2.3	2.0	0.6	0.3	11.0	6.7	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	14.7	13.5	41.5	28.2	18.8	40.9	36.8	36.5	89.5	42.9	36.7
LnGrp LOS	D	B	B	D	C	B	D	D	D	F	D	D
Approach Vol, veh/h		779			2039			159			931	
Approach Delay, s/veh		26.9			28.4			39.0			55.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	49.6	14.1	22.4	18.6	43.9	20.0	16.5
Change Period (Y+Rc), s	5.0	6.5	5.0	5.8	5.0	6.5	5.0	5.8
Max Green Setting (Gmax), s	11.0	38.0	10.0	18.0	17.0	32.0	15.0	13.0
Max Q Clear Time (g_c+I1), s	6.6	6.7	6.9	15.9	13.3	33.3	19.7	3.5
Green Ext Time (p_c), s	0.1	2.0	0.0	0.7	0.3	0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	34.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	471	40	31	753	123	57	16	50	658	31	1171
Future Volume (veh/h)	216	471	40	31	753	123	57	16	50	658	31	1171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	243	529	21	35	846	117	64	18	7	764	0	1044
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	572	2208	685	131	1404	193	202	306	112	852	0	1418
Arrive On Green	0.19	0.45	0.45	0.08	0.32	0.28	0.12	0.12	0.09	0.26	0.00	0.26
Sat Flow, veh/h	2956	4914	1524	1619	4367	601	1619	2449	894	3238	0	3051
Grp Volume(v), veh/h	243	529	21	35	634	329	64	12	13	764	0	1044
Grp Sat Flow(s),veh/h/ln	1478	1638	1524	1619	1638	1692	1619	1710	1633	1619	0	1525
Q Serve(g_s), s	7.1	6.5	0.8	2.0	15.9	16.3	3.5	0.6	0.7	22.3	0.0	7.5
Cycle Q Clear(g_c), s	7.1	6.5	0.8	2.0	15.9	16.3	3.5	0.6	0.7	22.3	0.0	7.5
Prop In Lane	1.00		1.00	1.00		0.36	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	572	2208	685	131	1053	544	202	214	204	852	0	1418
V/C Ratio(X)	0.43	0.24	0.03	0.27	0.60	0.61	0.32	0.06	0.06	0.90	0.00	0.74
Avail Cap(c_a), veh/h	572	2208	685	231	1053	544	281	297	283	852	0	1418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.7	16.6	15.1	42.3	28.0	28.8	39.1	37.8	38.5	34.8	0.0	21.3
Incr Delay (d2), s/veh	0.2	0.2	0.1	0.4	2.5	4.9	0.3	0.0	0.0	11.8	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.2	0.2	0.8	6.0	6.8	1.4	0.3	0.3	10.1	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	16.9	15.1	42.7	30.5	33.7	39.4	37.8	38.6	46.6	0.0	23.1
LnGrp LOS	C	B	B	D	C	C	D	D	D	D	A	C
Approach Vol, veh/h		793			998			89			1808	
Approach Delay, s/veh		22.3			32.0			39.1			33.0	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.9	46.0		27.8	22.5	33.5		14.2
Change Period (Y+Rc), s	5.0	6.5		5.8	6.5	* 6.5		5.0
Max Green Setting (Gmax), s	11.0	29.0		22.0	11.0	* 27		14.0
Max Q Clear Time (g_c+I1), s	4.0	8.5		24.3	9.1	18.3		5.5
Green Ext Time (p_c), s	0.0	2.5		0.0	0.1	3.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	608	103	106	469	56	277	675	63	60	866	274
Future Volume (veh/h)	179	608	103	106	469	56	277	675	63	60	866	274
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	197	668	31	116	515	52	304	742	0	66	952	114
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	322	881	388	244	725	73	429	1725		223	1486	655
Arrive On Green	0.11	0.26	0.26	0.08	0.23	0.19	0.15	0.50	0.00	0.08	0.43	0.43
Sat Flow, veh/h	2956	3420	1504	2956	3133	315	2956	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	197	668	31	116	280	287	304	742	0	66	952	114
Grp Sat Flow(s),veh/h/ln	1478	1710	1504	1478	1710	1738	1478	1710	1525	1478	1710	1506
Q Serve(g_s), s	6.4	18.0	1.6	3.7	15.1	15.2	9.8	13.7	0.0	2.1	21.8	4.6
Cycle Q Clear(g_c), s	6.4	18.0	1.6	3.7	15.1	15.2	9.8	13.7	0.0	2.1	21.8	4.6
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	322	881	388	244	396	402	429	1725		223	1486	655
V/C Ratio(X)	0.61	0.76	0.08	0.48	0.71	0.71	0.71	0.43		0.30	0.64	0.17
Avail Cap(c_a), veh/h	384	881	388	562	479	487	532	1725		384	1486	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	42.5	34.2	28.1	43.8	35.3	35.7	40.7	15.7	0.0	43.7	22.1	17.3
Incr Delay (d2), s/veh	0.9	4.0	0.1	0.5	4.2	4.2	2.1	0.8	0.0	0.2	1.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	7.4	0.5	1.3	6.3	6.5	3.5	4.9	0.0	0.7	8.1	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	38.2	28.2	44.3	39.5	39.9	42.9	16.5	0.0	44.0	24.0	17.8
LnGrp LOS	D	D	C	D	D	D	D	B		D	C	B
Approach Vol, veh/h		896			683			1046	A		1132	
Approach Delay, s/veh		39.0			40.5			24.1			24.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	27.8	16.5	45.5	12.9	25.1	9.5	52.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	6.5	18.0	15.5	29.0	10.5	24.0	10.5	34.0
Max Q Clear Time (g_c+I1), s	5.7	20.0	11.8	23.8	8.4	17.2	4.1	15.7
Green Ext Time (p_c), s	0.1	0.0	0.2	3.3	0.1	1.9	0.0	5.9

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

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

Unsignalized Delay for [NBR] 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)	0	0	0	670	0	691	0	756	457	0	812	477
Future Volume (veh/h)	0	0	0	670	0	691	0	756	457	0	812	477
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				1700	1800	1800	0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h				948	0	455	0	831	0	0	892	0
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1259	0	593	0	1814		0	2607	
Arrive On Green				0.39	0.00	0.39	0.00	1.00	0.00	0.00	0.53	0.00
Sat Flow, veh/h				3238	0	1525	0	3510	1525	0	5076	1525
Grp Volume(v), veh/h				948	0	455	0	831	0	0	892	0
Grp Sat Flow(s),veh/h/ln				1619	0	1525	0	1710	1525	0	1638	1525
Q Serve(g_s), s				25.1	0.0	25.7	0.0	0.0	0.0	0.0	10.3	0.0
Cycle Q Clear(g_c), s				25.1	0.0	25.7	0.0	0.0	0.0	0.0	10.3	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1259	0	593	0	1814		0	2607	
V/C Ratio(X)				0.75	0.00	0.77	0.00	0.46		0.00	0.34	
Avail Cap(c_a), veh/h				1668	0	786	0	1814		0	2607	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.93	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				26.2	0.0	26.4	0.0	0.0	0.0	0.0	13.3	0.0
Incr Delay (d2), s/veh				1.4	0.0	3.3	0.0	0.8	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.7	0.0	9.7	0.0	0.2	0.0	0.0	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.6	0.0	29.7	0.0	0.8	0.0	0.0	13.7	0.0
LnGrp LOS				C	A	C	A	A		A	B	
Approach Vol, veh/h					1403			831	A		892	A
Approach Delay, s/veh					28.2			0.8			13.7	
Approach LOS					C			A			B	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	57.2		57.2		41.8			
Change Period (Y+Rc), s	9.7		9.7		8.3			
Max Green Setting (Gmax), s	35.0		35.0		46.0			
Max Q Clear Time (g_c+I1), s	2.0		12.3		27.7			
Green Ext Time (p_c), s	5.7		5.7		5.8			

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 [NBR, SBR] 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)	318	0	740	0	0	0	0	912	373	0	1235	235
Future Volume (veh/h)	318	0	740	0	0	0	0	912	373	0	1235	235
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	1600	0	1800				0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h	335	0	740				0	960	0	0	1300	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1403	0	724				0	2184		0	1520	
Arrive On Green	0.47	0.00	0.47				0.00	0.44	0.00	0.00	0.89	0.00
Sat Flow, veh/h	2956	0	1525				0	5076	1525	0	3510	1525
Grp Volume(v), veh/h	335	0	740				0	960	0	0	1300	0
Grp Sat Flow(s),veh/h/ln	1478	0	1525				0	1638	1525	0	1710	1525
Q Serve(g_s), s	6.6	0.0	47.0				0.0	13.4	0.0	0.0	17.4	0.0
Cycle Q Clear(g_c), s	6.6	0.0	47.0				0.0	13.4	0.0	0.0	17.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1403	0	724				0	2184		0	1520	
V/C Ratio(X)	0.24	0.00	1.02				0.00	0.44		0.00	0.86	
Avail Cap(c_a), veh/h	1403	0	724				0	2184		0	1520	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	0.84	0.00
Uniform Delay (d), s/veh	15.4	0.0	26.0				0.0	19.0	0.0	0.0	4.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	39.1				0.0	0.6	0.0	0.0	5.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	24.1				0.0	4.7	0.0	0.0	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	65.1				0.0	19.6	0.0	0.0	9.5	0.0
LnGrp LOS	B	A	F				A	B		A	A	
Approach Vol, veh/h		1075						960	A		1300	A
Approach Delay, s/veh		49.6						19.6			9.5	
Approach LOS		D						B			A	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	48.7	50.3	48.7
Change Period (Y+Rc), s	9.7	8.3	9.7
Max Green Setting (Gmax), s	39.0	42.0	39.0
Max Q Clear Time (g_c+I1), s	15.4	49.0	19.4
Green Ext Time (p_c), s	6.3	0.0	8.6

Intersection Summary	
HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	1	673	1062	60
Future Vol, veh/h	0	3	1	673	1062	60
Conflicting Peds, #/hr	0	0	3	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	3	1	708	1118	63

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	594	1184	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.945	4.145	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3285	2.2285	-	-	-
Pot Cap-1 Maneuver	0	447	583	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	446	581	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	581	-	446	-	-
HCM Lane V/C Ratio	0.002	-	0.007	-	-
HCM Control Delay (s)	11.2	-	13.1	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

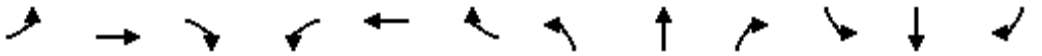
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	851	1151	2
Future Vol, veh/h	0	1	0	851	1151	2
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	1	0	896	1212	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	612	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	434	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	432	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	432	-	-
HCM Lane V/C Ratio	-	0.002	-	-
HCM Control Delay (s)	-	13.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	1899	66	202	905	187	94	699	373	211	356	63
Future Volume (veh/h)	201	1899	66	202	905	187	94	699	373	211	356	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	205	1938	29	206	923	86	96	713	328	215	363	19
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	287	2001	620	430	2326	721	132	922	599	296	986	438
Arrive On Green	0.10	0.41	0.41	0.15	0.47	0.47	0.08	0.27	0.25	0.10	0.29	0.29
Sat Flow, veh/h	2956	4914	1523	2956	4914	1523	1619	3420	1520	2956	3420	1519
Grp Volume(v), veh/h	205	1938	29	206	923	86	96	713	328	215	363	19
Grp Sat Flow(s),veh/h/ln	1478	1638	1523	1478	1638	1523	1619	1710	1520	1478	1710	1519
Q Serve(g_s), s	9.4	54.1	1.1	9.0	17.0	4.4	8.1	26.9	3.9	9.9	11.8	1.3
Cycle Q Clear(g_c), s	9.4	54.1	1.1	9.0	17.0	4.4	8.1	26.9	3.9	9.9	11.8	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	2001	620	430	2326	721	132	922	599	296	986	438
V/C Ratio(X)	0.72	0.97	0.05	0.48	0.40	0.12	0.73	0.77	0.55	0.73	0.37	0.04
Avail Cap(c_a), veh/h	338	2001	620	430	2326	721	150	1041	652	338	1114	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	61.3	40.6	12.5	55.0	23.9	20.6	62.8	47.2	15.7	61.1	39.7	35.9
Incr Delay (d2), s/veh	5.8	14.0	0.1	0.8	0.5	0.3	14.3	3.3	0.8	6.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	23.1	0.6	3.3	6.4	1.6	3.8	11.6	5.3	3.9	4.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.1	54.6	12.6	55.8	24.4	20.9	77.1	50.5	16.5	67.7	39.8	35.9
LnGrp LOS	E	D	B	E	C	C	E	D	B	E	D	D
Approach Vol, veh/h		2172			1215			1137			597	
Approach Delay, s/veh		55.2			29.5			42.9			49.7	
Approach LOS		E			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.8	59.0	13.4	42.8	15.6	68.3	16.0	40.1
Change Period (Y+Rc), s	* 6.5	* 6.5	3.5	7.4	4.0	* 6.5	4.0	7.4
Max Green Setting (Gmax), s	* 14	* 53	11.5	40.6	14.0	* 53	14.0	37.6
Max Q Clear Time (g_c+I1), s	11.0	56.1	10.1	13.8	11.4	19.0	11.9	28.9
Green Ext Time (p_c), s	0.2	0.0	0.0	1.4	0.2	4.1	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	45.7
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2186	1039	0	1251	864	0	0	0	238	0	767
Future Volume (veh/h)	0	2186	1039	0	1251	864	0	0	0	238	0	767
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	0	1800	1800	0	1800	1800				1700	1800	1800
Adj Flow Rate, veh/h	0	2277	0	0	1303	0				165	0	808
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2975		0	2975					545	0	1027
Arrive On Green	0.00	0.61	0.00	0.00	1.00	0.00				0.34	0.00	0.34
Sat Flow, veh/h	0	5076	1525	0	5076	1525				1619	0	3051
Grp Volume(v), veh/h	0	2277	0	0	1303	0				165	0	808
Grp Sat Flow(s),veh/h/ln	0	1638	1525	0	1638	1525				1619	0	1525
Q Serve(g_s), s	0.0	23.5	0.0	0.0	0.0	0.0				5.2	0.0	16.5
Cycle Q Clear(g_c), s	0.0	23.5	0.0	0.0	0.0	0.0				5.2	0.0	16.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2975		0	2975					545	0	1027
V/C Ratio(X)	0.00	0.77		0.00	0.44					0.30	0.00	0.79
Avail Cap(c_a), veh/h	0	2975		0	2975					551	0	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.77	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.0	0.0	0.0	0.0	0.0				16.9	0.0	20.7
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.4	0.0				0.2	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
%ile BackOfQ(50%),veh/ln	0.0	5.9	0.0	0.0	0.1	0.0				1.9	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.9	0.0	0.0	0.4	0.0				17.1	0.0	24.6
LnGrp LOS	A	B		A	A					B	A	C
Approach Vol, veh/h		2277	A		1303	A					973	
Approach Delay, s/veh		11.9			0.4						23.3	
Approach LOS		B			A						C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	43.8	25.2	43.8
Change Period (Y+Rc), s	6.5	6.5	6.5
Max Green Setting (Gmax), s	37.0	19.0	37.0
Max Q Clear Time (g_c+I1), s	25.5	18.5	2.0
Green Ext Time (p_c), s	8.9	0.2	7.9

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, 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)	0	1288	1132	0	1530	551	595	0	535	0	0	0
Future Volume (veh/h)	0	1288	1132	0	1530	551	595	0	535	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	0	1800	1800	0	1800	1800	1700	1800	1800			
Adj Flow Rate, veh/h	0	1328	0	0	1577	0	764	0	324			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2988		0	2988		1082	0	509			
Arrive On Green	0.00	1.00	0.00	0.00	0.61	0.00	0.33	0.00	0.33			
Sat Flow, veh/h	0	5076	1525	0	5076	1525	3238	0	1524			
Grp Volume(v), veh/h	0	1328	0	0	1577	0	764	0	324			
Grp Sat Flow(s),veh/h/ln	0	1638	1525	0	1638	1525	1619	0	1524			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	12.8	0.0	14.2	0.0	12.4			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	12.8	0.0	14.2	0.0	12.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2988		0	2988		1082	0	509			
V/C Ratio(X)	0.00	0.44		0.00	0.53		0.71	0.00	0.64			
Avail Cap(c_a), veh/h	0	2988		0	2988		1337	0	630			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.61	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	7.8	0.0	20.0	0.0	19.4			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.7	0.0	1.1	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	2.9	0.0	5.2	0.0	4.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	8.5	0.0	21.1	0.0	20.6			
LnGrp LOS	A	A		A	A		C	A	C			
Approach Vol, veh/h		1328	A		1577	A		1088				
Approach Delay, s/veh		0.3			8.5			21.0				
Approach LOS		A			A			C				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		44.0				44.0		25.0				
Change Period (Y+Rc), s		6.5				6.5		6.5				
Max Green Setting (Gmax), s		32.0				32.0		24.0				
Max Q Clear Time (g_c+I1), s		2.0				14.8		16.2				
Green Ext Time (p_c), s		7.9				8.0		2.3				

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

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

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, 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)	226	1112	273	94	1084	53	571	392	192	76	236	215
Future Volume (veh/h)	226	1112	273	94	1084	53	571	392	192	76	236	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	240	1183	209	100	1153	23	607	417	115	81	251	98
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	1417	972	311	1552	692	591	1135	502	116	432	164
Arrive On Green	0.09	0.41	0.41	0.11	0.45	0.45	0.20	0.33	0.33	0.07	0.18	0.14
Sat Flow, veh/h	2956	3420	1523	2956	3420	1524	2956	3420	1513	1619	2422	920
Grp Volume(v), veh/h	240	1183	209	100	1153	23	607	417	115	81	175	174
Grp Sat Flow(s),veh/h/ln	1478	1710	1523	1478	1710	1524	1478	1710	1513	1619	1710	1632
Q Serve(g_s), s	11.3	43.4	0.0	4.4	38.9	1.2	28.0	13.0	5.1	6.8	13.1	13.9
Cycle Q Clear(g_c), s	11.3	43.4	0.0	4.4	38.9	1.2	28.0	13.0	5.1	6.8	13.1	13.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.56
Lane Grp Cap(c), veh/h	253	1417	972	311	1552	692	591	1135	502	116	305	291
V/C Ratio(X)	0.95	0.83	0.22	0.32	0.74	0.03	1.03	0.37	0.23	0.70	0.57	0.60
Avail Cap(c_a), veh/h	253	1417	972	311	1552	692	591	1292	572	163	476	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.7	36.7	10.6	58.0	31.5	21.2	56.0	35.6	14.9	63.5	52.6	54.2
Incr Delay (d2), s/veh	42.1	5.9	0.5	0.6	3.3	0.1	44.0	0.1	0.1	7.4	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	18.1	2.6	1.6	15.7	0.4	13.7	5.3	2.7	3.0	5.6	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.8	42.7	11.1	58.6	34.8	21.3	100.0	35.6	14.9	70.9	53.3	55.0
LnGrp LOS	F	D	B	E	C	C	F	D	B	E	D	D
Approach Vol, veh/h		1632			1276			1139			430	
Approach Delay, s/veh		47.9			36.4			67.8			57.3	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	60.0	33.5	27.0	14.0	65.5	12.0	48.5
Change Period (Y+Rc), s	* 6.8	* 6.8	7.0	* 7	4.0	* 6.8	3.5	7.0
Max Green Setting (Gmax), s	* 5	* 53	26.5	* 34	10.0	* 48	12.6	47.9
Max Q Clear Time (g_c+I1), s	10.4	45.4	30.0	15.9	13.3	40.9	8.8	15.0
Green Ext Time (p_c), s	0.0	3.4	0.0	1.1	0.0	2.9	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	50.6
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	995	186	143	541	115	168	1658	432	82	582	103
Future Volume (veh/h)	198	995	186	143	541	115	168	1658	432	82	582	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	208	1047	63	151	569	36	177	1745	227	86	613	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	259	1094	487	209	989	441	290	1992	618	193	1832	567
Arrive On Green	0.16	0.32	0.32	0.09	0.19	0.19	0.10	0.41	0.41	0.07	0.37	0.37
Sat Flow, veh/h	1619	3420	1523	1619	3420	1525	2956	4914	1524	2956	4914	1522
Grp Volume(v), veh/h	208	1047	63	151	569	36	177	1745	227	86	613	39
Grp Sat Flow(s),veh/h/ln	1619	1710	1523	1619	1710	1525	1478	1638	1524	1478	1638	1522
Q Serve(g_s), s	12.4	30.0	2.9	9.1	15.1	1.9	5.7	32.7	10.4	2.8	8.9	1.6
Cycle Q Clear(g_c), s	12.4	30.0	2.9	9.1	15.1	1.9	5.7	32.7	10.4	2.8	8.9	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	1094	487	209	989	441	290	1992	618	193	1832	567
V/C Ratio(X)	0.80	0.96	0.13	0.72	0.58	0.08	0.61	0.88	0.37	0.44	0.33	0.07
Avail Cap(c_a), veh/h	259	1094	487	210	992	442	414	1992	618	384	1832	567
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	33.3	24.1	43.9	34.7	29.4	43.3	27.4	20.8	45.0	22.5	20.2
Incr Delay (d2), s/veh	15.4	17.8	0.1	7.2	0.5	0.0	0.8	5.8	1.7	0.6	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	14.1	1.0	4.0	6.4	0.7	2.0	12.5	3.7	1.0	3.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.9	51.1	24.3	51.1	35.2	29.5	44.1	33.2	22.5	45.6	23.0	20.4
LnGrp LOS	E	D	C	D	D	C	D	C	C	D	C	C
Approach Vol, veh/h		1318			756			2149			738	
Approach Delay, s/veh		50.6			38.1			33.0			25.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	42.5	14.9	34.0	11.8	39.3	18.0	30.9
Change Period (Y+Rc), s	4.0	* 6.6	4.0	* 6.8	4.0	* 6.6	4.0	* 6.8
Max Green Setting (Gmax), s	11.0	* 29	11.0	* 27	12.0	* 28	14.0	* 24
Max Q Clear Time (g_c+I1), s	4.4	34.7	11.1	32.0	7.7	10.9	14.4	17.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	2.9	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	368	1033	30	61	494	223	47	869	284	96	281	212
Future Volume (veh/h)	368	1033	30	61	494	223	47	869	284	96	281	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	379	1065	30	63	509	178	48	896	115	99	290	134
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	1197	34	181	656	228	84	1437	640	146	1568	981
Arrive On Green	0.20	0.47	0.40	0.06	0.26	0.22	0.05	0.42	0.42	0.09	0.46	0.46
Sat Flow, veh/h	1619	3397	96	2956	2488	866	1619	3420	1522	1619	3420	1524
Grp Volume(v), veh/h	379	536	559	63	349	338	48	896	115	99	290	134
Grp Sat Flow(s),veh/h/ln	1619	1710	1783	1478	1710	1644	1619	1710	1522	1619	1710	1524
Q Serve(g_s), s	15.0	28.6	28.6	2.0	18.9	19.2	2.9	20.6	4.7	5.9	5.0	3.4
Cycle Q Clear(g_c), s	15.0	28.6	28.6	2.0	18.9	19.2	2.9	20.6	4.7	5.9	5.0	3.4
Prop In Lane	1.00		0.05	1.00		0.53	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	603	628	181	451	434	84	1437	640	146	1568	981
V/C Ratio(X)	1.56	0.89	0.89	0.35	0.77	0.78	0.57	0.62	0.18	0.68	0.18	0.14
Avail Cap(c_a), veh/h	243	603	628	473	463	446	243	1437	640	259	1568	981
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.49	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	24.8	25.0	45.0	34.1	35.4	46.3	22.8	18.2	44.1	16.0	7.0
Incr Delay (d2), s/veh	262.0	8.1	7.8	1.1	7.0	7.6	6.0	2.0	0.6	5.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.0	10.3	10.8	0.7	8.2	8.3	1.3	8.0	1.7	2.5	1.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	302.0	32.9	32.8	46.2	41.0	42.9	52.3	24.8	18.8	49.5	16.3	7.3
LnGrp LOS	F	C	C	D	D	D	D	C	B	D	B	A
Approach Vol, veh/h		1474			750			1059			523	
Approach Delay, s/veh		102.0			42.3			25.4			20.3	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	28.3	7.2	47.5	8.1	37.1	11.0	43.7
Change Period (Y+Rc), s	3.5	* 6.7	3.5	* 6.7	4.0	* 6.7	3.5	* 6.7
Max Green Setting (Gmax), s	13.5	* 22	13.5	* 30	14.0	* 21	14.5	* 29
Max Q Clear Time (g_c+I1), s	17.0	21.2	4.9	7.0	4.0	30.6	7.9	22.6
Green Ext Time (p_c), s	0.0	0.3	0.0	1.2	0.1	0.0	0.1	2.4

Intersection Summary	
HCM 6th Ctrl Delay	57.7
HCM 6th LOS	E

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1389	9	15	677	25	4	0	18	23	0	27
Future Volume (veh/h)	33	1389	9	15	677	25	4	0	18	23	0	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	35	1462	9	16	713	26	4	0	2	24	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	2384	15	77	2241	82	314	0	198	314	0	198
Arrive On Green	0.07	0.68	0.59	0.05	0.67	0.57	0.13	0.00	0.04	0.04	0.00	0.13
Sat Flow, veh/h	1619	3485	21	1619	3365	123	1360	0	1525	1389	0	1525
Grp Volume(v), veh/h	35	717	754	16	362	377	4	0	2	24	0	5
Grp Sat Flow(s),veh/h/ln	1619	1710	1796	1619	1710	1778	1360	0	1525	1389	0	1525
Q Serve(g_s), s	1.1	12.4	12.4	0.5	4.9	4.9	0.0	0.0	0.1	0.9	0.0	0.2
Cycle Q Clear(g_c), s	1.1	12.4	12.4	0.5	4.9	4.9	0.1	0.0	0.1	1.0	0.0	0.2
Prop In Lane	1.00		0.01	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	1170	1229	77	1139	1184	314	0	198	185	0	198
V/C Ratio(X)	0.33	0.61	0.61	0.21	0.32	0.32	0.01	0.00	0.01	0.13	0.00	0.03
Avail Cap(c_a), veh/h	642	1736	1823	642	1736	1805	1016	0	985	927	0	985
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	4.7	4.7	24.8	3.8	3.9	20.6	0.0	22.7	23.2	0.0	20.6
Incr Delay (d2), s/veh	1.8	0.7	0.7	1.3	0.2	0.2	0.0	0.0	0.0	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.5	1.5	0.2	0.6	0.7	0.0	0.0	0.0	0.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	5.4	5.4	26.2	4.1	4.1	20.6	0.0	22.7	23.6	0.0	20.6
LnGrp LOS	C	A	A	C	A	A	C	A	C	C	A	C
Approach Vol, veh/h		1506			755			6			29	
Approach Delay, s/veh		5.9			4.6			21.3			23.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	39.4		10.2	5.5	38.4		10.2
Change Period (Y+Rc), s	3.5	* 7.3		* 8.2	3.5	* 7.3		* 8.2
Max Green Setting (Gmax), s	20.0	* 50		* 30	20.0	* 50		* 30
Max Q Clear Time (g_c+I1), s	2.5	14.4		3.0	3.1	6.9		2.1
Green Ext Time (p_c), s	0.0	17.7		0.1	0.0	6.8		0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	364	684	385	120	419	398	199	606	139	137	259	114
Future Volume (veh/h)	364	684	385	120	419	398	199	606	139	137	259	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	375	705	284	124	432	304	205	625	106	141	267	63
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	589	801	887	234	571	399	321	869	550	198	1011	797
Arrive On Green	0.20	0.44	0.44	0.08	0.30	0.25	0.11	0.25	0.25	0.12	0.30	0.30
Sat Flow, veh/h	2956	1800	1524	2956	1923	1343	2956	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	375	705	284	124	384	352	205	625	106	141	267	63
Grp Sat Flow(s),veh/h/ln	1478	1800	1524	1478	1710	1556	1478	1710	1525	1619	1710	1524
Q Serve(g_s), s	12.5	38.3	10.3	4.3	21.8	22.4	7.1	17.9	3.3	9.0	6.4	0.4
Cycle Q Clear(g_c), s	12.5	38.3	10.3	4.3	21.8	22.4	7.1	17.9	3.3	9.0	6.4	0.4
Prop In Lane	1.00		1.00	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	589	801	887	234	507	462	321	869	550	198	1011	797
V/C Ratio(X)	0.64	0.88	0.32	0.53	0.76	0.76	0.64	0.72	0.19	0.71	0.26	0.08
Avail Cap(c_a), veh/h	745	924	991	745	874	796	745	1593	872	408	1596	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	27.1	11.5	47.4	34.2	36.3	45.8	36.5	10.8	45.2	28.8	4.4
Incr Delay (d2), s/veh	1.2	8.1	0.1	1.9	0.9	1.0	2.1	0.4	0.1	4.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	16.5	3.0	1.6	8.6	8.4	2.6	7.0	1.3	3.7	2.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	35.2	11.6	49.3	35.0	37.3	47.9	36.9	10.9	50.0	28.9	4.4
LnGrp LOS	D	D	B	D	D	D	D	D	B	D	C	A
Approach Vol, veh/h		1364			860			936			471	
Approach Delay, s/veh		31.8			38.0			36.3			31.9	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	49.5	13.6	33.6	26.1	33.8	18.0	29.2
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	* 6.8	* 6.8	6.9	* 6.9
Max Green Setting (Gmax), s	25.0	* 50	25.0	45.0	* 25	* 50	25.0	* 45
Max Q Clear Time (g_c+I1), s	16.3	40.3	9.1	8.4	14.5	24.4	11.0	19.9
Green Ext Time (p_c), s	0.3	2.4	0.5	1.0	0.9	2.6	0.3	2.4

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	6	1	185	0	101	1	847	247	247	534	7
Future Volume (veh/h)	0	6	1	185	0	101	1	847	247	247	534	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	0	6	1	191	0	25	1	873	227	255	551	6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	384	325	375	0	325	27	995	843	278	1273	1057
Arrive On Green	0.00	0.21	0.21	0.17	0.00	0.21	0.02	0.55	0.55	0.17	0.71	0.71
Sat Flow, veh/h	0	1800	1525	1410	0	1525	1619	1800	1525	1619	1800	1494
Grp Volume(v), veh/h	0	6	1	191	0	25	1	873	227	255	551	6
Grp Sat Flow(s),veh/h/ln	0	1800	1525	1410	0	1525	1619	1800	1525	1619	1800	1494
Q Serve(g_s), s	0.0	0.3	0.0	12.4	0.0	1.3	0.1	40.5	7.5	14.9	12.4	0.1
Cycle Q Clear(g_c), s	0.0	0.3	0.0	12.6	0.0	1.3	0.1	40.5	7.5	14.9	12.4	0.1
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	384	325	309	0	325	27	995	843	278	1273	1057
V/C Ratio(X)	0.00	0.02	0.00	0.62	0.00	0.08	0.04	0.88	0.27	0.92	0.43	0.01
Avail Cap(c_a), veh/h	0	553	468	593	0	627	278	1210	1025	278	1273	1057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	29.8	29.8	36.9	0.0	30.2	46.5	18.7	11.3	39.1	5.9	4.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.8	0.0	0.1	0.5	6.5	0.2	33.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	4.7	0.0	0.5	0.0	15.3	2.2	8.0	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.8	29.8	39.7	0.0	30.4	47.0	25.2	11.5	72.2	6.0	4.1
LnGrp LOS	A	C	C	D	A	C	D	C	B	E	A	A
Approach Vol, veh/h		7			216			1101			812	
Approach Delay, s/veh		29.8			38.7			22.4			26.8	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	3.6	70.0		22.5	18.5	55.1		22.5
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		* 6.5
Max Green Setting (Gmax), s	15.0	* 40		* 25	15.0	* 60		* 35
Max Q Clear Time (g_c+I1), s	2.3	14.4		2.3	16.9	42.5		14.6
Green Ext Time (p_c), s	0.0	1.8		0.0	0.0	6.0		1.4

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	0	73	196	0	41	52	1004	112	129	599	10
Future Volume (veh/h)	75	0	73	196	0	41	52	1004	112	129	599	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	82	0	12	213	0	9	57	1091	114	140	651	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	187	0	177	335	0	298	118	1410	147	211	1750	30
Arrive On Green	0.12	0.00	0.06	0.15	0.00	0.20	0.07	0.45	0.39	0.13	0.51	0.45
Sat Flow, veh/h	1619	0	1525	1714	0	1525	1619	3125	326	1619	3440	58
Grp Volume(v), veh/h	82	0	12	213	0	9	57	597	608	140	323	339
Grp Sat Flow(s),veh/h/ln	1619	0	1525	1714	0	1525	1619	1710	1741	1619	1710	1788
Q Serve(g_s), s	3.5	0.0	0.6	8.7	0.0	0.4	2.5	22.0	22.2	6.2	8.6	8.6
Cycle Q Clear(g_c), s	3.5	0.0	0.6	8.7	0.0	0.4	2.5	22.0	22.2	6.2	8.6	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.03
Lane Grp Cap(c), veh/h	187	0	177	335	0	298	118	772	786	211	870	910
V/C Ratio(X)	0.44	0.00	0.07	0.64	0.00	0.03	0.48	0.77	0.77	0.66	0.37	0.37
Avail Cap(c_a), veh/h	407	0	383	426	0	379	368	903	919	260	903	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	31.2	29.4	0.0	24.4	33.3	17.3	17.7	31.0	11.1	11.2
Incr Delay (d2), s/veh	1.6	0.0	0.2	2.0	0.0	0.0	3.0	3.6	3.6	4.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.2	3.6	0.0	0.1	1.0	7.5	7.9	2.4	2.5	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	0.0	31.4	31.4	0.0	24.4	36.3	20.9	21.3	35.5	11.4	11.4
LnGrp LOS	C	A	C	C	A	C	D	C	C	D	B	B
Approach Vol, veh/h		94			222			1262			802	
Approach Delay, s/veh		32.3			31.1			21.8			15.6	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	10.7	7.5	40.1	16.6	11.8	35.8
Change Period (Y+Rc), s	* 5.8	4.0	6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	* 15	15.0	35.0	15.0	10.0	35.0
Max Q Clear Time (g_c+I1), s	5.5	4.5	10.6	10.7	8.2	24.2
Green Ext Time (p_c), s	0.1	0.1	3.4	0.4	0.1	5.1

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	424	660	220	95	309	216	198	1398	108	158	857	164
Future Volume (veh/h)	424	660	220	95	309	216	198	1398	108	158	857	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	476	742	80	107	347	70	222	1571	45	178	963	66
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	498	1432	445	249	709	316	369	2021	627	324	1945	603
Arrive On Green	0.17	0.29	0.29	0.08	0.21	0.21	0.12	0.41	0.41	0.11	0.40	0.40
Sat Flow, veh/h	2956	4914	1525	2956	3420	1525	2956	4914	1525	2956	4914	1522
Grp Volume(v), veh/h	476	742	80	107	347	70	222	1571	45	178	963	66
Grp Sat Flow(s),veh/h/ln	1478	1638	1525	1478	1710	1525	1478	1638	1525	1478	1638	1522
Q Serve(g_s), s	12.3	9.7	3.0	2.7	6.9	2.9	5.5	21.4	1.4	4.4	11.4	2.1
Cycle Q Clear(g_c), s	12.3	9.7	3.0	2.7	6.9	2.9	5.5	21.4	1.4	4.4	11.4	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	498	1432	445	249	709	316	369	2021	627	324	1945	603
V/C Ratio(X)	0.96	0.52	0.18	0.43	0.49	0.22	0.60	0.78	0.07	0.55	0.50	0.11
Avail Cap(c_a), veh/h	498	2100	652	498	1461	652	498	2100	652	498	2100	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	22.8	20.5	33.6	27.0	25.4	32.0	19.7	13.8	32.6	17.5	14.7
Incr Delay (d2), s/veh	29.5	0.3	0.2	1.2	0.5	0.3	1.6	1.8	0.0	1.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	3.4	1.0	0.9	2.6	1.0	1.9	7.1	0.4	1.5	3.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	23.1	20.6	34.8	27.5	25.8	33.5	21.5	13.8	34.0	17.7	14.8
LnGrp LOS	E	C	C	C	C	C	C	C	B	C	B	B
Approach Vol, veh/h		1298			524			1838			1207	
Approach Delay, s/veh		37.0			28.8			22.8			20.0	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	24.5	11.6	32.6	15.0	18.0	10.5	33.8
Change Period (Y+Rc), s	4.0	7.0	4.0	* 6.6	4.0	7.0	4.0	* 6.6
Max Green Setting (Gmax), s	11.0	28.0	11.0	* 28	11.0	28.0	11.0	* 28
Max Q Clear Time (g_c+I1), s	4.7	11.7	7.5	13.4	14.3	8.9	6.4	23.4
Green Ext Time (p_c), s	0.1	4.5	0.2	5.4	0.0	2.1	0.2	3.7

Intersection Summary	
HCM 6th Ctrl Delay	26.5
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	30	1	1155	909	4
Future Volume (veh/h)	5	30	1	1155	909	4
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1700	1800	1700	1800	1800	1800
Adj Flow Rate, veh/h	5	4	1	1242	977	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	19	18	5	2060	1619	706
Arrive On Green	0.01	0.01	0.00	0.60	0.47	0.47
Sat Flow, veh/h	1619	1525	1619	3510	3510	1492
Grp Volume(v), veh/h	5	4	1	1242	977	4
Grp Sat Flow(s),veh/h/ln	1619	1525	1619	1710	1710	1492
Q Serve(g_s), s	0.1	0.1	0.0	7.1	6.6	0.0
Cycle Q Clear(g_c), s	0.1	0.1	0.0	7.1	6.6	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	19	18	5	2060	1619	706
V/C Ratio(X)	0.26	0.22	0.19	0.60	0.60	0.01
Avail Cap(c_a), veh/h	1445	1361	258	4350	3368	1470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	15.4	15.6	3.9	6.1	4.4
Incr Delay (d2), s/veh	6.8	5.8	17.3	0.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.1	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.1	21.2	32.9	4.2	6.5	4.4
LnGrp LOS	C	C	C	A	A	A
Approach Vol, veh/h	9			1243	981	
Approach Delay, s/veh	21.7			4.2	6.4	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		25.4		6.0	4.0	21.4
Change Period (Y+Rc), s		6.5		5.6	4.0	6.5
Max Green Setting (Gmax), s		39.9		28.0	5.0	30.9
Max Q Clear Time (g_c+I1), s		9.1		2.1	2.0	8.6
Green Ext Time (p_c), s		9.4		0.0	0.0	6.2

Intersection Summary		
HCM 6th Ctrl Delay		5.3
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	1057	275	358	638	209	255	1253	301	353	875	109
Future Volume (veh/h)	307	1057	275	358	638	209	255	1253	301	353	875	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	327	1124	111	381	679	68	271	1333	275	376	931	101
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	462	1369	417	511	1451	443	410	1938	734	507	1974	212
Arrive On Green	0.16	0.28	0.28	0.17	0.30	0.30	0.14	0.31	0.31	0.17	0.35	0.31
Sat Flow, veh/h	2956	4914	1498	2956	4914	1500	2956	6192	1502	2956	5710	612
Grp Volume(v), veh/h	327	1124	111	381	679	68	271	1333	275	376	755	277
Grp Sat Flow(s),veh/h/ln	1478	1638	1498	1478	1638	1500	1478	1548	1502	1478	1548	1678
Q Serve(g_s), s	14.7	30.0	8.1	17.2	15.9	4.7	12.2	26.4	16.2	16.9	17.8	18.4
Cycle Q Clear(g_c), s	14.7	30.0	8.1	17.2	15.9	4.7	12.2	26.4	16.2	16.9	17.8	18.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	462	1369	417	511	1451	443	410	1938	734	507	1606	580
V/C Ratio(X)	0.71	0.82	0.27	0.75	0.47	0.15	0.66	0.69	0.37	0.74	0.47	0.48
Avail Cap(c_a), veh/h	527	1401	427	527	1451	443	527	2207	799	527	1655	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	47.3	39.4	55.1	40.4	36.5	57.3	42.2	22.7	55.2	35.9	36.8
Incr Delay (d2), s/veh	2.8	4.0	0.3	4.9	0.2	0.2	0.9	0.8	0.4	4.7	0.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	12.2	2.9	6.5	6.2	1.7	4.5	9.9	5.5	6.5	6.6	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	51.3	39.8	60.0	40.7	36.7	58.2	43.0	23.1	59.8	36.1	37.5
LnGrp LOS	E	D	D	E	D	D	E	D	C	E	D	D
Approach Vol, veh/h		1562			1128			1879			1408	
Approach Delay, s/veh		52.1			46.9			42.3			42.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	45.9	26.7	41.6	21.4	50.5	24.4	43.9
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5
Max Green Setting (Gmax), s	20.0	45.0	20.0	35.0	20.0	45.0	20.0	35.0
Max Q Clear Time (g_c+I1), s	19.9	28.4	19.2	32.0	14.2	20.4	16.7	17.9
Green Ext Time (p_c), s	0.1	10.0	0.1	1.9	0.2	7.9	0.2	3.9

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	707	1094	88	77	648	609	108	211	270	126	230	546
Future Volume (veh/h)	707	1094	88	77	648	609	108	211	270	126	230	546
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	744	1152	47	81	682	406	114	222	57	133	242	118
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	873	2685	833	303	1737	539	205	493	220	204	517	219
Arrive On Green	0.30	0.55	0.55	0.17	0.59	0.59	0.13	0.14	0.14	0.13	0.14	0.14
Sat Flow, veh/h	2956	4914	1524	2956	4914	1525	1619	3420	1525	1619	3600	1525
Grp Volume(v), veh/h	744	1152	47	81	682	406	114	222	57	133	242	118
Grp Sat Flow(s),veh/h/ln	1478	1638	1524	1478	1638	1525	1619	1710	1525	1619	1800	1525
Q Serve(g_s), s	23.5	13.8	1.4	2.4	7.3	19.4	6.5	5.9	3.3	7.7	6.1	7.1
Cycle Q Clear(g_c), s	23.5	13.8	1.4	2.4	7.3	19.4	6.5	5.9	3.3	7.7	6.1	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	873	2685	833	303	1737	539	205	493	220	204	517	219
V/C Ratio(X)	0.85	0.43	0.06	0.27	0.39	0.75	0.55	0.45	0.26	0.65	0.47	0.54
Avail Cap(c_a), veh/h	985	2685	833	448	1737	539	213	753	336	213	793	336
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	13.3	10.5	37.8	14.6	17.1	40.6	38.8	37.7	41.2	38.9	39.4
Incr Delay (d2), s/veh	6.0	0.5	0.1	0.1	0.5	6.7	1.6	0.6	0.6	5.0	0.7	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	8.4	4.4	0.5	0.8	2.2	5.7	2.7	2.5	1.3	3.4	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	13.8	10.6	37.9	15.1	23.8	42.2	39.4	38.3	46.1	39.6	41.4
LnGrp LOS	D	B	B	D	B	C	D	D	D	D	D	D
Approach Vol, veh/h		1943			1169			393			493	
Approach Delay, s/veh		23.3			19.7			40.1			41.8	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	56.1	14.6	16.2	31.2	37.0	14.5	16.3
Change Period (Y+Rc), s	5.0	6.5	5.0	5.8	5.0	6.5	5.0	5.8
Max Green Setting (Gmax), s	12.0	37.0	10.0	18.0	30.0	19.0	10.0	18.0
Max Q Clear Time (g_c+I1), s	14.4	15.8	8.5	9.1	25.5	21.4	9.7	7.9
Green Ext Time (p_c), s	0.1	6.1	0.0	1.3	0.8	0.0	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	716	709	78	47	971	268	79	50	50	142	30	321
Future Volume (veh/h)	716	709	78	47	971	268	79	50	50	142	30	321
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	762	754	45	50	1033	242	84	53	7	174	0	155
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1305	2865	889	147	864	202	212	399	52	370	0	1720
Arrive On Green	0.74	0.97	0.97	0.09	0.22	0.17	0.13	0.13	0.10	0.11	0.00	0.11
Sat Flow, veh/h	2956	4914	1525	1619	3978	931	1619	3043	394	3238	0	3051
Grp Volume(v), veh/h	762	754	45	50	851	424	84	29	31	174	0	155
Grp Sat Flow(s),veh/h/ln	1478	1638	1525	1619	1638	1632	1619	1710	1726	1619	0	1525
Q Serve(g_s), s	11.8	0.5	0.1	2.9	21.5	21.5	4.7	1.5	1.6	5.0	0.0	0.0
Cycle Q Clear(g_c), s	11.8	0.5	0.1	2.9	21.5	21.5	4.7	1.5	1.6	5.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.57	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	1305	2865	889	147	711	355	212	224	226	370	0	1720
V/C Ratio(X)	0.58	0.26	0.05	0.34	1.20	1.20	0.40	0.13	0.14	0.47	0.00	0.09
Avail Cap(c_a), veh/h	1305	2865	889	229	711	355	311	328	331	713	0	2043
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	0.6	0.5	42.2	38.8	40.0	39.4	38.0	38.4	41.0	0.0	9.9
Incr Delay (d2), s/veh	0.4	0.2	0.1	0.5	101.4	113.0	0.4	0.1	0.1	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.2	0.0	1.1	18.0	19.3	1.9	0.6	0.7	2.0	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	0.7	0.6	42.7	140.1	153.0	39.9	38.1	38.5	41.4	0.0	9.9
LnGrp LOS	A	A	A	D	F	F	D	D	D	D	A	A
Approach Vol, veh/h		1561			1325			144			329	
Approach Delay, s/veh		4.9			140.6			39.2			26.6	
Approach LOS		A			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	59.7		13.3	47.2	23.5		15.0
Change Period (Y+Rc), s	5.0	6.5		5.8	6.5	* 6.5		5.0
Max Green Setting (Gmax), s	11.0	32.0		18.0	24.0	* 17		16.0
Max Q Clear Time (g_c+I1), s	14.9	2.5		7.0	13.8	23.5		6.7
Green Ext Time (p_c), s	0.0	3.9		0.5	1.2	0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	62.0
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	646	239	74	605	54	190	898	73	179	649	236
Future Volume (veh/h)	203	646	239	74	605	54	190	898	73	179	649	236
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	211	673	81	77	630	51	198	935	0	186	676	96
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	336	1011	445	230	832	67	323	1509		311	1495	659
Arrive On Green	0.11	0.30	0.30	0.08	0.26	0.22	0.11	0.44	0.00	0.11	0.44	0.44
Sat Flow, veh/h	2956	3420	1505	2956	3201	259	2956	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	211	673	81	77	336	345	198	935	0	186	676	96
Grp Sat Flow(s),veh/h/ln	1478	1710	1505	1478	1710	1749	1478	1710	1525	1478	1710	1506
Q Serve(g_s), s	6.8	17.3	4.0	2.5	18.1	18.2	6.4	21.0	0.0	6.0	13.9	3.8
Cycle Q Clear(g_c), s	6.8	17.3	4.0	2.5	18.1	18.2	6.4	21.0	0.0	6.0	13.9	3.8
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	336	1011	445	230	445	455	323	1509		311	1495	659
V/C Ratio(X)	0.63	0.67	0.18	0.33	0.76	0.76	0.61	0.62		0.60	0.45	0.15
Avail Cap(c_a), veh/h	384	1011	445	384	496	507	384	1509		384	1495	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	42.3	30.9	26.2	43.6	34.1	34.4	42.5	21.5	0.0	42.7	19.7	16.9
Incr Delay (d2), s/veh	1.5	1.8	0.2	0.3	6.2	6.2	0.9	1.9	0.0	0.7	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	6.8	1.4	0.9	7.7	8.0	2.3	8.0	0.0	2.1	5.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	32.7	26.5	44.0	40.3	40.6	43.5	23.4	0.0	43.4	20.7	17.4
LnGrp LOS	D	C	C	D	D	D	D	C		D	C	B
Approach Vol, veh/h		965			758			1133	A		958	
Approach Delay, s/veh		34.6			40.8			26.9			24.8	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	31.6	12.9	45.7	13.4	28.0	12.5	46.1
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	10.5	25.0	10.5	33.0	10.5	25.0	10.5	33.0
Max Q Clear Time (g_c+I1), s	4.5	19.3	8.4	15.9	8.8	20.2	8.0	23.0
Green Ext Time (p_c), s	0.0	2.4	0.1	5.5	0.1	1.8	0.1	5.2

Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Notes

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

Unsignalized Delay for [NBR] 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)	0	0	0	328	0	489	0	980	478	0	1045	413
Future Volume (veh/h)	0	0	0	328	0	489	0	980	478	0	1045	413
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				1700	1800	1800	0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h				467	0	246	0	1032	0	0	1100	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				776	0	366	0	2324		0	3339	
Arrive On Green				0.24	0.00	0.24	0.00	1.00	0.00	0.00	0.68	0.00
Sat Flow, veh/h				3238	0	1525	0	3510	1525	0	5076	1525
Grp Volume(v), veh/h				467	0	246	0	1032	0	0	1100	0
Grp Sat Flow(s),veh/h/ln				1619	0	1525	0	1710	1525	0	1638	1525
Q Serve(g_s), s				12.7	0.0	14.5	0.0	0.0	0.0	0.0	9.2	0.0
Cycle Q Clear(g_c), s				12.7	0.0	14.5	0.0	0.0	0.0	0.0	9.2	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				776	0	366	0	2324		0	3339	
V/C Ratio(X)				0.60	0.00	0.67	0.00	0.44		0.00	0.33	
Avail Cap(c_a), veh/h				1112	0	524	0	2324		0	3339	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.91	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				33.4	0.0	34.1	0.0	0.0	0.0	0.0	6.6	0.0
Incr Delay (d2), s/veh				0.8	0.0	2.2	0.0	0.6	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.1	0.0	5.6	0.0	0.2	0.0	0.0	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.2	0.0	36.3	0.0	0.6	0.0	0.0	6.8	0.0
LnGrp LOS				C	A	D	A	A		A	A	
Approach Vol, veh/h					713			1032	A		1100	A
Approach Delay, s/veh					34.9			0.6			6.8	
Approach LOS					C			A			A	

Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	72.0		72.0		27.0	
Change Period (Y+Rc), s	9.7		9.7		8.3	
Max Green Setting (Gmax), s	52.0		52.0		29.0	
Max Q Clear Time (g_c+I1), s	2.0		11.2		16.5	
Green Ext Time (p_c), s	8.0		8.4		2.3	

Intersection Summary		
HCM 6th Ctrl Delay		11.6
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] 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)	301	0	418	0	0	0	0	1250	648	0	946	410
Future Volume (veh/h)	301	0	418	0	0	0	0	1250	648	0	946	410
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	1600	0	1800				0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h	317	0	363				0	1316	0	0	996	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	894	0	461				0	3031		0	2110	
Arrive On Green	0.30	0.00	0.30				0.00	0.62	0.00	0.00	1.00	0.00
Sat Flow, veh/h	2956	0	1525				0	5076	1525	0	3510	1525
Grp Volume(v), veh/h	317	0	363				0	1316	0	0	996	0
Grp Sat Flow(s),veh/h/ln	1478	0	1525				0	1638	1525	0	1710	1525
Q Serve(g_s), s	8.3	0.0	21.6				0.0	13.9	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.3	0.0	21.6				0.0	13.9	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	894	0	461				0	3031		0	2110	
V/C Ratio(X)	0.35	0.00	0.79				0.00	0.43		0.00	0.47	
Avail Cap(c_a), veh/h	1015	0	524				0	3031		0	2110	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	0.91	0.00
Uniform Delay (d), s/veh	27.0	0.0	31.6				0.0	9.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	7.0				0.0	0.5	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.0	8.8				0.0	4.2	0.0	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	0.0	38.6				0.0	10.4	0.0	0.0	0.7	0.0
LnGrp LOS	C	A	D				A	B		A	A	
Approach Vol, veh/h		680						1316	A		996	A
Approach Delay, s/veh		33.3						10.4			0.7	
Approach LOS		C						B			A	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	65.8	33.2	65.8
Change Period (Y+Rc), s	9.7	8.3	9.7
Max Green Setting (Gmax), s	52.0	29.0	52.0
Max Q Clear Time (g_c+I1), s	15.9	23.6	2.0
Green Ext Time (p_c), s	10.6	1.4	7.6

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	18	0	1120	720	28
Future Vol, veh/h	0	18	0	1120	720	28
Conflicting Peds, #/hr	0	0	0	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	19	0	1179	758	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	396	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.945	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3285	-	-	-	-
Pot Cap-1 Maneuver	0	602	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	601	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	601	-	-
HCM Lane V/C Ratio	-	0.032	-	-
HCM Control Delay (s)	-	11.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

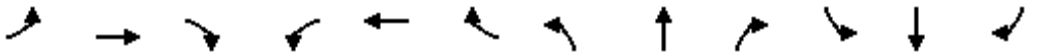
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	1168	866	2
Future Vol, veh/h	0	1	0	1168	866	2
Conflicting Peds, #/hr	0	0	0	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	1	0	1229	912	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	459	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	546	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	545	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	545	-	-
HCM Lane V/C Ratio	-	0.002	-	-
HCM Control Delay (s)	-	11.6	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-



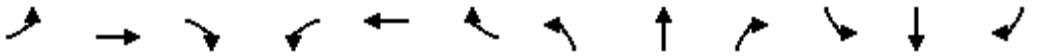
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	971	90	274	2015	247	111	272	164	435	731	200
Future Volume (veh/h)	72	971	90	274	2015	247	111	272	164	435	731	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1800	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	76	1022	38	288	2121	172	117	286	105	458	769	117
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	173	2288	709	390	2648	821	139	565	410	564	1024	455
Arrive On Green	0.06	0.44	0.44	0.12	0.51	0.51	0.08	0.16	0.13	0.18	0.28	0.28
Sat Flow, veh/h	3141	5187	1608	3141	5187	1608	1714	3610	1599	3141	3610	1603
Grp Volume(v), veh/h	76	1022	38	288	2121	172	117	286	105	458	769	117
Grp Sat Flow(s),veh/h/ln	1570	1729	1608	1570	1729	1608	1714	1805	1599	1570	1805	1603
Q Serve(g_s), s	2.8	16.5	1.6	10.6	40.6	2.5	8.1	8.7	3.7	16.8	23.3	6.8
Cycle Q Clear(g_c), s	2.8	16.5	1.6	10.6	40.6	2.5	8.1	8.7	3.7	16.8	23.3	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	2288	709	390	2648	821	139	565	410	564	1024	455
V/C Ratio(X)	0.44	0.45	0.05	0.74	0.80	0.21	0.84	0.51	0.26	0.81	0.75	0.26
Avail Cap(c_a), veh/h	183	2288	709	471	2648	821	139	1203	693	564	1393	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	54.9	23.3	19.2	50.7	24.3	2.0	54.4	46.4	15.3	47.3	39.1	33.2
Incr Delay (d2), s/veh	1.8	0.6	0.1	4.9	2.7	0.6	35.4	0.7	0.3	8.8	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.4	0.6	4.3	15.6	2.4	4.8	3.9	1.6	7.1	10.1	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	24.0	19.3	55.5	27.0	2.6	89.8	47.1	15.6	56.0	40.0	33.3
LnGrp LOS	E	C	B	E	C	A	F	D	B	E	D	C
Approach Vol, veh/h		1136			2581			508			1344	
Approach Delay, s/veh		26.0			28.5			50.4			44.9	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	54.9	11.7	36.4	8.6	63.3	27.0	21.2
Change Period (Y+Rc), s	4.0	* 6.5	3.5	7.4	4.0	* 6.5	7.4	* 7.4
Max Green Setting (Gmax), s	16.0	* 33	8.2	41.3	5.0	* 44	14.0	* 35
Max Q Clear Time (g_c+I1), s	12.6	18.5	10.1	25.3	4.8	42.6	18.8	10.7
Green Ext Time (p_c), s	0.3	3.8	0.0	3.1	0.0	1.2	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	✣	↱
Traffic Volume (veh/h)	0	1109	1091	0	1995	1092	0	0	0	337	0	976
Future Volume (veh/h)	0	1109	1091	0	1995	1092	0	0	0	337	0	976
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	0	1900	1900	0	1900	1900				1800	1800	1900
Adj Flow Rate, veh/h	0	1167	0	0	2100	0				237	0	1074
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2857		0	2857					654	0	1228
Arrive On Green	0.00	0.55	0.00	0.00	1.00	0.00				0.38	0.00	0.38
Sat Flow, veh/h	0	5358	1610	0	5358	1610				1714	0	3220
Grp Volume(v), veh/h	0	1167	0	0	2100	0				237	0	1074
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1714	0	1610
Q Serve(g_s), s	0.0	7.7	0.0	0.0	0.0	0.0				5.9	0.0	18.3
Cycle Q Clear(g_c), s	0.0	7.7	0.0	0.0	0.0	0.0				5.9	0.0	18.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2857		0	2857					654	0	1228
V/C Ratio(X)	0.00	0.41		0.00	0.73					0.36	0.00	0.87
Avail Cap(c_a), veh/h	0	2857		0	2857					654	0	1228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.12	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.7	0.0	0.0	0.0	0.0				13.1	0.0	16.9
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.2	0.0				0.3	0.0	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.0	0.0	0.1	0.0				2.1	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.1	0.0	0.0	0.2	0.0				13.4	0.0	24.1
LnGrp LOS	A	A		A	A					B	A	C
Approach Vol, veh/h		1167	A		2100	A					1311	
Approach Delay, s/veh		8.1			0.2						22.2	
Approach LOS		A			A						C	

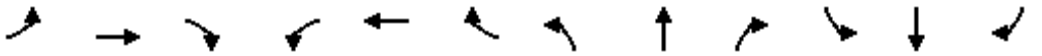
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		34.5		24.5		34.5						
Change Period (Y+Rc), s		6.5		6.5		6.5						
Max Green Setting (Gmax), s		28.0		18.0		28.0						
Max Q Clear Time (g_c+I1), s		9.7		20.3		2.0						
Green Ext Time (p_c), s		5.9		0.0		14.2						

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, 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)	0	808	536	0	1819	306	1274	0	830	0	0	0
Future Volume (veh/h)	0	808	536	0	1819	306	1274	0	830	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	0	1900	1900	0	1900	1900	1800	1800	1900			
Adj Flow Rate, veh/h	0	851	0	0	1915	0	1597	0	548			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	1952		0	1952		1906	0	895			
Arrive On Green	0.00	0.75	0.00	0.00	0.38	0.00	0.56	0.00	0.56			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3429	0	1609			
Grp Volume(v), veh/h	0	851	0	0	1915	0	1597	0	548			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1714	0	1609			
Q Serve(g_s), s	0.0	3.6	0.0	0.0	21.5	0.0	22.8	0.0	13.5			
Cycle Q Clear(g_c), s	0.0	3.6	0.0	0.0	21.5	0.0	22.8	0.0	13.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1952		0	1952		1906	0	895			
V/C Ratio(X)	0.00	0.44		0.00	0.98		0.84	0.00	0.61			
Avail Cap(c_a), veh/h	0	1952		0	1952		2005	0	941			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.90	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	5.0	0.0	0.0	18.2	0.0	10.9	0.0	8.8			
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	16.4	0.0	3.1	0.0	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.0	0.0	9.3	0.0	7.7	0.0	4.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.6	0.0	0.0	34.6	0.0	14.0	0.0	9.8			
LnGrp LOS	A	A		A	C		B	A	A			
Approach Vol, veh/h		851	A		1915	A		2145				
Approach Delay, s/veh		5.6			34.6			12.9				
Approach LOS		A			C			B				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		24.2				24.2		34.8				
Change Period (Y+Rc), s		6.5				6.5		6.5				
Max Green Setting (Gmax), s		16.0				16.0		30.0				
Max Q Clear Time (g_c+I1), s		5.6				23.5		24.8				
Green Ext Time (p_c), s		3.1				0.0		3.4				

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

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

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, 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)	246	752	490	201	1338	155	296	370	164	80	581	627
Future Volume (veh/h)	246	752	490	201	1338	155	296	370	164	80	581	627
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1700	1900	1900	1800	1800	1800
Adj Flow Rate, veh/h	259	792	465	212	1408	63	312	389	66	84	612	544
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	262	1336	822	3471	5108	2278	356	1483	657	126	587	519
Arrive On Green	0.08	0.37	0.37	1.00	1.00	1.00	0.11	0.41	0.41	0.07	0.34	0.30
Sat Flow, veh/h	3141	3610	1608	3141	3610	1610	3141	3610	1600	1714	1717	1518
Grp Volume(v), veh/h	259	792	465	212	1408	63	312	389	66	84	609	547
Grp Sat Flow(s),veh/h/ln	1570	1805	1608	1570	1805	1610	1570	1805	1600	1714	1710	1525
Q Serve(g_s), s	9.9	21.2	7.0	0.0	0.0	0.0	11.7	8.5	2.0	5.7	41.0	41.0
Cycle Q Clear(g_c), s	9.9	21.2	7.0	0.0	0.0	0.0	11.7	8.5	2.0	5.7	41.0	41.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	1336	822	3471	5108	2278	356	1483	657	126	584	521
V/C Ratio(X)	0.99	0.59	0.57	0.06	0.28	0.03	0.88	0.26	0.10	0.67	1.04	1.05
Avail Cap(c_a), veh/h	262	1336	822	3471	5108	2278	356	1483	657	180	584	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	30.5	20.2	0.0	0.0	0.0	52.4	23.3	9.7	54.2	39.5	42.0
Incr Delay (d2), s/veh	52.6	1.9	2.8	0.0	0.1	0.0	21.0	0.0	0.0	6.0	49.0	52.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	9.0	8.8	0.0	0.1	0.0	5.5	3.5	1.1	2.6	24.3	22.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.5	32.4	23.0	0.0	0.1	0.0	73.4	23.4	9.7	60.2	88.5	94.8
LnGrp LOS	F	C	C	A	A	A	E	C	A	E	F	F
Approach Vol, veh/h		1516			1683			767			1240	
Approach Delay, s/veh		42.4			0.1			42.5			89.4	
Approach LOS		D			A			D			F	

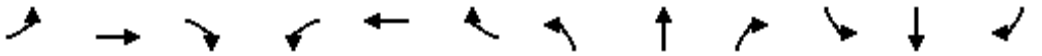
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	140.9	46.4	19.1	43.0	12.0	175.3	10.8	51.3
Change Period (Y+Rc), s	* 6.8	* 6.8	7.0	* 7	4.0	* 6.8	3.5	7.0
Max Green Setting (Gmax), s	* 11	* 40	12.1	* 36	8.0	* 43	11.1	37.0
Max Q Clear Time (g_c+I1), s	2.0	23.2	13.7	43.0	11.9	2.0	7.7	10.5
Green Ext Time (p_c), s	0.4	3.6	0.0	0.0	0.0	7.1	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	662	322	369	942	118	270	590	143	162	1089	262
Future Volume (veh/h)	97	662	322	369	942	118	270	590	143	162	1089	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1700	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	102	697	142	388	992	46	284	621	51	171	1146	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	830	369	411	1360	607	399	1854	575	291	1676	519
Arrive On Green	0.09	0.23	0.23	0.48	0.75	0.75	0.13	0.36	0.36	0.09	0.32	0.32
Sat Flow, veh/h	1714	3610	1606	1714	3610	1610	3141	5187	1609	3141	5187	1606
Grp Volume(v), veh/h	102	697	142	388	992	46	284	621	51	171	1146	88
Grp Sat Flow(s),veh/h/ln	1714	1805	1606	1714	1805	1610	1570	1729	1609	1570	1729	1606
Q Serve(g_s), s	5.7	18.4	7.5	21.5	15.0	0.7	8.7	8.7	2.1	5.2	19.2	3.9
Cycle Q Clear(g_c), s	5.7	18.4	7.5	21.5	15.0	0.7	8.7	8.7	2.1	5.2	19.2	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	830	369	411	1360	607	399	1854	575	291	1676	519
V/C Ratio(X)	0.64	0.84	0.38	0.94	0.73	0.08	0.71	0.33	0.09	0.59	0.68	0.17
Avail Cap(c_a), veh/h	257	830	369	411	1360	607	408	1854	575	408	1676	519
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	36.7	32.5	25.4	9.5	7.8	41.9	23.5	21.3	43.5	29.4	24.2
Incr Delay (d2), s/veh	1.6	7.8	0.8	20.8	1.1	0.0	4.7	0.5	0.3	0.7	2.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	8.5	2.8	7.8	3.2	0.3	3.5	3.4	0.8	2.0	7.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	44.5	33.3	46.1	10.6	7.8	46.6	23.9	21.6	44.3	31.7	24.9
LnGrp LOS	D	D	C	D	B	A	D	C	C	D	C	C
Approach Vol, veh/h		941			1426			956			1405	
Approach Delay, s/veh		42.9			20.2			30.6			32.8	
Approach LOS		D			C			C			C	

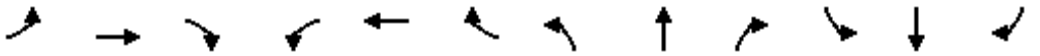
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	37.7	26.0	25.0	14.7	34.3	11.3	39.7
Change Period (Y+Rc), s	4.0	* 6.6	4.0	* 6.8	4.0	* 6.6	4.0	* 6.8
Max Green Setting (Gmax), s	11.0	* 27	22.0	* 18	11.0	* 27	13.0	* 27
Max Q Clear Time (g_c+I1), s	7.2	10.7	23.5	20.4	10.7	21.2	7.7	17.0
Green Ext Time (p_c), s	0.1	2.9	0.0	0.0	0.0	3.2	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	662	126	419	806	105	162	442	223	173	849	366
Future Volume (veh/h)	194	662	126	419	806	105	162	442	223	173	849	366
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1700	1800	1800	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	204	697	117	441	848	102	171	465	72	182	894	326
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	892	150	557	1092	131	224	1572	700	235	1595	1014
Arrive On Green	0.05	0.10	0.08	0.18	0.36	0.31	0.13	0.44	0.44	0.14	0.44	0.44
Sat Flow, veh/h	1714	2929	491	3141	3074	370	1714	3610	1607	1714	3610	1609
Grp Volume(v), veh/h	204	407	407	441	472	478	171	465	72	182	894	326
Grp Sat Flow(s),veh/h/ln	1714	1710	1711	1570	1710	1733	1714	1805	1607	1714	1805	1609
Q Serve(g_s), s	11.8	23.2	23.3	13.4	24.6	24.7	9.6	8.3	1.8	10.3	18.4	9.4
Cycle Q Clear(g_c), s	11.8	23.2	23.3	13.4	24.6	24.7	9.6	8.3	1.8	10.3	18.4	9.4
Prop In Lane	1.00		0.29	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	521	521	557	607	616	224	1572	700	235	1595	1014
V/C Ratio(X)	0.78	0.78	0.78	0.79	0.78	0.78	0.76	0.30	0.10	0.78	0.56	0.32
Avail Cap(c_a), veh/h	309	532	532	597	607	616	240	1572	700	240	1595	1014
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	41.7	42.0	39.4	28.7	29.2	42.0	18.3	7.6	41.7	20.7	8.6
Incr Delay (d2), s/veh	6.8	4.4	4.5	6.8	5.7	5.7	12.7	0.5	0.3	14.4	1.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	11.1	11.2	5.4	10.2	10.5	4.7	3.3	1.0	5.1	7.4	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	46.1	46.4	46.2	34.5	34.9	54.7	18.8	7.9	56.1	22.1	9.4
LnGrp LOS	D	D	D	D	C	C	D	B	A	E	C	A
Approach Vol, veh/h		1018			1391			708			1402	
Approach Delay, s/veh		47.5			38.3			26.3			23.6	
Approach LOS		D			D			C			C	

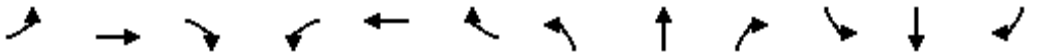
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	37.4	15.1	46.3	22.4	32.3	15.7	45.7
Change Period (Y+Rc), s	3.5	* 6.7	3.5	* 6.7	* 6.7	* 6.7	3.5	* 6.7
Max Green Setting (Gmax), s	16.5	* 27	12.5	* 23	* 17	* 26	12.5	* 23
Max Q Clear Time (g_c+I1), s	13.8	26.7	11.6	20.4	15.4	25.3	12.3	10.3
Green Ext Time (p_c), s	0.1	0.3	0.0	1.4	0.3	0.4	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Notes

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

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



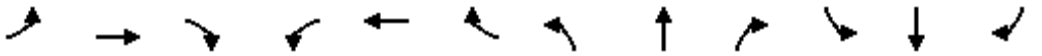
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	801	83	163	1385	190	45	0	72	45	0	30
Future Volume (veh/h)	158	801	83	163	1385	190	45	0	72	45	0	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1900
Adj Flow Rate, veh/h	166	843	83	172	1458	194	47	0	12	47	0	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	1987	196	243	1931	254	289	0	196	255	0	206
Arrive On Green	0.14	0.63	0.57	0.14	0.64	0.57	0.13	0.00	0.06	0.06	0.00	0.13
Sat Flow, veh/h	1714	3144	310	1714	3038	400	1440	0	1525	1257	0	1610
Grp Volume(v), veh/h	166	458	468	172	814	838	47	0	12	47	0	6
Grp Sat Flow(s),veh/h/ln	1714	1710	1744	1714	1710	1728	1440	0	1525	1257	0	1610
Q Serve(g_s), s	7.1	10.3	10.6	7.3	25.3	26.8	0.0	0.0	0.6	2.5	0.0	0.2
Cycle Q Clear(g_c), s	7.1	10.3	10.6	7.3	25.3	26.8	1.9	0.0	0.6	3.0	0.0	0.2
Prop In Lane	1.00		0.18	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	1081	1102	243	1087	1098	289	0	196	173	0	206
V/C Ratio(X)	0.70	0.42	0.42	0.71	0.75	0.76	0.16	0.00	0.06	0.27	0.00	0.03
Avail Cap(c_a), veh/h	481	1227	1252	481	1227	1240	763	0	697	641	0	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.5	7.1	7.4	31.4	9.7	10.4	29.9	0.0	31.6	33.0	0.0	29.2
Incr Delay (d2), s/veh	3.7	0.4	0.4	3.7	2.6	2.8	0.4	0.0	0.2	1.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	2.6	2.8	3.0	6.9	7.9	0.8	0.0	0.2	1.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	7.5	7.7	35.1	12.3	13.2	30.3	0.0	31.8	34.2	0.0	29.3
LnGrp LOS	D	A	A	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1092			1824			59			53	
Approach Delay, s/veh		11.8			14.9			30.6			33.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	50.7		13.0	12.6	51.0		13.0				
Change Period (Y+Rc), s	3.5	* 7.3		* 8.2	3.5	* 7.3		* 8.2				
Max Green Setting (Gmax), s	20.0	* 50		* 30	20.0	* 50		* 30				
Max Q Clear Time (g_c+I1), s	9.3	12.6		5.0	9.1	28.8		3.9				
Green Ext Time (p_c), s	0.3	9.1		0.3	0.3	14.9		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		14.4	
HCM 6th LOS		B	

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	494	274	348	1314	219	399	325	93	387	506	327
Future Volume (veh/h)	228	494	274	348	1314	219	399	325	93	387	506	327
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1800	1800	1700	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	240	520	265	366	1383	223	420	342	33	407	533	324
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	244	780	957	444	1339	213	511	527	496	388	832	530
Arrive On Green	0.08	0.41	0.41	0.14	0.45	0.42	0.16	0.15	0.15	0.23	0.23	0.23
Sat Flow, veh/h	3141	1900	1609	3141	2954	471	3141	3610	1610	1714	3610	1608
Grp Volume(v), veh/h	240	520	265	366	794	812	420	342	33	407	533	324
Grp Sat Flow(s),veh/h/ln	1570	1900	1609	1570	1710	1715	1570	1805	1610	1714	1805	1608
Q Serve(g_s), s	10.8	31.4	11.3	16.0	64.1	64.1	18.3	12.6	1.2	32.0	18.9	6.4
Cycle Q Clear(g_c), s	10.8	31.4	11.3	16.0	64.1	64.1	18.3	12.6	1.2	32.0	18.9	6.4
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	780	957	444	775	777	511	527	496	388	832	530
V/C Ratio(X)	0.98	0.67	0.28	0.82	1.02	1.05	0.82	0.65	0.07	1.05	0.64	0.61
Avail Cap(c_a), veh/h	244	780	957	444	775	777	622	763	601	388	868	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.1	33.8	13.9	59.0	38.7	39.3	57.2	57.0	14.6	54.7	49.1	19.3
Incr Delay (d2), s/veh	52.5	1.8	0.1	11.9	38.6	44.7	7.3	0.5	0.0	59.2	1.1	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	6.0	14.2	3.8	6.9	33.4	35.0	7.5	5.6	0.5	19.7	8.4	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	117.6	35.6	14.0	71.0	77.3	84.0	64.5	57.5	14.6	113.9	50.2	20.6
LnGrp LOS	F	D	B	E	F	F	E	E	B	F	D	C
Approach Vol, veh/h		1025			1972			795			1264	
Approach Delay, s/veh		49.2			78.9			59.4			63.2	
Approach LOS		D			E			E			E	

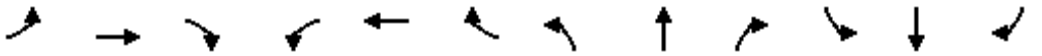
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	59.9	25.0	34.5	15.8	66.1	36.9	22.6
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	* 6.8	* 6.8	6.9	* 6.9
Max Green Setting (Gmax), s	18.0	* 50	26.0	29.0	* 9	* 59	30.0	* 25
Max Q Clear Time (g_c+I1), s	18.0	33.4	20.3	20.9	12.8	66.1	34.0	14.6
Green Ext Time (p_c), s	0.0	2.0	0.7	1.8	0.0	0.0	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	65.9
HCM 6th LOS	E

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	33	38	492	24	331	120	463	214	91	1006	66
Future Volume (veh/h)	39	33	38	492	24	331	120	463	214	91	1006	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1900	1800	1800	1900	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	41	35	18	518	25	148	126	487	157	96	1059	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	461	378	700	689	29	700	154	1002	321	155	1292	77
Arrive On Green	0.37	0.43	0.43	0.37	0.43	0.43	0.09	0.39	0.39	0.09	0.39	0.39
Sat Flow, veh/h	887	869	1610	1366	66	1610	1714	2547	816	1714	3275	195
Grp Volume(v), veh/h	76	0	18	543	0	148	126	326	318	96	553	569
Grp Sat Flow(s),veh/h/ln	1756	0	1610	1432	0	1610	1714	1710	1653	1714	1710	1760
Q Serve(g_s), s	0.0	0.0	0.5	25.5	0.0	4.2	5.3	10.5	10.6	4.0	21.3	21.3
Cycle Q Clear(g_c), s	2.0	0.0	0.5	27.5	0.0	4.2	5.3	10.5	10.6	4.0	21.3	21.3
Prop In Lane	0.54		1.00	0.95		1.00	1.00		0.49	1.00		0.11
Lane Grp Cap(c), veh/h	731	0	700	630	0	700	154	673	650	155	674	694
V/C Ratio(X)	0.10	0.00	0.03	0.86	0.00	0.21	0.82	0.48	0.49	0.62	0.82	0.82
Avail Cap(c_a), veh/h	731	0	700	630	0	700	154	673	650	244	706	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	11.9	21.6	0.0	13.0	32.9	16.7	16.8	32.3	20.0	20.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	12.1	0.0	0.2	28.4	0.5	0.6	4.0	6.7	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.2	11.6	0.0	1.4	3.2	3.5	3.4	1.7	8.1	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	11.9	33.6	0.0	13.2	61.3	17.3	17.4	36.2	26.7	26.5
LnGrp LOS	B	A	B	C	A	B	E	B	B	D	C	C
Approach Vol, veh/h		94			691			770			1218	
Approach Delay, s/veh		12.8			29.3			24.5			27.4	
Approach LOS		B			C			C			C	

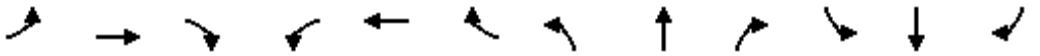
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	31.0		34.0	8.7	31.0		34.0				
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		* 6.5				
Max Green Setting (Gmax), s	5.1	* 26		* 28	9.0	* 22		* 28				
Max Q Clear Time (g_c+I1), s	7.3	23.3		4.0	6.0	12.6		29.5				
Green Ext Time (p_c), s	0.0	1.1		0.3	0.0	2.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			26.6									
HCM 6th LOS			C									

Notes

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

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



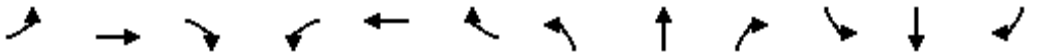
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	228	0	87	0	709	313	207	1099	0
Future Volume (veh/h)	0	0	0	228	0	87	0	709	313	207	1099	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1900	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	0	0	0	240	0	19	0	746	263	218	1157	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	4	4	0	369	0	346	4	1153	407	329	2393	0
Arrive On Green	0.00	0.00	0.00	0.14	0.00	0.22	0.00	0.47	0.37	0.19	0.70	0.00
Sat Flow, veh/h	1714	1800	0	1714	0	1610	1714	2478	873	1714	3510	0
Grp Volume(v), veh/h	0	0	0	240	0	19	0	515	494	218	1157	0
Grp Sat Flow(s),veh/h/ln	1714	1800	0	1714	0	1610	1714	1710	1641	1714	1710	0
Q Serve(g_s), s	0.0	0.0	0.0	6.2	0.0	0.4	0.0	10.8	11.3	5.5	7.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.2	0.0	0.4	0.0	10.8	11.3	5.5	7.2	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.53	1.00		0.00
Lane Grp Cap(c), veh/h	4	4	0	369	0	346	4	796	764	329	2393	0
V/C Ratio(X)	0.00	0.00	0.00	0.65	0.00	0.05	0.00	0.65	0.65	0.66	0.48	0.00
Avail Cap(c_a), veh/h	380	399	0	369	0	346	256	1001	961	329	2393	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	18.6	0.0	14.6	0.0	9.6	10.7	17.6	3.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.0	0.0	0.1	0.0	1.0	1.0	4.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.5	0.0	0.1	0.0	2.4	2.6	2.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	22.6	0.0	14.7	0.0	10.6	11.7	22.5	3.4	0.0
LnGrp LOS	A	A	A	C	A	B	A	B	B	C	A	A
Approach Vol, veh/h		0			259			1009			1375	
Approach Delay, s/veh		0.0			22.0			11.1			6.4	
Approach LOS					C			B			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		0.0	0.0	34.9		12.1	11.0	23.9				
Change Period (Y+Rc), s		* 5.8	4.0	6.5		5.6	4.0	6.5				
Max Green Setting (Gmax), s		* 6.6	5.0	25.0		6.5	7.0	23.0				
Max Q Clear Time (g_c+I1), s		0.0	0.0	9.2		8.2	7.5	13.3				
Green Ext Time (p_c), s		0.0	0.0	6.5		0.0	0.0	4.0				

Intersection Summary		
HCM 6th Ctrl Delay		9.7
HCM 6th LOS		A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	387	149	362	428	134	385	720	204	162	939	342
Future Volume (veh/h)	215	387	149	362	428	134	385	720	204	162	939	342
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1700	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	219	395	41	369	437	38	393	735	74	165	958	117
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	391	1100	341	532	927	414	552	2073	643	333	1710	529
Arrive On Green	0.12	0.21	0.21	0.17	0.26	0.26	0.18	0.40	0.40	0.11	0.33	0.33
Sat Flow, veh/h	3141	5187	1610	3141	3610	1610	3141	5187	1610	3141	5187	1606
Grp Volume(v), veh/h	219	395	41	369	437	38	393	735	74	165	958	117
Grp Sat Flow(s),veh/h/ln	1570	1729	1610	1570	1805	1610	1570	1729	1610	1570	1729	1606
Q Serve(g_s), s	4.6	4.6	1.5	7.8	7.2	1.3	8.3	7.0	2.0	3.5	10.7	3.7
Cycle Q Clear(g_c), s	4.6	4.6	1.5	7.8	7.2	1.3	8.3	7.0	2.0	3.5	10.7	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	391	1100	341	532	927	414	552	2073	643	333	1710	529
V/C Ratio(X)	0.56	0.36	0.12	0.69	0.47	0.09	0.71	0.35	0.12	0.50	0.56	0.22
Avail Cap(c_a), veh/h	577	2419	751	577	1684	751	577	2419	751	577	2419	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	23.8	22.5	27.7	22.2	20.0	27.5	14.9	13.4	29.8	19.5	17.1
Incr Delay (d2), s/veh	1.3	0.2	0.2	3.2	0.4	0.1	3.9	0.1	0.1	1.1	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.7	0.5	2.9	2.8	0.4	3.1	2.3	0.6	1.3	3.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	24.0	22.7	30.9	22.6	20.1	31.4	15.0	13.4	31.0	19.8	17.4
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		655			844			1202			1240	
Approach Delay, s/veh		26.0			26.1			20.2			21.1	
Approach LOS		C			C			C			C	

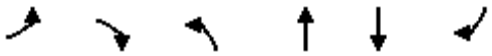
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	17.0	14.4	25.3	10.8	20.2	9.5	30.3
Change Period (Y+Rc), s	4.0	7.0	4.0	* 6.6	4.0	7.0	4.0	* 6.6
Max Green Setting (Gmax), s	11.0	28.0	11.0	* 28	11.0	28.0	11.0	* 28
Max Q Clear Time (g_c+I1), s	9.8	6.6	10.3	12.7	6.6	9.2	5.5	9.0
Green Ext Time (p_c), s	0.2	2.4	0.1	5.7	0.3	2.5	0.2	4.6

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Notes

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

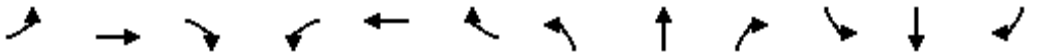
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	44	51	106	787	1173	141
Future Volume (veh/h)	44	51	106	787	1173	141
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1800	1900	1800	1900	1900	1900
Adj Flow Rate, veh/h	46	38	110	820	1222	100
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	148	139	436	2096	2096	915
Arrive On Green	0.09	0.09	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1714	1610	464	3705	3705	1576
Grp Volume(v), veh/h	46	38	110	820	1222	100
Grp Sat Flow(s),veh/h/ln	1714	1610	464	1805	1805	1576
Q Serve(g_s), s	0.7	0.6	5.3	3.3	5.8	0.8
Cycle Q Clear(g_c), s	0.7	0.6	11.1	3.3	5.8	0.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	148	139	436	2096	2096	915
V/C Ratio(X)	0.31	0.27	0.25	0.39	0.58	0.11
Avail Cap(c_a), veh/h	1141	1072	476	2404	2404	1049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	11.6	7.1	3.1	3.6	2.5
Incr Delay (d2), s/veh	1.2	1.0	0.3	0.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.1	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.8	12.6	7.4	3.2	3.9	2.6
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	84			930	1322	
Approach Delay, s/veh	12.7			3.7	3.8	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		20.2		6.8		20.2
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		13.1		2.7		7.8
Green Ext Time (p_c), s		2.6		0.2		5.5

Intersection Summary	
HCM 6th Ctrl Delay	4.1
HCM 6th LOS	A



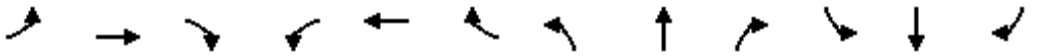
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	671	328	480	1103	386	322	1124	170	283	1173	131
Future Volume (veh/h)	180	671	328	480	1103	386	322	1124	170	283	1173	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1700	1900	1900	1700	1800	1800
Adj Flow Rate, veh/h	189	706	205	505	1161	268	339	1183	139	298	1235	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	409	1389	423	640	1770	541	409	2124	843	409	1867	190
Arrive On Green	0.13	0.27	0.27	0.20	0.34	0.34	0.13	0.32	0.32	0.13	0.32	0.28
Sat Flow, veh/h	3141	5187	1581	3141	5187	1584	3141	6536	1585	3141	5744	583
Grp Volume(v), veh/h	189	706	205	505	1161	268	339	1183	139	298	997	364
Grp Sat Flow(s),veh/h/ln	1570	1729	1581	1570	1729	1584	1570	1634	1585	1570	1548	1683
Q Serve(g_s), s	6.8	14.2	13.4	18.7	23.3	16.5	12.9	18.3	5.6	11.2	22.7	23.0
Cycle Q Clear(g_c), s	6.8	14.2	13.4	18.7	23.3	16.5	12.9	18.3	5.6	11.2	22.7	23.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	409	1389	423	640	1770	541	409	2124	843	409	1509	547
V/C Ratio(X)	0.46	0.51	0.48	0.79	0.66	0.50	0.83	0.56	0.16	0.73	0.66	0.66
Avail Cap(c_a), veh/h	409	2239	682	640	2620	800	409	2502	935	409	1778	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	38.1	37.8	46.4	34.3	32.1	52.0	34.1	14.9	51.3	35.6	36.5
Incr Delay (d2), s/veh	0.3	0.3	0.9	6.1	0.4	0.7	12.5	0.3	0.1	5.6	0.8	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.7	5.0	7.5	9.3	6.1	5.6	7.0	1.9	4.6	8.2	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	38.4	38.7	52.5	34.7	32.8	64.5	34.4	15.1	56.9	36.4	38.8
LnGrp LOS	D	D	D	D	C	C	E	C	B	E	D	D
Approach Vol, veh/h		1100			1934			1661			1659	
Approach Delay, s/veh		40.4			39.1			38.9			40.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	41.9	27.5	35.4	18.0	41.9	18.5	44.4
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5
Max Green Setting (Gmax), s	11.0	42.0	20.0	48.0	11.0	42.0	11.0	57.0
Max Q Clear Time (g_c+I1), s	13.2	20.3	20.7	16.2	14.9	25.0	8.8	25.3
Green Ext Time (p_c), s	0.0	9.9	0.0	5.3	0.0	8.9	0.1	9.7

Intersection Summary	
HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

Notes

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



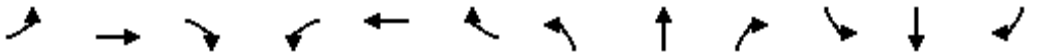
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	437	722	33	144	1904	265	86	55	121	265	262	971
Future Volume (veh/h)	437	722	33	144	1904	265	86	55	121	265	262	971
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1800	1900	1900	1800	1800	1900
Adj Flow Rate, veh/h	460	760	16	152	2004	166	91	58	19	279	276	654
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	476	2407	746	345	2191	680	211	505	225	352	400	716
Arrive On Green	0.15	0.46	0.46	0.11	0.42	0.42	0.12	0.14	0.14	0.21	0.22	0.22
Sat Flow, veh/h	3141	5187	1608	3141	5187	1610	1714	3610	1610	1714	1800	3220
Grp Volume(v), veh/h	460	760	16	152	2004	166	91	58	19	279	276	654
Grp Sat Flow(s),veh/h/ln	1570	1729	1608	1570	1729	1610	1714	1805	1610	1714	1800	1610
Q Serve(g_s), s	14.4	9.1	0.5	4.5	36.0	6.6	4.9	1.4	1.0	15.3	13.9	19.6
Cycle Q Clear(g_c), s	14.4	9.1	0.5	4.5	36.0	6.6	4.9	1.4	1.0	15.3	13.9	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	476	2407	746	345	2191	680	211	505	225	352	400	716
V/C Ratio(X)	0.97	0.32	0.02	0.44	0.91	0.24	0.43	0.11	0.08	0.79	0.69	0.91
Avail Cap(c_a), veh/h	476	2407	746	349	2191	680	225	511	228	364	400	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.45	0.45	0.45	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	16.7	14.4	41.2	26.9	18.4	40.2	37.2	37.1	37.3	35.4	37.6
Incr Delay (d2), s/veh	32.5	0.3	0.1	0.1	3.6	0.4	0.5	0.1	0.2	10.1	5.0	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	3.3	0.2	1.6	13.6	2.5	2.1	0.6	0.4	7.4	6.7	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.2	17.0	14.4	41.4	30.5	18.8	40.7	37.3	37.2	47.4	40.3	53.8
LnGrp LOS	E	B	B	D	C	B	D	D	D	D	D	D
Approach Vol, veh/h		1236			2322			168			1209	
Approach Delay, s/veh		38.3			30.4			39.1			49.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	47.9	14.2	24.0	17.0	43.8	22.3	15.9
Change Period (Y+Rc), s	5.0	6.5	5.0	5.8	5.0	6.5	5.0	5.8
Max Green Setting (Gmax), s	8.0	40.8	10.0	18.2	12.0	36.8	18.0	10.2
Max Q Clear Time (g_c+I1), s	6.5	11.1	6.9	21.6	16.4	38.0	17.3	3.4
Green Ext Time (p_c), s	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



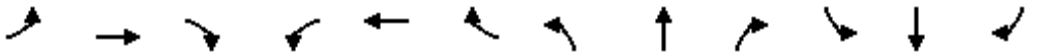
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	735	69	43	792	148	82	34	68	690	50	1411
Future Volume (veh/h)	280	735	69	43	792	148	82	34	68	690	50	1411
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	295	774	32	45	834	130	86	36	11	764	0	1251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	588	2260	701	151	1379	214	225	342	100	903	0	1399
Arrive On Green	0.19	0.44	0.44	0.09	0.32	0.28	0.13	0.13	0.10	0.26	0.00	0.26
Sat Flow, veh/h	3141	5187	1609	1714	4291	665	1714	2608	760	3429	0	3051
Grp Volume(v), veh/h	295	774	32	45	636	328	86	23	24	764	0	1251
Grp Sat Flow(s),veh/h/ln	1570	1729	1609	1714	1638	1680	1714	1710	1658	1714	0	1525
Q Serve(g_s), s	8.3	9.7	1.1	2.4	16.0	16.4	4.5	1.2	1.3	20.7	0.0	17.7
Cycle Q Clear(g_c), s	8.3	9.7	1.1	2.4	16.0	16.4	4.5	1.2	1.3	20.7	0.0	17.7
Prop In Lane	1.00		1.00	1.00		0.40	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	588	2260	701	151	1053	540	225	224	217	903	0	1399
V/C Ratio(X)	0.50	0.34	0.05	0.30	0.60	0.61	0.38	0.10	0.11	0.85	0.00	0.89
Avail Cap(c_a), veh/h	588	2260	701	245	1053	540	297	297	288	903	0	1399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.7	18.3	15.9	41.8	28.0	28.9	38.9	37.5	38.2	34.2	0.0	24.3
Incr Delay (d2), s/veh	0.2	0.4	0.1	0.4	2.6	5.0	0.4	0.1	0.1	7.1	0.0	7.5
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	3.0	3.5	0.4	1.0	6.1	6.9	1.9	0.5	0.5	9.4	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	18.7	16.0	42.2	30.6	33.9	39.3	37.6	38.2	41.4	0.0	31.9
LnGrp LOS	D	B	B	D	C	C	D	D	D	D	A	C
Approach Vol, veh/h		1101			1009			133			2015	
Approach Delay, s/veh		23.3			32.2			38.8			35.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	44.7		27.8	21.9	33.5		14.8				
Change Period (Y+Rc), s	5.0	6.5		5.8	6.5	* 6.5		5.0				
Max Green Setting (Gmax), s	11.0	29.0		22.0	11.0	* 27		14.0				
Max Q Clear Time (g_c+I1), s	4.4	11.7		22.7	10.3	18.4		6.5				
Green Ext Time (p_c), s	0.0	3.6		0.0	0.0	3.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		31.6
HCM 6th LOS		C

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	639	292	110	786	117	521	773	69	89	987	473
Future Volume (veh/h)	163	639	292	110	786	117	521	773	69	89	987	473
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1800	1800	1700	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	172	673	89	116	827	111	548	814	0	94	1039	305
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	306	1065	468	259	847	114	565	1668		253	1309	576
Arrive On Green	0.10	0.29	0.29	0.08	0.28	0.24	0.18	0.46	0.00	0.08	0.36	0.36
Sat Flow, veh/h	3141	3610	1588	3141	3025	406	3141	3610	1610	3141	3610	1590
Grp Volume(v), veh/h	172	673	89	116	468	470	548	814	0	94	1039	305
Grp Sat Flow(s),veh/h/ln	1570	1805	1588	1570	1710	1721	1570	1805	1610	1570	1805	1590
Q Serve(g_s), s	5.2	16.2	4.2	3.5	27.1	27.1	17.3	15.7	0.0	2.8	25.8	15.1
Cycle Q Clear(g_c), s	5.2	16.2	4.2	3.5	27.1	27.1	17.3	15.7	0.0	2.8	25.8	15.1
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	306	1065	468	259	479	482	565	1668		253	1309	576
V/C Ratio(X)	0.56	0.63	0.19	0.45	0.98	0.98	0.97	0.49		0.37	0.79	0.53
Avail Cap(c_a), veh/h	408	1065	468	597	479	482	565	1668		408	1309	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	43.1	30.6	26.3	43.7	35.7	36.1	40.7	18.7	0.0	43.6	28.5	25.1
Incr Delay (d2), s/veh	0.6	1.3	0.2	0.4	35.0	34.9	29.9	1.0	0.0	0.3	4.5	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	6.6	1.5	1.3	14.9	15.1	8.7	6.1	0.0	1.1	10.8	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	31.9	26.6	44.1	70.7	71.0	70.7	19.7	0.0	43.9	33.1	28.3
LnGrp LOS	D	C	C	D	E	E	E	B		D	C	C
Approach Vol, veh/h		934			1054			1362	A		1438	
Approach Delay, s/veh		33.5			67.9			40.2			32.8	
Approach LOS		C			E			D			C	

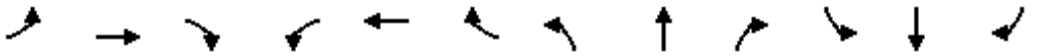
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	31.5	20.0	38.3	11.7	30.0	10.1	48.2
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	16.5	18.0	15.5	29.0	10.5	24.0	10.5	34.0
Max Q Clear Time (g_c+I1), s	5.5	18.2	19.3	27.8	7.2	29.1	4.8	17.7
Green Ext Time (p_c), s	0.1	0.0	0.0	1.0	0.1	0.0	0.1	6.2

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

Notes

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

Unsignalized Delay for [NBR] 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)	0	0	0	703	0	757	0	1420	602	0	1281	1119
Future Volume (veh/h)	0	0	0	703	0	757	0	1420	602	0	1281	1119
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				1800	1800	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				964	0	479	0	1495	0	0	1348	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1336	0	627	0	1912		0	2747	
Arrive On Green				0.39	0.00	0.39	0.00	1.00	0.00	0.00	0.53	0.00
Sat Flow, veh/h				3429	0	1610	0	3705	1610	0	5358	1610
Grp Volume(v), veh/h				964	0	479	0	1495	0	0	1348	0
Grp Sat Flow(s),veh/h/ln				1714	0	1610	0	1805	1610	0	1729	1610
Q Serve(g_s), s				23.6	0.0	25.6	0.0	0.0	0.0	0.0	16.4	0.0
Cycle Q Clear(g_c), s				23.6	0.0	25.6	0.0	0.0	0.0	0.0	16.4	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1336	0	627	0	1912		0	2747	
V/C Ratio(X)				0.72	0.00	0.76	0.00	0.78		0.00	0.49	
Avail Cap(c_a), veh/h				1766	0	829	0	1912		0	2747	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.74	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				25.7	0.0	26.3	0.0	0.0	0.0	0.0	14.8	0.0
Incr Delay (d2), s/veh				1.0	0.0	3.0	0.0	2.4	0.0	0.0	0.6	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.7	0.0	10.2	0.0	0.6	0.0	0.0	5.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.7	0.0	29.3	0.0	2.4	0.0	0.0	15.4	0.0
LnGrp LOS				C	A	C	A	A		A	B	
Approach Vol, veh/h					1443			1495	A		1348	A
Approach Delay, s/veh					27.5			2.4			15.4	
Approach LOS					C			A			B	

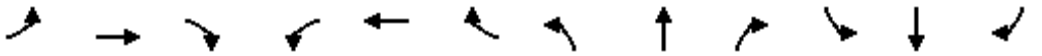
Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	57.1		57.1		41.9			
Change Period (Y+Rc), s	9.7		9.7		8.3			
Max Green Setting (Gmax), s	35.0		35.0		46.0			
Max Q Clear Time (g_c+I1), s	2.0		18.4		27.6			
Green Ext Time (p_c), s	13.0		8.0		6.0			

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



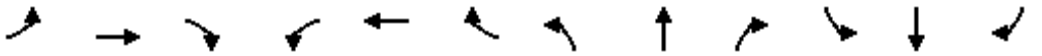
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	415	0	906	0	0	0	0	1658	430	0	1628	350
Future Volume (veh/h)	415	0	906	0	0	0	0	1658	430	0	1628	350
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		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	1700	0	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	437	0	914				0	1745	0	0	1714	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1386	0	711				0	2478		0	1725	
Arrive On Green	0.44	0.00	0.44				0.00	0.48	0.00	0.00	0.96	0.00
Sat Flow, veh/h	3141	0	1610				0	5358	1610	0	3705	1610
Grp Volume(v), veh/h	437	0	914				0	1745	0	0	1714	0
Grp Sat Flow(s),veh/h/ln	1570	0	1610				0	1729	1610	0	1805	1610
Q Serve(g_s), s	8.9	0.0	43.7				0.0	26.2	0.0	0.0	41.4	0.0
Cycle Q Clear(g_c), s	8.9	0.0	43.7				0.0	26.2	0.0	0.0	41.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1386	0	711				0	2478		0	1725	
V/C Ratio(X)	0.32	0.00	1.29				0.00	0.70		0.00	0.99	
Avail Cap(c_a), veh/h	1386	0	711				0	2478		0	1725	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	0.75	0.00
Uniform Delay (d), s/veh	17.9	0.0	27.6				0.0	20.3	0.0	0.0	2.1	0.0
Incr Delay (d2), s/veh	0.1	0.0	139.2				0.0	1.7	0.0	0.0	17.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	43.6				0.0	9.6	0.0	0.0	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	0.0	166.9				0.0	22.0	0.0	0.0	19.4	0.0
LnGrp LOS	B	A	F				A	C		A	B	
Approach Vol, veh/h		1351						1745	A		1714	A
Approach Delay, s/veh		118.7						22.0			19.4	
Approach LOS		F						C			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		52.0		47.0		52.0						
Change Period (Y+Rc), s		9.7		8.3		9.7						
Max Green Setting (Gmax), s		42.3		38.7		42.3						
Max Q Clear Time (g_c+I1), s		28.2		45.7		43.4						
Green Ext Time (p_c), s		9.2		0.0		0.0						

Intersection Summary												
HCM 6th Ctrl Delay			48.3									
HCM 6th LOS			D									

Notes

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



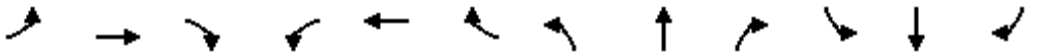
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	2149	125	322	1045	232	130	871	403	215	476	82
Future Volume (veh/h)	212	2149	125	322	1045	232	130	871	403	215	476	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1800	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	216	2193	60	329	1066	117	133	889	359	219	486	27
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	303	2245	696	1069	3603	1118	147	1070	990	292	1096	487
Arrive On Green	0.10	0.43	0.43	0.34	0.69	0.69	0.09	0.30	0.28	0.09	0.30	0.30
Sat Flow, veh/h	3141	5187	1608	3141	5187	1609	1714	3610	1605	3141	3610	1604
Grp Volume(v), veh/h	216	2193	60	329	1066	117	133	889	359	219	486	27
Grp Sat Flow(s),veh/h/ln	1570	1729	1608	1570	1729	1609	1714	1805	1605	1570	1805	1604
Q Serve(g_s), s	9.3	58.2	3.4	10.8	11.1	3.4	10.8	32.2	3.7	9.5	15.2	1.7
Cycle Q Clear(g_c), s	9.3	58.2	3.4	10.8	11.1	3.4	10.8	32.2	3.7	9.5	15.2	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	303	2245	696	1069	3603	1118	147	1070	990	292	1096	487
V/C Ratio(X)	0.71	0.98	0.09	0.31	0.30	0.10	0.91	0.83	0.36	0.75	0.44	0.06
Avail Cap(c_a), veh/h	359	2245	696	1069	3603	1118	147	1109	1007	292	1135	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	61.4	39.0	28.8	34.0	8.2	7.0	63.4	46.0	17.7	61.9	39.2	34.5
Incr Delay (d2), s/veh	5.3	14.3	0.2	0.2	0.2	0.2	47.2	5.3	0.2	10.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	26.1	1.2	4.0	3.7	1.1	6.5	14.8	6.2	4.2	6.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	53.3	29.0	34.2	8.4	7.2	110.7	51.3	17.9	72.3	39.3	34.5
LnGrp LOS	E	D	C	C	A	A	F	D	B	E	D	C
Approach Vol, veh/h		2469			1512			1381			732	
Approach Delay, s/veh		53.8			13.9			48.3			49.0	
Approach LOS		D			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	53.0	62.6	14.0	44.9	15.5	100.1	15.0	43.9
Change Period (Y+Rc), s	* 6.5	* 6.5	3.5	7.4	4.0	* 6.5	4.0	7.4
Max Green Setting (Gmax), s	* 13	* 56	10.5	39.0	14.0	* 55	11.0	38.0
Max Q Clear Time (g_c+I1), s	12.8	60.2	12.8	17.2	11.3	13.1	11.5	34.2
Green Ext Time (p_c), s	0.0	0.0	0.0	1.9	0.2	5.0	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	✣	↱
Traffic Volume (veh/h)	0	2735	1067	0	1473	859	0	0	0	268	0	926
Future Volume (veh/h)	0	2735	1067	0	1473	859	0	0	0	268	0	926
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	0	1900	1900	0	1900	1900				1800	1800	1900
Adj Flow Rate, veh/h	0	2849	0	0	1534	0				186	0	994
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3127		0	3127					581	0	1092
Arrive On Green	0.00	0.60	0.00	0.00	1.00	0.00				0.34	0.00	0.34
Sat Flow, veh/h	0	5358	1610	0	5358	1610				1714	0	3220
Grp Volume(v), veh/h	0	2849	0	0	1534	0				186	0	994
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1714	0	1610
Q Serve(g_s), s	0.0	33.4	0.0	0.0	0.0	0.0				5.5	0.0	20.4
Cycle Q Clear(g_c), s	0.0	33.4	0.0	0.0	0.0	0.0				5.5	0.0	20.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3127		0	3127					581	0	1092
V/C Ratio(X)	0.00	0.91		0.00	0.49					0.32	0.00	0.91
Avail Cap(c_a), veh/h	0	3127		0	3127					581	0	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.76	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.1	0.0	0.0	0.0	0.0				16.9	0.0	21.8
Incr Delay (d2), s/veh	0.0	5.2	0.0	0.0	0.4	0.0				0.2	0.0	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.6	0.0	0.0	0.1	0.0				2.1	0.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.3	0.0	0.0	0.4	0.0				17.1	0.0	32.9
LnGrp LOS	A	B		A	A					B	A	C
Approach Vol, veh/h		2849	A		1534	A					1180	
Approach Delay, s/veh		17.3			0.4						30.4	
Approach LOS		B			A						C	

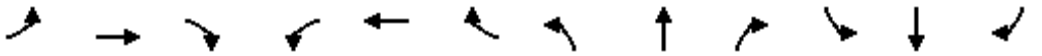
Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	43.6	25.4	43.6
Change Period (Y+Rc), s	6.5	6.5	6.5
Max Green Setting (Gmax), s	37.1	18.9	37.1
Max Q Clear Time (g_c+I1), s	35.4	22.4	2.0
Green Ext Time (p_c), s	1.6	0.0	10.0

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, 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)	0	1768	1322	0	1550	578	710	0	624	0	0	0
Future Volume (veh/h)	0	1768	1322	0	1550	578	710	0	624	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	0	1900	1900	0	1900	1900	1800	1800	1900			
Adj Flow Rate, veh/h	0	1823	0	0	1598	0	912	0	385			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3015		0	3015		1237	0	581			
Arrive On Green	0.00	1.00	0.00	0.00	0.58	0.00	0.36	0.00	0.36			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3429	0	1609			
Grp Volume(v), veh/h	0	1823	0	0	1598	0	912	0	385			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1714	0	1609			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	12.9	0.0	16.0	0.0	13.9			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	12.9	0.0	16.0	0.0	13.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3015		0	3015		1237	0	581			
V/C Ratio(X)	0.00	0.60		0.00	0.53		0.74	0.00	0.66			
Avail Cap(c_a), veh/h	0	3015		0	3015		1416	0	665			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.37	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	8.7	0.0	19.2	0.0	18.5			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.7	0.0	1.6	0.0	1.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	3.3	0.0	6.2	0.0	5.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	9.4	0.0	20.8	0.0	20.3			
LnGrp LOS	A	A		A	A		C	A	C			
Approach Vol, veh/h		1823	A		1598	A		1297				
Approach Delay, s/veh		0.3			9.4			20.7				
Approach LOS		A			A			C				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		42.1				42.1		26.9				
Change Period (Y+Rc), s		6.5				6.5		6.5				
Max Green Setting (Gmax), s		32.0				32.0		24.0				
Max Q Clear Time (g_c+I1), s		2.0				14.9		18.0				
Green Ext Time (p_c), s		12.4				8.1		2.4				

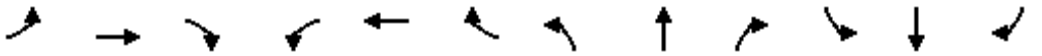
Intersection Summary												
HCM 6th Ctrl Delay			9.0									
HCM 6th LOS			A									

Notes

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

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, 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)	403	1249	268	149	1070	71	609	614	312	81	294	397
Future Volume (veh/h)	403	1249	268	149	1070	71	609	614	312	81	294	397
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1700	1900	1900	1800	1800	1800
Adj Flow Rate, veh/h	424	1315	215	157	1126	22	641	646	241	85	309	238
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	525	1418	1037	1185	2249	1003	717	1459	646	122	413	311
Arrive On Green	0.17	0.39	0.39	0.38	0.62	0.62	0.23	0.40	0.40	0.07	0.22	0.19
Sat Flow, veh/h	3141	3610	1608	3141	3610	1609	3141	3610	1599	1714	1859	1397
Grp Volume(v), veh/h	424	1315	215	157	1126	22	641	646	241	85	284	263
Grp Sat Flow(s),veh/h/ln	1570	1805	1608	1570	1805	1609	1570	1805	1599	1714	1710	1546
Q Serve(g_s), s	18.2	48.7	0.0	4.6	23.9	0.7	27.7	18.2	10.5	6.8	21.6	22.6
Cycle Q Clear(g_c), s	18.2	48.7	0.0	4.6	23.9	0.7	27.7	18.2	10.5	6.8	21.6	22.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	525	1418	1037	1185	2249	1003	717	1459	646	122	380	344
V/C Ratio(X)	0.81	0.93	0.21	0.13	0.50	0.02	0.89	0.44	0.37	0.69	0.75	0.77
Avail Cap(c_a), veh/h	808	1418	1037	1185	2249	1003	763	1459	646	154	415	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	40.6	10.2	28.6	14.5	10.1	52.4	30.3	14.6	63.5	50.7	53.2
Incr Delay (d2), s/veh	3.5	11.9	0.5	0.1	0.8	0.0	12.6	0.1	0.1	9.3	5.5	7.3
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	7.2	22.6	2.6	1.7	9.0	0.3	11.8	7.6	3.6	3.2	9.7	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	52.5	10.7	28.6	15.3	10.1	65.0	30.3	14.8	72.8	56.3	60.5
LnGrp LOS	E	D	B	C	B	B	E	C	B	E	E	E
Approach Vol, veh/h		1954			1305			1528			632	
Approach Delay, s/veh		49.4			16.8			42.4			60.3	
Approach LOS		D			B			D			E	

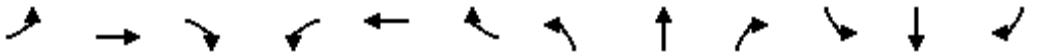
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	58.6	57.0	37.4	33.1	25.4	90.2	12.0	58.6
Change Period (Y+Rc), s	* 6.8	* 6.8	7.0	* 7	4.0	* 6.8	3.5	7.0
Max Green Setting (Gmax), s	* 7	* 50	32.5	* 29	34.0	* 23	11.1	50.4
Max Q Clear Time (g_c+I1), s	6.6	50.7	29.7	24.6	20.2	25.9	8.8	20.2
Green Ext Time (p_c), s	0.0	0.0	0.7	0.9	1.2	0.0	0.0	2.9

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	1017	279	263	669	155	336	1771	713	122	650	117
Future Volume (veh/h)	270	1017	279	263	669	155	336	1771	713	122	650	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1700	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	284	1071	95	277	704	39	354	1864	518	128	684	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	344	1119	498	240	900	402	440	2032	630	246	1712	530
Arrive On Green	0.20	0.31	0.31	0.05	0.08	0.08	0.14	0.39	0.39	0.08	0.33	0.33
Sat Flow, veh/h	1714	3610	1607	1714	3610	1610	3141	5187	1609	3141	5187	1606
Grp Volume(v), veh/h	284	1071	95	277	704	39	354	1864	518	128	684	42
Grp Sat Flow(s),veh/h/ln	1714	1805	1607	1714	1805	1610	1570	1729	1609	1570	1729	1606
Q Serve(g_s), s	15.9	29.1	4.3	14.0	19.1	2.2	10.9	34.1	28.9	3.9	10.2	1.8
Cycle Q Clear(g_c), s	15.9	29.1	4.3	14.0	19.1	2.2	10.9	34.1	28.9	3.9	10.2	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	344	1119	498	240	900	402	440	2032	630	246	1712	530
V/C Ratio(X)	0.83	0.96	0.19	1.15	0.78	0.10	0.81	0.92	0.82	0.52	0.40	0.08
Avail Cap(c_a), veh/h	429	1119	498	240	900	402	440	2032	630	408	1712	530
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.34	0.34	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	33.8	25.3	47.7	43.2	35.5	41.7	28.9	27.3	44.3	25.9	23.0
Incr Delay (d2), s/veh	8.5	17.6	0.2	85.0	1.5	0.0	9.8	8.1	11.5	0.6	0.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	14.4	1.6	12.0	9.3	0.8	4.6	14.3	12.0	1.5	4.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	51.4	25.5	132.7	44.7	35.5	51.4	36.9	38.8	44.9	26.6	23.3
LnGrp LOS	D	D	C	F	D	D	D	D	D	D	C	C
Approach Vol, veh/h		1450			1020			2736			854	
Approach Delay, s/veh		48.8			68.3			39.2			29.1	
Approach LOS		D			E			D			C	

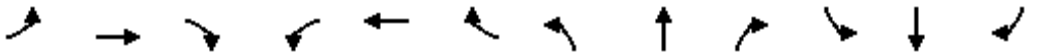
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	41.2	16.0	33.0	16.0	35.0	22.1	26.9
Change Period (Y+Rc), s	4.0	* 6.6	4.0	* 6.8	4.0	* 6.6	4.0	* 6.8
Max Green Setting (Gmax), s	11.0	* 29	12.0	* 26	12.0	* 28	23.0	* 15
Max Q Clear Time (g_c+I1), s	5.9	36.1	16.0	31.1	12.9	12.2	17.9	21.1
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	3.2	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	1089	46	235	761	316	73	1192	357	142	596	221
Future Volume (veh/h)	396	1089	46	235	761	316	73	1192	357	142	596	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1700	1800	1800	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	408	1123	45	242	785	282	75	1229	213	146	614	153
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	360	1377	55	346	767	275	120	1213	540	115	1203	930
Arrive On Green	0.42	0.82	0.73	0.11	0.31	0.26	0.07	0.34	0.34	0.07	0.33	0.33
Sat Flow, veh/h	1714	3351	134	3141	2465	885	1714	3610	1606	1714	3610	1609
Grp Volume(v), veh/h	408	573	595	242	544	523	75	1229	213	146	614	153
Grp Sat Flow(s),veh/h/ln	1714	1710	1776	1570	1710	1641	1714	1805	1606	1714	1805	1609
Q Serve(g_s), s	21.0	18.1	18.5	7.4	31.1	31.1	4.3	33.6	10.2	6.7	13.7	4.4
Cycle Q Clear(g_c), s	21.0	18.1	18.5	7.4	31.1	31.1	4.3	33.6	10.2	6.7	13.7	4.4
Prop In Lane	1.00		0.08	1.00		0.54	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	360	703	730	346	532	510	120	1213	540	115	1203	930
V/C Ratio(X)	1.13	0.82	0.82	0.70	1.02	1.02	0.63	1.01	0.39	1.27	0.51	0.16
Avail Cap(c_a), veh/h	360	703	730	346	532	510	154	1213	540	115	1203	930
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.30	0.30	0.30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	6.9	7.2	42.9	34.5	35.7	45.2	33.2	25.4	46.7	26.8	9.8
Incr Delay (d2), s/veh	70.8	2.2	2.1	6.2	45.1	46.2	5.3	29.2	2.2	173.6	1.6	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	12.8	2.8	3.1	3.0	18.5	18.2	1.9	18.5	4.0	8.3	5.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.8	9.0	9.3	49.1	79.6	81.9	50.5	62.4	27.6	220.3	28.3	10.2
LnGrp LOS	F	A	A	D	F	F	D	F	C	F	C	B
Approach Vol, veh/h		1576			1309			1517			913	
Approach Delay, s/veh		32.6			74.9			56.9			56.0	
Approach LOS		C			E			E			E	

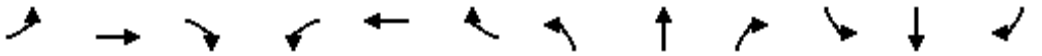
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	33.0	9.0	35.0	13.0	43.0	8.7	35.3
Change Period (Y+Rc), s	3.5	* 6.7	3.5	* 6.7	4.0	* 6.7	3.5	* 6.7
Max Green Setting (Gmax), s	19.5	* 26	7.5	* 26	9.0	* 36	5.2	* 29
Max Q Clear Time (g_c+I1), s	23.0	33.1	6.3	15.7	9.4	20.5	8.7	35.6
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.0	3.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

Notes

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

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



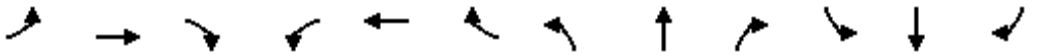
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1424	67	81	929	292	70	0	109	51	0	45
Future Volume (veh/h)	144	1424	67	81	929	292	70	0	109	51	0	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1900
Adj Flow Rate, veh/h	152	1499	70	85	978	287	74	0	21	54	0	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	229	2159	101	147	1569	458	343	0	235	290	0	249
Arrive On Green	0.13	0.65	0.57	0.09	0.60	0.53	0.15	0.00	0.08	0.08	0.00	0.15
Sat Flow, veh/h	1714	3327	155	1714	2610	763	1440	0	1525	1188	0	1610
Grp Volume(v), veh/h	152	768	801	85	639	626	74	0	21	54	0	9
Grp Sat Flow(s),veh/h/ln	1714	1710	1772	1714	1710	1663	1440	0	1525	1188	0	1610
Q Serve(g_s), s	5.7	19.3	19.7	3.2	16.1	17.0	0.0	0.0	0.9	2.5	0.0	0.3
Cycle Q Clear(g_c), s	5.7	19.3	19.7	3.2	16.1	17.0	2.6	0.0	0.9	3.4	0.0	0.3
Prop In Lane	1.00		0.09	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	1110	1150	147	1028	999	343	0	235	202	0	249
V/C Ratio(X)	0.66	0.69	0.70	0.58	0.62	0.63	0.22	0.00	0.09	0.27	0.00	0.04
Avail Cap(c_a), veh/h	547	1395	1445	547	1395	1356	868	0	792	717	0	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.8	7.5	7.8	29.7	8.6	9.5	25.2	0.0	26.6	28.2	0.0	24.2
Incr Delay (d2), s/veh	3.3	1.4	1.4	3.6	0.9	0.9	0.4	0.0	0.2	1.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	4.3	4.6	1.3	4.0	4.5	1.0	0.0	0.3	0.9	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	8.9	9.1	33.3	9.5	10.4	25.6	0.0	26.9	29.2	0.0	24.3
LnGrp LOS	C	A	A	C	A	B	C	A	C	C	A	C
Approach Vol, veh/h		1721			1350			95			63	
Approach Delay, s/veh		11.0			11.4			25.9			28.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	46.1		13.6	11.0	42.8		13.6				
Change Period (Y+Rc), s	3.5	* 7.3		* 8.2	3.5	* 7.3		* 8.2				
Max Green Setting (Gmax), s	20.0	* 50		* 30	20.0	* 50		* 30				
Max Q Clear Time (g_c+I1), s	5.2	21.7		5.4	7.7	19.0		4.6				
Green Ext Time (p_c), s	0.1	17.0		0.3	0.3	13.6		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		11.9	
HCM 6th LOS		B	

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	524	876	567	199	656	369	277	799	250	134	255	248
Future Volume (veh/h)	524	876	567	199	656	369	277	799	250	134	255	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1800	1800	1700	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	540	903	560	205	676	312	286	824	196	138	263	213
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	644	922	1026	266	772	356	398	949	599	131	858	753
Arrive On Green	0.20	0.49	0.49	0.08	0.34	0.30	0.13	0.26	0.26	0.08	0.24	0.24
Sat Flow, veh/h	3141	1900	1609	3141	2272	1048	3141	3610	1610	1714	3610	1608
Grp Volume(v), veh/h	540	903	560	205	509	479	286	824	196	138	263	213
Grp Sat Flow(s),veh/h/ln	1570	1900	1609	1570	1710	1610	1570	1805	1610	1714	1805	1608
Q Serve(g_s), s	19.5	55.0	22.8	7.5	33.0	33.2	10.3	25.7	7.5	9.0	7.1	1.8
Cycle Q Clear(g_c), s	19.5	55.0	22.8	7.5	33.0	33.2	10.3	25.7	7.5	9.0	7.1	1.8
Prop In Lane	1.00		1.00	1.00		0.65	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	644	922	1026	266	581	547	398	949	599	131	858	753
V/C Ratio(X)	0.84	0.98	0.55	0.77	0.88	0.88	0.72	0.87	0.33	1.05	0.31	0.28
Avail Cap(c_a), veh/h	716	922	1026	266	581	547	642	949	599	131	858	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	29.8	11.9	52.8	36.6	38.2	49.5	41.5	14.5	54.5	36.9	7.4
Incr Delay (d2), s/veh	8.0	24.5	0.3	12.8	13.6	14.3	2.4	8.3	0.1	94.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	28.7	6.9	3.3	15.1	14.7	4.0	11.8	3.1	7.2	3.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	54.3	12.2	65.7	50.2	52.4	51.9	49.8	14.7	148.6	37.0	7.5
LnGrp LOS	D	D	B	E	D	D	D	D	B	F	D	A
Approach Vol, veh/h		2003			1193			1306			614	
Approach Delay, s/veh		42.2			53.7			45.0			51.8	
Approach LOS		D			D			D			D	

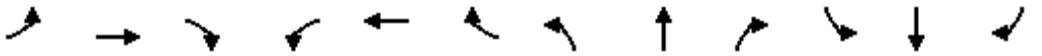
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	59.0	17.0	29.9	29.0	42.1	13.9	33.0
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	* 6.8	* 6.8	6.9	* 6.9
Max Green Setting (Gmax), s	8.0	* 52	22.1	11.0	* 25	* 35	7.0	* 26
Max Q Clear Time (g_c+I1), s	9.5	57.0	12.3	9.1	21.5	35.2	11.0	27.7
Green Ext Time (p_c), s	0.0	0.0	0.6	0.3	0.7	0.0	0.0	0.0

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	17	86	229	35	124	51	1187	297	370	515	27
Future Volume (veh/h)	62	17	86	229	35	124	51	1187	297	370	515	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1900	1800	1800	1900	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	64	18	23	236	36	31	53	1224	290	381	531	26
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	334	89	376	354	46	376	87	1332	312	403	2216	108
Arrive On Green	0.20	0.23	0.23	0.20	0.23	0.23	0.05	0.48	0.48	0.23	0.67	0.67
Sat Flow, veh/h	1217	382	1610	1290	197	1610	1714	2751	644	1714	3315	162
Grp Volume(v), veh/h	82	0	23	272	0	31	53	755	759	381	273	284
Grp Sat Flow(s),veh/h/ln	1599	0	1610	1487	0	1610	1714	1710	1684	1714	1710	1767
Q Serve(g_s), s	0.0	0.0	1.4	17.5	0.0	1.9	3.9	52.1	54.0	27.9	8.1	8.1
Cycle Q Clear(g_c), s	5.4	0.0	1.4	22.8	0.0	1.9	3.9	52.1	54.0	27.9	8.1	8.1
Prop In Lane	0.78		1.00	0.87		1.00	1.00		0.38	1.00		0.09
Lane Grp Cap(c), veh/h	367	0	376	348	0	376	87	828	816	403	1143	1181
V/C Ratio(X)	0.22	0.00	0.06	0.78	0.00	0.08	0.61	0.91	0.93	0.95	0.24	0.24
Avail Cap(c_a), veh/h	390	0	401	370	0	401	122	833	821	403	1143	1181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	0.0	38.0	47.9	0.0	38.2	59.4	30.4	30.9	48.0	8.3	8.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	10.6	0.0	0.1	6.7	14.1	16.9	31.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.6	9.8	0.0	0.8	1.8	22.6	23.6	14.8	2.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	0.0	38.1	58.5	0.0	38.4	66.1	44.5	47.8	79.3	8.4	8.4
LnGrp LOS	D	A	D	E	A	D	E	D	D	E	A	A
Approach Vol, veh/h		105			303			1567			938	
Approach Delay, s/veh		40.4			56.5			46.8			37.2	
Approach LOS		D			E			D			D	

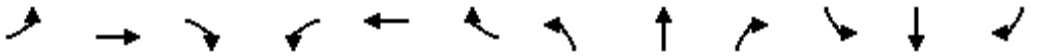
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	87.4		31.8	32.0	63.8		31.8				
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		* 6.5				
Max Green Setting (Gmax), s	7.6	* 79		* 27	28.5	* 58		* 27				
Max Q Clear Time (g_c+I1), s	5.9	10.1		7.4	29.9	56.0		24.8				
Green Ext Time (p_c), s	0.0	1.7		0.3	0.0	1.3		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		44.5	
HCM 6th LOS		D	

Notes

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

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



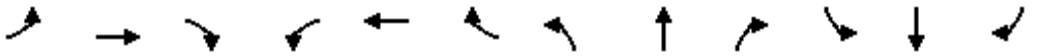
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	303	0	115	0	1159	157	160	726	0
Future Volume (veh/h)	0	0	0	303	0	115	0	1159	157	160	726	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1900	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	0	0	0	319	0	30	0	1220	151	168	764	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	3	3	0	428	0	402	3	1541	190	228	2307	0
Arrive On Green	0.00	0.00	0.00	0.18	0.00	0.25	0.00	0.50	0.42	0.13	0.67	0.00
Sat Flow, veh/h	1714	1800	0	1714	0	1610	1714	3064	378	1714	3510	0
Grp Volume(v), veh/h	0	0	0	319	0	30	0	679	692	168	764	0
Grp Sat Flow(s),veh/h/ln	1714	1800	0	1714	0	1610	1714	1710	1731	1714	1710	0
Q Serve(g_s), s	0.0	0.0	0.0	9.3	0.0	0.7	0.0	17.2	17.6	4.9	4.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.3	0.0	0.7	0.0	17.2	17.6	4.9	4.9	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.22	1.00		0.00
Lane Grp Cap(c), veh/h	3	3	0	428	0	402	3	860	871	228	2307	0
V/C Ratio(X)	0.00	0.00	0.00	0.75	0.00	0.07	0.00	0.79	0.79	0.74	0.33	0.00
Avail Cap(c_a), veh/h	307	322	0	428	0	402	228	895	906	228	2307	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	19.9	0.0	15.1	0.0	10.8	11.3	21.9	3.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.0	0.0	0.1	0.0	4.6	4.8	11.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	4.1	0.0	0.2	0.0	4.7	5.1	2.3	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	27.0	0.0	15.2	0.0	15.4	16.0	33.5	3.7	0.0
LnGrp LOS	A	A	A	C	A	B	A	B	B	C	A	A
Approach Vol, veh/h		0			349			1371			932	
Approach Delay, s/veh		0.0			25.9			15.7			9.1	
Approach LOS					C			B			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		0.0	0.0	37.4		15.1	9.0	28.4				
Change Period (Y+Rc), s		* 5.8	4.0	6.5		5.6	4.0	6.5				
Max Green Setting (Gmax), s		* 5.6	5.0	23.0		9.5	5.0	23.0				
Max Q Clear Time (g_c+I1), s		0.0	0.0	6.9		11.3	6.9	19.6				
Green Ext Time (p_c), s		0.0	0.0	4.1		0.0	0.0	2.3				

Intersection Summary		
HCM 6th Ctrl Delay		14.7
HCM 6th LOS		B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	441	678	450	163	441	279	300	1455	204	210	914	222
Future Volume (veh/h)	441	678	450	163	441	279	300	1455	204	210	914	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1700	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	464	714	271	172	464	121	316	1532	77	221	962	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	503	1518	471	321	847	378	460	2015	625	371	1868	578
Arrive On Green	0.16	0.29	0.29	0.10	0.23	0.23	0.15	0.39	0.39	0.12	0.36	0.36
Sat Flow, veh/h	3141	5187	1610	3141	3610	1610	3141	5187	1610	3141	5187	1606
Grp Volume(v), veh/h	464	714	271	172	464	121	316	1532	77	221	962	82
Grp Sat Flow(s),veh/h/ln	1570	1729	1610	1570	1805	1610	1570	1729	1610	1570	1729	1606
Q Serve(g_s), s	11.8	9.2	11.6	4.2	9.2	5.0	7.7	20.8	2.5	5.4	11.8	2.8
Cycle Q Clear(g_c), s	11.8	9.2	11.6	4.2	9.2	5.0	7.7	20.8	2.5	5.4	11.8	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	503	1518	471	321	847	378	460	2015	625	371	1868	578
V/C Ratio(X)	0.92	0.47	0.58	0.54	0.55	0.32	0.69	0.76	0.12	0.60	0.51	0.14
Avail Cap(c_a), veh/h	503	2109	655	503	1468	655	503	2109	655	503	2109	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	23.5	24.4	34.6	27.3	25.7	32.9	21.5	15.9	33.9	20.4	17.5
Incr Delay (d2), s/veh	22.6	0.2	1.1	1.4	0.6	0.5	3.5	1.6	0.1	1.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	3.4	4.1	1.6	3.7	1.8	2.9	7.5	0.8	2.0	4.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	23.8	25.5	36.0	27.8	26.2	36.4	23.1	16.0	35.5	20.6	17.6
LnGrp LOS	E	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		1449			757			1925			1265	
Approach Delay, s/veh		34.5			29.4			25.0			23.0	
Approach LOS		C			C			C			C	

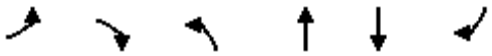
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	25.8	13.9	31.2	15.0	21.0	11.6	33.5
Change Period (Y+Rc), s	4.0	7.0	4.0	* 6.6	4.0	7.0	4.0	* 6.6
Max Green Setting (Gmax), s	11.0	28.0	11.0	* 28	11.0	28.0	11.0	* 28
Max Q Clear Time (g_c+I1), s	6.2	13.6	9.7	13.8	13.8	11.2	7.4	22.8
Green Ext Time (p_c), s	0.2	4.7	0.1	5.4	0.0	2.9	0.2	4.1

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Notes

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

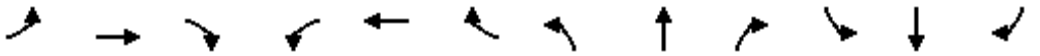
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	142	283	10	1149	882	54
Future Volume (veh/h)	142	283	10	1149	882	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1800	1900	1800	1900	1900	1900
Adj Flow Rate, veh/h	149	264	11	1209	928	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	412	387	407	1699	1699	741
Arrive On Green	0.24	0.24	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1714	1610	612	3705	3705	1575
Grp Volume(v), veh/h	149	264	11	1209	928	29
Grp Sat Flow(s),veh/h/ln	1714	1610	612	1805	1805	1575
Q Serve(g_s), s	2.3	4.6	0.4	8.3	5.7	0.3
Cycle Q Clear(g_c), s	2.3	4.6	6.1	8.3	5.7	0.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	412	387	407	1699	1699	741
V/C Ratio(X)	0.36	0.68	0.03	0.71	0.55	0.04
Avail Cap(c_a), veh/h	991	931	473	2088	2088	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.8	10.7	8.0	6.6	5.9	4.4
Incr Delay (d2), s/veh	0.5	2.1	0.0	0.9	0.3	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	0.6	1.3	0.0	0.7	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.4	12.9	8.1	7.4	6.1	4.5
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	413			1220	957	
Approach Delay, s/veh	12.0			7.4	6.1	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		19.1		12.0		19.1
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		10.3		6.6		7.7
Green Ext Time (p_c), s		4.3		1.1		4.1

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A



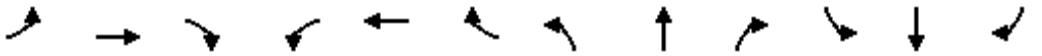
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	381	1149	427	413	705	245	453	1673	359	389	1158	132
Future Volume (veh/h)	381	1149	427	413	705	245	453	1673	359	389	1158	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1700	1900	1900	1700	1800	1800
Adj Flow Rate, veh/h	401	1209	185	435	742	70	477	1761	302	409	1219	127
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	550	1521	464	509	1454	444	626	1977	740	557	1608	167
Arrive On Green	0.17	0.29	0.29	0.16	0.28	0.28	0.20	0.30	0.30	0.18	0.28	0.24
Sat Flow, veh/h	3141	5187	1582	3141	5187	1583	3141	6536	1585	3141	5730	594
Grp Volume(v), veh/h	401	1209	185	435	742	70	477	1761	302	409	987	359
Grp Sat Flow(s),veh/h/ln	1570	1729	1582	1570	1729	1583	1570	1634	1585	1570	1548	1680
Q Serve(g_s), s	16.8	29.8	13.0	18.7	16.7	4.6	19.9	35.7	17.5	17.1	27.0	27.3
Cycle Q Clear(g_c), s	16.8	29.8	13.0	18.7	16.7	4.6	19.9	35.7	17.5	17.1	27.0	27.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	550	1521	464	509	1454	444	626	1977	740	557	1303	472
V/C Ratio(X)	0.73	0.79	0.40	0.85	0.51	0.16	0.76	0.89	0.41	0.73	0.76	0.76
Avail Cap(c_a), veh/h	758	1587	484	509	1454	444	927	1977	740	746	1303	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	54.2	45.2	39.3	56.6	42.0	37.6	52.5	46.2	24.6	54.0	45.6	46.6
Incr Delay (d2), s/veh	1.2	2.8	0.6	12.8	0.3	0.2	1.0	5.6	0.4	1.5	2.7	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	12.6	4.9	8.0	6.9	1.8	7.7	14.7	6.3	6.7	10.3	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	48.0	39.8	69.4	42.3	37.8	53.5	51.8	25.0	55.5	48.3	54.0
LnGrp LOS	E	D	D	E	D	D	D	D	C	E	D	D
Approach Vol, veh/h		1795			1247			2540			1755	
Approach Delay, s/veh		48.8			51.5			49.0			51.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.6	44.0	25.0	43.2	29.7	41.0	26.8	41.4
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5
Max Green Setting (Gmax), s	28.0	37.0	17.5	37.5	36.0	29.0	28.5	26.5
Max Q Clear Time (g_c+I1), s	19.1	37.7	20.7	31.8	21.9	29.3	18.8	18.7
Green Ext Time (p_c), s	0.5	0.0	0.0	3.6	0.8	0.0	0.5	2.8

Intersection Summary	
HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D

Notes

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



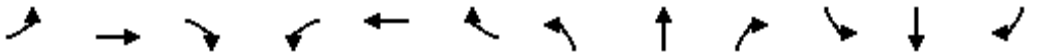
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	731	1346	91	100	952	589	110	215	327	162	286	673
Future Volume (veh/h)	731	1346	91	100	952	589	110	215	327	162	286	673
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	769	1417	51	105	1002	415	116	226	179	171	352	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	888	2719	843	335	1805	560	218	603	269	208	612	259
Arrive On Green	0.28	0.52	0.52	0.21	0.70	0.70	0.13	0.17	0.17	0.12	0.16	0.16
Sat Flow, veh/h	3141	5187	1608	3141	5187	1610	1714	3610	1610	1714	3800	1610
Grp Volume(v), veh/h	769	1417	51	105	1002	415	116	226	179	171	352	168
Grp Sat Flow(s),veh/h/ln	1570	1729	1608	1570	1729	1610	1714	1805	1610	1714	1900	1610
Q Serve(g_s), s	23.0	17.7	1.5	2.8	9.5	16.0	6.3	5.5	10.3	9.6	8.5	9.7
Cycle Q Clear(g_c), s	23.0	17.7	1.5	2.8	9.5	16.0	6.3	5.5	10.3	9.6	8.5	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	888	2719	843	335	1805	560	218	603	269	208	612	259
V/C Ratio(X)	0.87	0.52	0.06	0.31	0.56	0.74	0.53	0.37	0.67	0.82	0.57	0.65
Avail Cap(c_a), veh/h	888	2719	843	349	1805	560	225	656	293	208	653	276
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	15.4	11.6	35.9	11.2	12.2	40.4	36.6	38.6	42.5	38.4	38.9
Incr Delay (d2), s/veh	8.6	0.7	0.1	0.2	1.1	7.6	1.0	0.4	5.0	21.4	1.1	4.8
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	9.1	6.1	0.6	1.0	2.6	4.5	2.7	2.4	4.4	5.3	4.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	16.1	11.7	36.1	12.3	19.8	41.5	37.0	43.7	63.9	39.5	43.6
LnGrp LOS	D	B	B	D	B	B	D	D	D	E	D	D
Approach Vol, veh/h		2237			1522			521			691	
Approach Delay, s/veh		25.0			16.0			40.3			46.5	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	53.9	14.6	18.0	30.0	36.5	14.0	18.5
Change Period (Y+Rc), s	5.0	6.5	5.0	5.8	5.0	6.5	5.0	5.8
Max Green Setting (Gmax), s	8.0	45.8	10.0	13.2	25.0	28.8	9.0	14.2
Max Q Clear Time (g_c+I1), s	4.8	19.7	8.3	11.7	25.0	18.0	11.6	12.3
Green Ext Time (p_c), s	0.0	8.4	0.0	0.5	0.0	4.7	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



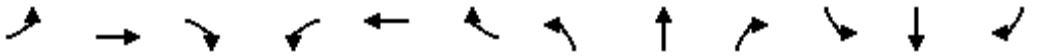
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	886	832	113	77	1014	272	114	73	74	154	41	357
Future Volume (veh/h)	886	832	113	77	1014	272	114	73	74	154	41	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	933	876	70	81	1067	252	120	77	13	102	126	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	855	3055	948	176	1604	379	235	402	66	156	164	1132
Arrive On Green	0.45	0.98	0.98	0.10	0.40	0.36	0.14	0.14	0.11	0.09	0.09	0.09
Sat Flow, veh/h	3141	5187	1609	1714	3970	937	1714	2936	484	1714	1800	3051
Grp Volume(v), veh/h	933	876	70	81	880	439	120	44	46	102	126	73
Grp Sat Flow(s),veh/h/ln	1570	1729	1609	1714	1638	1631	1714	1710	1710	1714	1800	1525
Q Serve(g_s), s	26.9	0.4	0.1	4.4	21.7	22.1	6.4	2.3	2.4	5.7	6.8	0.0
Cycle Q Clear(g_c), s	26.9	0.4	0.1	4.4	21.7	22.1	6.4	2.3	2.4	5.7	6.8	0.0
Prop In Lane	1.00		1.00	1.00		0.57	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	855	3055	948	176	1324	659	235	234	234	156	164	1132
V/C Ratio(X)	1.09	0.29	0.07	0.46	0.67	0.67	0.51	0.19	0.20	0.65	0.77	0.06
Avail Cap(c_a), veh/h	855	3055	948	190	1324	659	589	587	587	156	164	1132
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	0.3	0.3	41.9	24.0	25.2	39.7	37.9	38.3	43.5	44.0	20.1
Incr Delay (d2), s/veh	55.7	0.2	0.1	0.7	2.7	5.3	0.6	0.1	0.2	7.6	18.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	0.1	0.1	1.8	7.9	8.8	2.7	1.0	1.0	2.7	3.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.7	0.5	0.5	42.6	26.7	30.5	40.3	38.0	38.4	51.1	62.1	20.1
LnGrp LOS	F	A	A	D	C	C	D	D	D	D	E	C
Approach Vol, veh/h		1879			1400			210			301	
Approach Delay, s/veh		41.3			28.8			39.4			48.2	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	60.3		11.0	30.4	42.0		15.6				
Change Period (Y+Rc), s	5.0	6.5		5.8	6.5	* 6.5		5.0				
Max Green Setting (Gmax), s	8.0	32.8		5.2	5.3	* 36		31.0				
Max Q Clear Time (g_c+I1), s	6.4	2.4		8.8	28.9	24.1		8.4				
Green Ext Time (p_c), s	0.0	4.8		0.0	0.0	5.0		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		37.1	
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	650	458	75	589	91	355	986	83	381	843	340
Future Volume (veh/h)	238	650	458	75	589	91	355	986	83	381	843	340
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1800	1800	1700	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	248	677	193	78	614	84	370	1027	0	397	878	171
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	379	1111	489	245	800	109	500	1325		524	1353	596
Arrive On Green	0.12	0.31	0.31	0.08	0.27	0.23	0.16	0.37	0.00	0.17	0.37	0.37
Sat Flow, veh/h	3141	3610	1589	3141	3017	412	3141	3610	1610	3141	3610	1590
Grp Volume(v), veh/h	248	677	193	78	347	351	370	1027	0	397	878	171
Grp Sat Flow(s),veh/h/ln	1570	1805	1589	1570	1710	1719	1570	1805	1610	1570	1805	1590
Q Serve(g_s), s	7.5	16.0	9.6	2.3	18.7	18.9	11.2	25.2	0.0	12.1	20.1	7.5
Cycle Q Clear(g_c), s	7.5	16.0	9.6	2.3	18.7	18.9	11.2	25.2	0.0	12.1	20.1	7.5
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	379	1111	489	245	454	456	500	1325		524	1353	596
V/C Ratio(X)	0.65	0.61	0.39	0.32	0.77	0.77	0.74	0.77		0.76	0.65	0.29
Avail Cap(c_a), veh/h	408	1111	489	408	496	499	565	1325		565	1353	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	42.0	29.5	27.3	43.6	33.9	34.4	40.1	28.0	0.0	39.7	25.8	21.9
Incr Delay (d2), s/veh	2.5	1.1	0.6	0.3	6.8	6.9	3.6	4.5	0.0	3.8	2.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.5	3.5	0.9	8.0	8.2	4.4	10.7	0.0	4.6	8.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	30.5	27.9	43.8	40.7	41.3	43.7	32.5	0.0	43.6	27.8	22.9
LnGrp LOS	D	C	C	D	D	D	D	C		D	C	C
Approach Vol, veh/h		1118			776			1397	A		1446	
Approach Delay, s/veh		33.2			41.3			35.4			31.6	
Approach LOS		C			D			D			C	

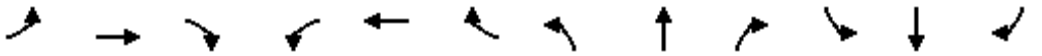
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	32.8	17.9	39.5	14.1	28.5	18.7	38.7
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	10.5	25.0	15.5	28.0	10.5	25.0	15.5	28.0
Max Q Clear Time (g_c+I1), s	4.3	18.0	13.2	22.1	9.5	20.9	14.1	27.2
Green Ext Time (p_c), s	0.0	3.0	0.2	3.6	0.0	1.6	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

Notes

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

Unsignalized Delay for [NBR] 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)	0	0	0	450	0	590	0	1497	752	0	1351	672
Future Volume (veh/h)	0	0	0	450	0	590	0	1497	752	0	1351	672
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				1800	1800	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				644	0	340	0	1576	0	0	1422	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				987	0	463	0	2279		0	3275	
Arrive On Green				0.29	0.00	0.29	0.00	1.00	0.00	0.00	0.63	0.00
Sat Flow, veh/h				3429	0	1610	0	3705	1610	0	5358	1610
Grp Volume(v), veh/h				644	0	340	0	1576	0	0	1422	0
Grp Sat Flow(s),veh/h/ln				1714	0	1610	0	1805	1610	0	1729	1610
Q Serve(g_s), s				16.3	0.0	18.9	0.0	0.0	0.0	0.0	13.8	0.0
Cycle Q Clear(g_c), s				16.3	0.0	18.9	0.0	0.0	0.0	0.0	13.8	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				987	0	463	0	2279		0	3275	
V/C Ratio(X)				0.65	0.00	0.73	0.00	0.69		0.00	0.43	
Avail Cap(c_a), veh/h				1177	0	553	0	2279		0	3275	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.58	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				30.9	0.0	31.8	0.0	0.0	0.0	0.0	9.3	0.0
Incr Delay (d2), s/veh				1.0	0.0	4.1	0.0	1.0	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.9	0.0	7.8	0.0	0.3	0.0	0.0	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.9	0.0	35.9	0.0	1.0	0.0	0.0	9.7	0.0
LnGrp LOS				C	A	D	A	A		A	A	
Approach Vol, veh/h					984			1576	A		1422	A
Approach Delay, s/veh					33.3			1.0			9.7	
Approach LOS					C			A			A	

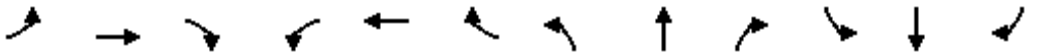
Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	67.2		67.2		31.8			
Change Period (Y+Rc), s	9.7		9.7		8.3			
Max Green Setting (Gmax), s	52.0		52.0		29.0			
Max Q Clear Time (g_c+I1), s	2.0		15.8		20.9			
Green Ext Time (p_c), s	16.2		11.8		2.6			

Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



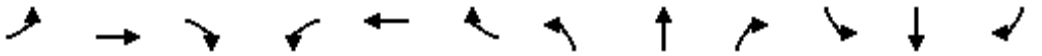
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	384	0	719	0	0	0	0	1856	752	0	1328	476
Future Volume (veh/h)	384	0	719	0	0	0	0	1856	752	0	1328	476
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		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	1700	0	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	404	0	718				0	1954	0	0	1398	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1513	0	776				0	2269		0	1579	
Arrive On Green	0.48	0.00	0.48				0.00	0.44	0.00	0.00	0.87	0.00
Sat Flow, veh/h	3141	0	1610				0	5358	1610	0	3705	1610
Grp Volume(v), veh/h	404	0	718				0	1954	0	0	1398	0
Grp Sat Flow(s),veh/h/ln	1570	0	1610				0	1729	1610	0	1805	1610
Q Serve(g_s), s	7.6	0.0	41.3				0.0	33.7	0.0	0.0	21.3	0.0
Cycle Q Clear(g_c), s	7.6	0.0	41.3				0.0	33.7	0.0	0.0	21.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1513	0	776				0	2269		0	1579	
V/C Ratio(X)	0.27	0.00	0.93				0.00	0.86		0.00	0.89	
Avail Cap(c_a), veh/h	1513	0	776				0	2269		0	1579	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	0.85	0.00
Uniform Delay (d), s/veh	15.3	0.0	24.0				0.0	25.1	0.0	0.0	4.8	0.0
Incr Delay (d2), s/veh	0.1	0.0	16.9				0.0	4.6	0.0	0.0	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	18.6				0.0	13.2	0.0	0.0	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	0.0	40.9				0.0	29.7	0.0	0.0	11.5	0.0
LnGrp LOS	B	A	D				A	C		A	B	
Approach Vol, veh/h		1122						1954	A		1398	A
Approach Delay, s/veh		31.7						29.7			11.5	
Approach LOS		C						C			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		48.0		51.0		48.0						
Change Period (Y+Rc), s		9.7		8.3		9.7						
Max Green Setting (Gmax), s		38.3		42.7		38.3						
Max Q Clear Time (g_c+I1), s		35.7		43.3		23.3						
Green Ext Time (p_c), s		2.3		0.0		8.0						

Intersection Summary												
HCM 6th Ctrl Delay			24.5									
HCM 6th LOS			C									

Notes

Unsignalized Delay for [NBR, SBR] 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)	72	983	92	274	2017	247	111	272	164	436	731	200
Future Volume (veh/h)	72	983	92	274	2017	247	111	272	164	436	731	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1800	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	76	1035	39	288	2123	172	117	286	105	459	769	117
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	173	2288	709	390	2648	821	139	565	410	564	1024	455
Arrive On Green	0.06	0.44	0.44	0.12	0.51	0.51	0.08	0.16	0.13	0.18	0.28	0.28
Sat Flow, veh/h	3141	5187	1608	3141	5187	1608	1714	3610	1599	3141	3610	1603
Grp Volume(v), veh/h	76	1035	39	288	2123	172	117	286	105	459	769	117
Grp Sat Flow(s),veh/h/ln	1570	1729	1608	1570	1729	1608	1714	1805	1599	1570	1805	1603
Q Serve(g_s), s	2.8	16.7	1.7	10.6	40.7	2.5	8.1	8.7	3.7	16.8	23.3	6.8
Cycle Q Clear(g_c), s	2.8	16.7	1.7	10.6	40.7	2.5	8.1	8.7	3.7	16.8	23.3	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	2288	709	390	2648	821	139	565	410	564	1024	455
V/C Ratio(X)	0.44	0.45	0.05	0.74	0.80	0.21	0.84	0.51	0.26	0.81	0.75	0.26
Avail Cap(c_a), veh/h	183	2288	709	471	2648	821	139	1203	693	564	1393	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	54.9	23.4	19.2	50.7	24.3	2.0	54.4	46.4	15.3	47.3	39.1	33.2
Incr Delay (d2), s/veh	1.8	0.6	0.1	4.9	2.7	0.6	35.4	0.7	0.3	8.9	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.5	0.6	4.3	15.7	2.4	4.8	3.9	1.6	7.1	10.1	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	24.1	19.4	55.5	27.0	2.6	89.8	47.1	15.6	56.2	40.0	33.3
LnGrp LOS	E	C	B	E	C	A	F	D	B	E	D	C
Approach Vol, veh/h		1150			2583			508			1345	
Approach Delay, s/veh		26.1			28.6			50.4			45.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	54.9	11.7	36.4	8.6	63.3	27.0	21.2
Change Period (Y+Rc), s	4.0	* 6.5	3.5	7.4	4.0	* 6.5	7.4	* 7.4
Max Green Setting (Gmax), s	16.0	* 33	8.2	41.3	5.0	* 44	14.0	* 35
Max Q Clear Time (g_c+I1), s	12.6	18.7	10.1	25.3	4.8	42.7	18.8	10.7
Green Ext Time (p_c), s	0.3	3.9	0.0	3.1	0.0	1.2	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1122	1091	0	1997	1092	0	0	0	369	0	976
Future Volume (veh/h)	0	1122	1091	0	1997	1092	0	0	0	369	0	976
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	0	1900	1900	0	1900	1900				1800	1800	1900
Adj Flow Rate, veh/h	0	1181	0	0	2102	0				259	0	1086
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2857		0	2857					654	0	1228
Arrive On Green	0.00	0.55	0.00	0.00	1.00	0.00				0.38	0.00	0.38
Sat Flow, veh/h	0	5358	1610	0	5358	1610				1714	0	3220
Grp Volume(v), veh/h	0	1181	0	0	2102	0				259	0	1086
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1714	0	1610
Q Serve(g_s), s	0.0	7.8	0.0	0.0	0.0	0.0				6.5	0.0	18.6
Cycle Q Clear(g_c), s	0.0	7.8	0.0	0.0	0.0	0.0				6.5	0.0	18.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2857		0	2857					654	0	1228
V/C Ratio(X)	0.00	0.41		0.00	0.74					0.40	0.00	0.88
Avail Cap(c_a), veh/h	0	2857		0	2857					654	0	1228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.12	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.7	0.0	0.0	0.0	0.0				13.3	0.0	17.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.2	0.0				0.3	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.0	0.0	0.1	0.0				2.3	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.1	0.0	0.0	0.2	0.0				13.6	0.0	24.9
LnGrp LOS	A	A		A	A					B	A	C
Approach Vol, veh/h		1181	A		2102	A					1345	
Approach Delay, s/veh		8.1			0.2						22.7	
Approach LOS		A			A						C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	34.5	24.5	34.5
Change Period (Y+Rc), s	6.5	6.5	6.5
Max Green Setting (Gmax), s	28.0	18.0	28.0
Max Q Clear Time (g_c+I1), s	9.8	20.6	2.0
Green Ext Time (p_c), s	6.0	0.0	14.2

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, 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)	0	851	536	0	1821	332	1274	0	830	0	0	0
Future Volume (veh/h)	0	851	536	0	1821	332	1274	0	830	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	0	1900	1900	0	1900	1900	1800	1800	1900			
Adj Flow Rate, veh/h	0	896	0	0	1917	0	1597	0	548			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	1952		0	1952		1906	0	895			
Arrive On Green	0.00	0.75	0.00	0.00	0.38	0.00	0.56	0.00	0.56			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3429	0	1609			
Grp Volume(v), veh/h	0	896	0	0	1917	0	1597	0	548			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1714	0	1609			
Q Serve(g_s), s	0.0	3.9	0.0	0.0	21.6	0.0	22.8	0.0	13.5			
Cycle Q Clear(g_c), s	0.0	3.9	0.0	0.0	21.6	0.0	22.8	0.0	13.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1952		0	1952		1906	0	895			
V/C Ratio(X)	0.00	0.46		0.00	0.98		0.84	0.00	0.61			
Avail Cap(c_a), veh/h	0	1952		0	1952		2005	0	941			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.89	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	5.0	0.0	0.0	18.2	0.0	10.9	0.0	8.8			
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	16.6	0.0	3.1	0.0	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.0	0.0	9.3	0.0	7.7	0.0	4.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.7	0.0	0.0	34.8	0.0	14.0	0.0	9.8			
LnGrp LOS	A	A		A	C		B	A	A			
Approach Vol, veh/h		896	A		1917	A		2145				
Approach Delay, s/veh		5.7			34.8			12.9				
Approach LOS		A			C			B				

Timer - Assigned Phs	2			6		8
Phs Duration (G+Y+Rc), s	24.2			24.2		34.8
Change Period (Y+Rc), s	6.5			6.5		6.5
Max Green Setting (Gmax), s	16.0			16.0		30.0
Max Q Clear Time (g_c+I1), s	5.9			23.6		24.8
Green Ext Time (p_c), s	3.3			0.0		3.4

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

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

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, 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)	246	752	533	203	1338	155	324	370	164	80	583	627
Future Volume (veh/h)	246	752	533	203	1338	155	324	370	164	80	583	627
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1700	1900	1900	1800	1800	1800
Adj Flow Rate, veh/h	259	792	512	214	1408	63	341	389	66	84	614	545
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	262	1336	822	3481	5120	2283	356	1483	657	126	587	518
Arrive On Green	0.08	0.37	0.37	1.00	1.00	1.00	0.11	0.41	0.41	0.07	0.34	0.30
Sat Flow, veh/h	3141	3610	1608	3141	3610	1610	3141	3610	1600	1714	1718	1517
Grp Volume(v), veh/h	259	792	512	214	1408	63	341	389	66	84	611	548
Grp Sat Flow(s),veh/h/ln	1570	1805	1608	1570	1805	1610	1570	1805	1600	1714	1710	1525
Q Serve(g_s), s	9.9	21.2	10.5	0.0	0.0	0.0	13.0	8.5	2.0	5.7	41.0	41.0
Cycle Q Clear(g_c), s	9.9	21.2	10.5	0.0	0.0	0.0	13.0	8.5	2.0	5.7	41.0	41.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Lane Grp Cap(c), veh/h	262	1336	822	3481	5120	2283	356	1483	657	126	584	521
V/C Ratio(X)	0.99	0.59	0.62	0.06	0.27	0.03	0.96	0.26	0.10	0.67	1.05	1.05
Avail Cap(c_a), veh/h	262	1336	822	3481	5120	2283	356	1483	657	180	584	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	30.5	21.1	0.0	0.0	0.0	52.9	23.3	9.7	54.2	39.5	42.0
Incr Delay (d2), s/veh	52.6	1.9	3.5	0.0	0.1	0.0	36.6	0.0	0.0	6.0	49.7	53.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	9.0	10.2	0.0	0.1	0.0	6.7	3.5	1.1	2.6	24.4	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.5	32.4	24.6	0.0	0.1	0.0	89.6	23.4	9.7	60.2	89.2	95.7
LnGrp LOS	F	C	C	A	A	A	F	C	A	E	F	F
Approach Vol, veh/h		1563			1685			796			1243	
Approach Delay, s/veh		42.3			0.1			50.6			90.1	
Approach LOS		D			A			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	46.4	19.1	43.0	12.0	175.7	10.8	51.3
Change Period (Y+Rc), s	* 6.8	* 6.8	7.0	* 7	4.0	* 6.8	3.5	7.0
Max Green Setting (Gmax), s	* 5	* 40	12.1	* 36	8.0	* 43	11.1	37.0
Max Q Clear Time (g_c+I1), s	2.0	23.2	15.0	43.0	11.9	2.0	7.7	10.5
Green Ext Time (p_c), s	0.4	3.7	0.0	0.0	0.0	7.1	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	676	323	369	944	118	270	590	143	162	1089	262
Future Volume (veh/h)	97	676	323	369	944	118	270	590	143	162	1089	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1700	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	102	712	143	388	994	46	284	621	51	171	1146	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	830	369	411	1360	607	399	1854	575	291	1676	519
Arrive On Green	0.09	0.23	0.23	0.48	0.75	0.75	0.13	0.36	0.36	0.09	0.32	0.32
Sat Flow, veh/h	1714	3610	1606	1714	3610	1610	3141	5187	1609	3141	5187	1606
Grp Volume(v), veh/h	102	712	143	388	994	46	284	621	51	171	1146	88
Grp Sat Flow(s),veh/h/ln	1714	1805	1606	1714	1805	1610	1570	1729	1609	1570	1729	1606
Q Serve(g_s), s	5.7	18.9	7.5	21.5	15.1	0.7	8.7	8.7	2.1	5.2	19.2	3.9
Cycle Q Clear(g_c), s	5.7	18.9	7.5	21.5	15.1	0.7	8.7	8.7	2.1	5.2	19.2	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	830	369	411	1360	607	399	1854	575	291	1676	519
V/C Ratio(X)	0.64	0.86	0.39	0.94	0.73	0.08	0.71	0.33	0.09	0.59	0.68	0.17
Avail Cap(c_a), veh/h	257	830	369	411	1360	607	408	1854	575	408	1676	519
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	36.9	32.5	25.4	9.5	7.8	41.9	23.5	21.3	43.5	29.4	24.2
Incr Delay (d2), s/veh	1.6	9.0	0.8	20.8	1.1	0.0	4.7	0.5	0.3	0.7	2.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	8.8	2.8	7.8	3.2	0.3	3.5	3.4	0.8	2.0	7.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	46.0	33.3	46.1	10.7	7.8	46.6	23.9	21.6	44.3	31.7	24.9
LnGrp LOS	D	D	C	D	B	A	D	C	C	D	C	C
Approach Vol, veh/h		957			1428			956			1405	
Approach Delay, s/veh		44.0			20.2			30.6			32.8	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	37.7	26.0	25.0	14.7	34.3	11.3	39.7
Change Period (Y+Rc), s	4.0	* 6.6	4.0	* 6.8	4.0	* 6.6	4.0	* 6.8
Max Green Setting (Gmax), s	11.3	* 27	22.0	* 18	11.0	* 27	13.0	* 27
Max Q Clear Time (g_c+I1), s	7.2	10.7	23.5	20.9	10.7	21.2	7.7	17.1
Green Ext Time (p_c), s	0.1	2.9	0.0	0.0	0.0	3.2	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	676	126	419	808	105	162	442	223	173	851	366
Future Volume (veh/h)	194	676	126	419	808	105	162	442	223	173	851	366
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1700	1800	1800	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	204	712	118	441	851	102	171	465	71	182	896	326
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	903	150	557	1102	132	224	1933	861	235	1955	1175
Arrive On Green	0.05	0.10	0.09	0.18	0.36	0.31	0.13	0.54	0.54	0.14	0.54	0.54
Sat Flow, veh/h	1714	2936	486	3141	3075	369	1714	3610	1607	1714	3610	1609
Grp Volume(v), veh/h	204	415	415	441	473	480	171	465	71	182	896	326
Grp Sat Flow(s),veh/h/ln	1714	1710	1712	1570	1710	1734	1714	1805	1607	1714	1805	1609
Q Serve(g_s), s	11.8	23.7	23.7	13.4	24.6	24.7	9.6	6.9	1.8	10.3	15.1	6.9
Cycle Q Clear(g_c), s	11.8	23.7	23.7	13.4	24.6	24.7	9.6	6.9	1.8	10.3	15.1	6.9
Prop In Lane	1.00		0.28	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	526	526	557	613	621	224	1933	861	235	1955	1175
V/C Ratio(X)	0.78	0.79	0.79	0.79	0.77	0.77	0.76	0.24	0.08	0.78	0.46	0.28
Avail Cap(c_a), veh/h	309	532	532	597	613	621	240	1933	861	240	1955	1175
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	41.7	42.0	39.4	28.5	29.0	42.0	12.4	7.7	41.7	14.0	4.6
Incr Delay (d2), s/veh	6.6	4.6	4.7	6.8	5.5	5.4	12.7	0.3	0.2	14.4	0.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	11.4	11.4	5.4	10.1	10.4	4.7	2.6	0.7	5.1	5.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	46.4	46.6	46.2	34.0	34.4	54.7	12.7	7.9	56.1	14.7	5.2
LnGrp LOS	D	D	D	D	C	C	D	B	A	E	B	A
Approach Vol, veh/h		1034			1394			707			1404	
Approach Delay, s/veh		47.7			38.0			22.4			17.9	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	37.7	15.1	56.6	22.4	32.7	15.7	56.0
Change Period (Y+Rc), s	3.5	* 6.7	3.5	* 6.7	* 6.7	* 6.7	3.5	* 6.7
Max Green Setting (Gmax), s	13.5	* 27	12.5	* 23	* 17	* 26	12.5	* 23
Max Q Clear Time (g_c+I1), s	13.8	26.7	11.6	17.1	15.4	25.7	12.3	8.9
Green Ext Time (p_c), s	0.1	0.3	0.0	2.5	0.3	0.2	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	815	83	163	1387	190	45	0	72	45	0	30
Future Volume (veh/h)	158	815	83	163	1387	190	45	0	72	45	0	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1900
Adj Flow Rate, veh/h	166	858	83	172	1460	194	47	0	12	47	0	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	1991	193	243	1932	254	289	0	195	255	0	206
Arrive On Green	0.14	0.63	0.57	0.14	0.64	0.57	0.13	0.00	0.06	0.06	0.00	0.13
Sat Flow, veh/h	1714	3150	305	1714	3039	399	1440	0	1525	1257	0	1610
Grp Volume(v), veh/h	166	466	475	172	814	840	47	0	12	47	0	6
Grp Sat Flow(s),veh/h/ln	1714	1710	1745	1714	1710	1728	1440	0	1525	1257	0	1610
Q Serve(g_s), s	7.1	10.6	10.8	7.3	25.4	26.9	0.0	0.0	0.6	2.5	0.0	0.3
Cycle Q Clear(g_c), s	7.1	10.6	10.8	7.3	25.4	26.9	1.9	0.0	0.6	3.0	0.0	0.3
Prop In Lane	1.00		0.17	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	1081	1103	243	1087	1099	289	0	195	173	0	206
V/C Ratio(X)	0.70	0.43	0.43	0.71	0.75	0.76	0.16	0.00	0.06	0.27	0.00	0.03
Avail Cap(c_a), veh/h	481	1226	1251	481	1226	1239	762	0	696	641	0	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.5	7.1	7.4	31.4	9.7	10.4	30.0	0.0	31.6	33.0	0.0	29.3
Incr Delay (d2), s/veh	3.7	0.4	0.4	3.7	2.6	2.9	0.4	0.0	0.2	1.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	2.7	2.9	3.0	7.0	7.9	0.8	0.0	0.2	1.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	7.5	7.8	35.1	12.3	13.3	30.3	0.0	31.8	34.2	0.0	29.3
LnGrp LOS	D	A	A	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1107			1826			59			53	
Approach Delay, s/veh		11.8			14.9			30.6			33.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.9	50.8		13.0	12.6	51.1		13.0
Change Period (Y+Rc), s	3.5	* 7.3		* 8.2	3.5	* 7.3		* 8.2
Max Green Setting (Gmax), s	20.0	* 50		* 30	20.0	* 50		* 30
Max Q Clear Time (g_c+I1), s	9.3	12.8		5.0	9.1	28.9		3.9
Green Ext Time (p_c), s	0.3	9.3		0.3	0.3	14.9		0.2

Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	494	288	359	1314	219	401	353	95	387	553	327
Future Volume (veh/h)	228	494	288	359	1314	219	401	353	95	387	553	327
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1800	1800	1700	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	240	520	280	378	1383	223	422	372	35	407	582	325
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	242	764	943	456	1327	212	512	554	514	384	851	537
Arrive On Green	0.08	0.40	0.40	0.15	0.45	0.42	0.16	0.15	0.15	0.22	0.24	0.24
Sat Flow, veh/h	3141	1900	1609	3141	2954	471	3141	3610	1610	1714	3610	1608
Grp Volume(v), veh/h	240	520	280	378	794	812	422	372	35	407	582	325
Grp Sat Flow(s),veh/h/ln	1570	1900	1609	1570	1710	1715	1570	1805	1610	1714	1805	1608
Q Serve(g_s), s	10.9	32.1	12.4	16.7	64.1	64.1	18.5	13.9	1.2	32.0	21.0	6.6
Cycle Q Clear(g_c), s	10.9	32.1	12.4	16.7	64.1	64.1	18.5	13.9	1.2	32.0	21.0	6.6
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	764	943	456	768	770	512	554	514	384	851	537
V/C Ratio(X)	0.99	0.68	0.30	0.83	1.03	1.05	0.82	0.67	0.07	1.06	0.68	0.61
Avail Cap(c_a), veh/h	242	764	943	462	768	770	616	757	604	384	860	541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.8	35.1	14.8	59.2	39.3	39.9	57.7	57.0	14.2	55.3	49.7	19.2
Incr Delay (d2), s/veh	55.2	2.0	0.1	11.8	41.3	47.7	7.6	0.5	0.0	62.2	1.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	14.7	4.2	7.2	34.0	35.6	7.6	6.2	0.5	20.0	9.4	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.0	37.2	14.9	71.0	80.6	87.6	65.3	57.5	14.2	117.6	51.5	20.6
LnGrp LOS	F	D	B	E	F	F	E	E	B	F	D	C
Approach Vol, veh/h		1040			1984			829			1314	
Approach Delay, s/veh		50.5			81.7			59.7			64.3	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	59.2	25.3	35.5	15.8	66.1	36.9	23.9
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	* 6.8	* 6.8	6.9	* 6.9
Max Green Setting (Gmax), s	8.6	* 49	26.0	29.0	* 9	* 59	30.0	* 25
Max Q Clear Time (g_c+I1), s	18.7	34.1	20.5	23.0	12.9	66.1	34.0	15.9
Green Ext Time (p_c), s	0.1	2.0	0.7	1.6	0.0	0.0	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	67.5
HCM 6th LOS	E

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	33	38	498	24	331	120	495	215	91	1079	66
Future Volume (veh/h)	39	33	38	498	24	331	120	495	215	91	1079	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1900	1800	1800	1900	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	41	35	18	524	25	150	126	521	165	96	1136	64
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	453	371	688	678	28	688	151	1029	324	155	1330	75
Arrive On Green	0.37	0.43	0.43	0.37	0.43	0.43	0.09	0.40	0.40	0.09	0.40	0.40
Sat Flow, veh/h	887	869	1610	1367	65	1610	1714	2558	806	1714	3287	185
Grp Volume(v), veh/h	76	0	18	549	0	150	126	347	339	96	591	609
Grp Sat Flow(s),veh/h/ln	1756	0	1610	1432	0	1610	1714	1710	1655	1714	1710	1762
Q Serve(g_s), s	0.0	0.0	0.5	25.5	0.0	4.4	5.4	11.4	11.5	4.0	23.5	23.6
Cycle Q Clear(g_c), s	2.0	0.0	0.5	27.5	0.0	4.4	5.4	11.4	11.5	4.0	23.5	23.6
Prop In Lane	0.54		1.00	0.95		1.00	1.00		0.49	1.00		0.11
Lane Grp Cap(c), veh/h	719	0	688	620	0	688	151	688	666	155	692	713
V/C Ratio(X)	0.11	0.00	0.03	0.89	0.00	0.22	0.83	0.50	0.51	0.62	0.85	0.85
Avail Cap(c_a), veh/h	719	0	688	620	0	688	151	688	666	240	694	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	12.4	22.6	0.0	13.5	33.6	16.8	16.8	32.8	20.3	20.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	14.7	0.0	0.2	31.3	0.6	0.6	4.0	9.6	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.2	12.5	0.0	1.5	3.3	3.8	3.7	1.7	9.4	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	0.0	12.4	37.3	0.0	13.8	64.9	17.4	17.5	36.8	29.9	29.8
LnGrp LOS	B	A	B	D	A	B	E	B	B	D	C	C
Approach Vol, veh/h		94			699			812			1296	
Approach Delay, s/veh		13.4			32.3			24.8			30.4	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.6	32.3		34.0	8.8	32.1		34.0
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		* 6.5
Max Green Setting (Gmax), s	5.1	* 26		* 28	9.0	* 22		* 28
Max Q Clear Time (g_c+I1), s	7.4	25.6		4.0	6.0	13.5		29.5
Green Ext Time (p_c), s	0.0	0.1		0.3	0.0	2.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	0	14	228	0	87	113	709	313	207	1104	21
Future Volume (veh/h)	33	0	14	228	0	87	113	709	313	207	1104	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1900	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	35	0	2	240	0	16	119	746	253	218	1162	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	0	161	303	0	285	206	1053	357	270	1571	28
Arrive On Green	0.11	0.00	0.04	0.11	0.00	0.18	0.12	0.42	0.34	0.16	0.46	0.38
Sat Flow, veh/h	1714	0	1525	1714	0	1610	1714	2506	850	1714	3435	62
Grp Volume(v), veh/h	35	0	2	240	0	16	119	509	490	218	578	605
Grp Sat Flow(s),veh/h/ln	1714	0	1525	1714	0	1610	1714	1710	1645	1714	1710	1787
Q Serve(g_s), s	1.1	0.0	0.1	7.8	0.0	0.5	3.7	14.0	14.4	7.0	15.8	15.9
Cycle Q Clear(g_c), s	1.1	0.0	0.1	7.8	0.0	0.5	3.7	14.0	14.4	7.0	15.8	15.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.52	1.00		0.03
Lane Grp Cap(c), veh/h	181	0	161	303	0	285	206	719	691	270	782	817
V/C Ratio(X)	0.19	0.00	0.01	0.79	0.00	0.06	0.58	0.71	0.71	0.81	0.74	0.74
Avail Cap(c_a), veh/h	312	0	278	303	0	285	210	823	792	270	883	923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	24.6	24.3	0.0	19.5	23.7	13.7	14.8	23.2	12.7	12.8
Incr Delay (d2), s/veh	0.5	0.0	0.0	13.3	0.0	0.1	3.7	2.4	2.5	16.4	2.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	4.0	0.0	0.2	1.5	4.2	4.5	3.6	4.6	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	0.0	24.6	37.6	0.0	19.6	27.5	16.1	17.3	39.6	15.6	15.6
LnGrp LOS	C	A	C	D	A	B	C	B	B	D	B	B
Approach Vol, veh/h		37			256			1118			1401	
Approach Delay, s/veh		23.9			36.5			17.8			19.3	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	8.0	8.9	28.1		12.1	11.0	26.0
Change Period (Y+Rc), s	* 5.8	4.0	6.5		5.6	4.0	6.5
Max Green Setting (Gmax), s	* 6.6	5.0	25.0		6.5	7.0	23.0
Max Q Clear Time (g_c+I1), s	3.1	5.7	17.9		9.8	9.0	16.4
Green Ext Time (p_c), s	0.0	0.0	3.7		0.0	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	396	149	363	429	134	385	720	211	163	939	342
Future Volume (veh/h)	215	396	149	363	429	134	385	720	211	163	939	342
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1700	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	219	404	41	370	438	38	393	735	76	166	958	117
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	391	1099	341	533	928	414	552	2070	643	334	1710	529
Arrive On Green	0.12	0.21	0.21	0.17	0.26	0.26	0.18	0.40	0.40	0.11	0.33	0.33
Sat Flow, veh/h	3141	5187	1610	3141	3610	1610	3141	5187	1610	3141	5187	1606
Grp Volume(v), veh/h	219	404	41	370	438	38	393	735	76	166	958	117
Grp Sat Flow(s),veh/h/ln	1570	1729	1610	1570	1805	1610	1570	1729	1610	1570	1729	1606
Q Serve(g_s), s	4.6	4.7	1.5	7.8	7.3	1.3	8.3	7.0	2.1	3.5	10.8	3.7
Cycle Q Clear(g_c), s	4.6	4.7	1.5	7.8	7.3	1.3	8.3	7.0	2.1	3.5	10.8	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	391	1099	341	533	928	414	552	2070	643	334	1710	529
V/C Ratio(X)	0.56	0.37	0.12	0.69	0.47	0.09	0.71	0.36	0.12	0.50	0.56	0.22
Avail Cap(c_a), veh/h	577	2418	751	577	1683	751	577	2418	751	577	2418	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	23.8	22.6	27.7	22.2	20.0	27.5	14.9	13.4	29.8	19.5	17.2
Incr Delay (d2), s/veh	1.3	0.2	0.2	3.3	0.4	0.1	3.9	0.1	0.1	1.1	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.8	0.5	2.9	2.8	0.4	3.1	2.3	0.7	1.3	3.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	24.0	22.7	30.9	22.6	20.1	31.4	15.0	13.5	31.0	19.8	17.4
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		664			846			1204			1241	
Approach Delay, s/veh		26.1			26.1			20.2			21.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	17.0	14.4	25.3	10.8	20.2	9.5	30.3
Change Period (Y+Rc), s	4.0	7.0	4.0	* 6.6	4.0	7.0	4.0	* 6.6
Max Green Setting (Gmax), s	10.0	28.0	11.0	* 28	11.0	28.0	11.0	* 28
Max Q Clear Time (g_c+I1), s	9.8	6.7	10.3	12.8	6.6	9.3	5.5	9.0
Green Ext Time (p_c), s	0.2	2.5	0.1	5.7	0.3	2.5	0.2	4.6

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	63	51	106	882	1188	144
Future Volume (veh/h)	63	51	106	882	1188	144
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1800	1900	1800	1900	1900	1900
Adj Flow Rate, veh/h	66	39	110	919	1238	101
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	171	160	421	2093	2093	914
Arrive On Green	0.10	0.10	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1714	1610	457	3705	3705	1576
Grp Volume(v), veh/h	66	39	110	919	1238	101
Grp Sat Flow(s),veh/h/ln	1714	1610	457	1805	1805	1576
Q Serve(g_s), s	1.0	0.6	5.7	4.0	6.2	0.8
Cycle Q Clear(g_c), s	1.0	0.6	11.9	4.0	6.2	0.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	171	160	421	2093	2093	914
V/C Ratio(X)	0.39	0.24	0.26	0.44	0.59	0.11
Avail Cap(c_a), veh/h	1099	1032	449	2314	2314	1010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	11.7	7.6	3.3	3.8	2.6
Incr Delay (d2), s/veh	1.4	0.8	0.3	0.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.2	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.3	12.4	7.9	3.5	4.1	2.7
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	105			1029	1339	
Approach Delay, s/veh	13.0			3.9	4.0	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		20.8		7.3		20.8
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		13.9		3.0		8.2
Green Ext Time (p_c), s		2.4		0.2		5.5

Intersection Summary		
HCM 6th Ctrl Delay		4.4
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	682	328	481	1105	386	322	1127	182	283	1173	131
Future Volume (veh/h)	184	682	328	481	1105	386	322	1127	182	283	1173	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1700	1900	1900	1700	1800	1800
Adj Flow Rate, veh/h	194	718	205	506	1163	268	339	1186	152	298	1235	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	409	1391	424	639	1771	541	409	2123	843	409	1866	189
Arrive On Green	0.13	0.27	0.27	0.20	0.34	0.34	0.13	0.32	0.32	0.13	0.32	0.28
Sat Flow, veh/h	3141	5187	1581	3141	5187	1584	3141	6536	1585	3141	5744	583
Grp Volume(v), veh/h	194	718	205	506	1163	268	339	1186	152	298	997	364
Grp Sat Flow(s),veh/h/ln	1570	1729	1581	1570	1729	1584	1570	1634	1585	1570	1548	1683
Q Serve(g_s), s	7.0	14.4	13.4	18.8	23.4	16.5	12.9	18.4	6.1	11.2	22.7	23.1
Cycle Q Clear(g_c), s	7.0	14.4	13.4	18.8	23.4	16.5	12.9	18.4	6.1	11.2	22.7	23.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	409	1391	424	639	1771	541	409	2123	843	409	1509	547
V/C Ratio(X)	0.47	0.52	0.48	0.79	0.66	0.50	0.83	0.56	0.18	0.73	0.66	0.66
Avail Cap(c_a), veh/h	409	2238	682	639	2618	800	409	2501	934	409	1777	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	38.2	37.8	46.4	34.3	32.1	52.1	34.2	15.1	51.3	35.7	36.5
Incr Delay (d2), s/veh	0.3	0.3	0.9	6.2	0.4	0.7	12.5	0.3	0.1	5.6	0.8	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	5.9	5.0	7.5	9.3	6.1	5.6	7.0	2.1	4.6	8.3	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	38.5	38.7	52.6	34.8	32.8	64.6	34.5	15.2	57.0	36.5	38.8
LnGrp LOS	D	D	D	D	C	C	E	C	B	E	D	D
Approach Vol, veh/h		1117			1937			1677			1659	
Approach Delay, s/veh		40.5			39.1			38.8			40.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	41.9	27.5	35.4	18.0	41.9	18.5	44.4
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5
Max Green Setting (Gmax), s	11.0	42.0	20.0	48.0	11.0	42.0	11.0	57.0
Max Q Clear Time (g_c+I1), s	11.2	20.4	20.8	16.4	14.9	25.1	9.0	25.4
Green Ext Time (p_c), s	0.0	9.9	0.0	5.4	0.0	8.9	0.1	9.7

Intersection Summary	
HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	437	745	33	144	1906	267	86	55	121	265	262	971
Future Volume (veh/h)	437	745	33	144	1906	267	86	55	121	265	262	971
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1800	1900	1900	1800	1800	1900
Adj Flow Rate, veh/h	460	784	16	152	2006	168	91	58	19	279	276	654
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	476	2407	746	345	2191	680	211	505	225	352	400	716
Arrive On Green	0.15	0.46	0.46	0.11	0.42	0.42	0.12	0.14	0.14	0.21	0.22	0.22
Sat Flow, veh/h	3141	5187	1608	3141	5187	1610	1714	3610	1610	1714	1800	3220
Grp Volume(v), veh/h	460	784	16	152	2006	168	91	58	19	279	276	654
Grp Sat Flow(s),veh/h/ln	1570	1729	1608	1570	1729	1610	1714	1805	1610	1714	1800	1610
Q Serve(g_s), s	14.4	9.4	0.5	4.5	36.1	6.7	4.9	1.4	1.0	15.3	13.9	19.6
Cycle Q Clear(g_c), s	14.4	9.4	0.5	4.5	36.1	6.7	4.9	1.4	1.0	15.3	13.9	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	476	2407	746	345	2191	680	211	505	225	352	400	716
V/C Ratio(X)	0.97	0.33	0.02	0.44	0.92	0.25	0.43	0.11	0.08	0.79	0.69	0.91
Avail Cap(c_a), veh/h	476	2407	746	349	2191	680	225	511	228	364	400	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.45	0.45	0.45	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	16.8	14.4	41.2	26.9	18.4	40.2	37.2	37.1	37.3	35.4	37.6
Incr Delay (d2), s/veh	32.5	0.4	0.1	0.1	3.7	0.4	0.5	0.1	0.2	10.1	5.0	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	3.4	0.2	1.6	13.7	2.5	2.1	0.6	0.4	7.4	6.7	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.2	17.1	14.4	41.4	30.6	18.8	40.7	37.3	37.2	47.4	40.3	53.8
LnGrp LOS	E	B	B	D	C	B	D	D	D	D	D	D
Approach Vol, veh/h		1260			2326			168			1209	
Approach Delay, s/veh		37.9			30.4			39.1			49.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	47.9	14.2	24.0	17.0	43.8	22.3	15.9
Change Period (Y+Rc), s	5.0	6.5	5.0	5.8	5.0	6.5	5.0	5.8
Max Green Setting (Gmax), s	8.0	40.8	10.0	18.2	12.0	36.8	18.0	10.2
Max Q Clear Time (g_c+I1), s	6.5	11.4	6.9	21.6	16.4	38.1	17.3	3.4
Green Ext Time (p_c), s	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	758	69	43	796	148	82	34	78	690	50	1411
Future Volume (veh/h)	280	758	69	43	796	148	82	34	78	690	50	1411
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	295	798	32	45	838	130	86	36	13	764	0	1251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	588	2259	701	151	1380	213	225	328	112	903	0	1399
Arrive On Green	0.19	0.44	0.44	0.09	0.32	0.28	0.13	0.13	0.10	0.26	0.00	0.26
Sat Flow, veh/h	3141	5187	1609	1714	4294	662	1714	2498	853	3429	0	3051
Grp Volume(v), veh/h	295	798	32	45	638	330	86	24	25	764	0	1251
Grp Sat Flow(s),veh/h/ln	1570	1729	1609	1714	1638	1681	1714	1710	1641	1714	0	1525
Q Serve(g_s), s	8.3	10.1	1.1	2.4	16.1	16.4	4.5	1.2	1.3	20.7	0.0	17.7
Cycle Q Clear(g_c), s	8.3	10.1	1.1	2.4	16.1	16.4	4.5	1.2	1.3	20.7	0.0	17.7
Prop In Lane	1.00		1.00	1.00		0.39	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	588	2259	701	151	1053	540	225	224	215	903	0	1399
V/C Ratio(X)	0.50	0.35	0.05	0.30	0.61	0.61	0.38	0.11	0.12	0.85	0.00	0.89
Avail Cap(c_a), veh/h	588	2259	701	245	1053	540	297	297	285	903	0	1399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.7	18.4	15.9	41.8	28.0	28.9	38.9	37.5	38.3	34.2	0.0	24.4
Incr Delay (d2), s/veh	0.2	0.4	0.1	0.4	2.6	5.1	0.4	0.1	0.1	7.1	0.0	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.7	0.4	1.0	6.1	6.9	1.9	0.5	0.5	9.4	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	18.8	16.0	42.2	30.6	34.0	39.3	37.6	38.3	41.4	0.0	31.9
LnGrp LOS	D	B	B	D	C	C	D	D	D	D	A	C
Approach Vol, veh/h		1125			1013			135			2015	
Approach Delay, s/veh		23.3			32.2			38.8			35.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.6	44.7		27.8	21.8	33.5		14.9
Change Period (Y+Rc), s	5.0	6.5		5.8	6.5	* 6.5		5.0
Max Green Setting (Gmax), s	11.6	29.0		22.0	11.0	* 27		14.0
Max Q Clear Time (g_c+I1), s	14.4	12.1		22.7	10.3	18.4		6.5
Green Ext Time (p_c), s	0.0	3.7		0.0	0.0	3.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	31.6
HCM 6th LOS	C

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	639	292	110	786	129	521	823	69	91	996	477
Future Volume (veh/h)	196	639	292	110	786	129	521	823	69	91	996	477
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1800	1800	1700	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	206	673	91	116	827	123	548	866	0	96	1048	308
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	340	1103	485	259	834	124	565	1628		254	1270	559
Arrive On Green	0.11	0.31	0.31	0.08	0.28	0.24	0.18	0.45	0.00	0.08	0.35	0.35
Sat Flow, veh/h	3141	3610	1589	3141	2980	443	3141	3610	1610	3141	3610	1590
Grp Volume(v), veh/h	206	673	91	116	475	475	548	866	0	96	1048	308
Grp Sat Flow(s),veh/h/ln	1570	1805	1589	1570	1710	1713	1570	1805	1610	1570	1805	1590
Q Serve(g_s), s	6.3	15.9	4.2	3.5	27.7	27.7	17.3	17.3	0.0	2.9	26.5	15.6
Cycle Q Clear(g_c), s	6.3	15.9	4.2	3.5	27.7	27.7	17.3	17.3	0.0	2.9	26.5	15.6
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	1103	485	259	479	480	565	1628		254	1270	559
V/C Ratio(X)	0.61	0.61	0.19	0.45	0.99	0.99	0.97	0.53		0.38	0.82	0.55
Avail Cap(c_a), veh/h	408	1103	485	597	479	480	565	1628		408	1270	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	42.6	29.6	25.6	43.7	35.9	36.4	40.7	19.8	0.0	43.6	29.6	26.0
Incr Delay (d2), s/veh	0.7	1.1	0.2	0.4	38.7	38.7	29.9	1.2	0.0	0.3	5.6	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.5	1.5	1.3	15.7	15.8	8.7	6.8	0.0	1.1	11.3	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	30.7	25.8	44.1	74.6	75.1	70.7	21.1	0.0	43.9	35.1	29.5
LnGrp LOS	D	C	C	D	E	E	E	C		D	D	C
Approach Vol, veh/h		970			1066			1414	A		1452	
Approach Delay, s/veh		32.9			71.5			40.3			34.5	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	32.5	20.0	37.2	12.8	30.0	10.1	47.1
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	16.5	18.0	15.5	29.0	10.5	24.0	10.5	34.0
Max Q Clear Time (g_c+I1), s	15.5	17.9	19.3	28.5	8.3	29.7	4.9	19.3
Green Ext Time (p_c), s	0.1	0.0	0.0	0.4	0.1	0.0	0.1	6.2

Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

Notes

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

Unsignalized Delay for [NBR] 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)	0	0	0	703	0	779	0	1448	602	0	1286	1123
Future Volume (veh/h)	0	0	0	703	0	779	0	1448	602	0	1286	1123
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				1800	1800	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				972	0	495	0	1524	0	0	1354	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1366	0	641	0	1880		0	2702	
Arrive On Green				0.40	0.00	0.40	0.00	1.00	0.00	0.00	0.52	0.00
Sat Flow, veh/h				3429	0	1610	0	3705	1610	0	5358	1610
Grp Volume(v), veh/h				972	0	495	0	1524	0	0	1354	0
Grp Sat Flow(s),veh/h/ln				1714	0	1610	0	1805	1610	0	1729	1610
Q Serve(g_s), s				23.6	0.0	26.4	0.0	0.0	0.0	0.0	16.8	0.0
Cycle Q Clear(g_c), s				23.6	0.0	26.4	0.0	0.0	0.0	0.0	16.8	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1366	0	641	0	1880		0	2702	
V/C Ratio(X)				0.71	0.00	0.77	0.00	0.81		0.00	0.50	
Avail Cap(c_a), veh/h				1766	0	829	0	1880		0	2702	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.74	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				25.0	0.0	25.9	0.0	0.0	0.0	0.0	15.4	0.0
Incr Delay (d2), s/veh				1.0	0.0	3.4	0.0	2.9	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.6	0.0	10.5	0.0	0.8	0.0	0.0	5.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.0	0.0	29.3	0.0	2.9	0.0	0.0	16.0	0.0
LnGrp LOS				C	A	C	A	A		A	B	
Approach Vol, veh/h					1467			1524	A		1354	A
Approach Delay, s/veh					27.1			2.9			16.0	
Approach LOS					C			A			B	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	56.3		56.3		42.7			
Change Period (Y+Rc), s	9.7		9.7		8.3			
Max Green Setting (Gmax), s	35.0		35.0		46.0			
Max Q Clear Time (g_c+I1), s	2.0		18.8		28.4			
Green Ext Time (p_c), s	13.4		7.9		6.0			

Intersection Summary		
HCM 6th Ctrl Delay	15.2	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] 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)	435	0	906	0	0	0	0	1666	430	0	1629	354
Future Volume (veh/h)	435	0	906	0	0	0	0	1666	430	0	1629	354
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	1700	0	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	458	0	914				0	1754	0	0	1715	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1386	0	711				0	2478		0	1725	
Arrive On Green	0.44	0.00	0.44				0.00	0.48	0.00	0.00	0.96	0.00
Sat Flow, veh/h	3141	0	1610				0	5358	1610	0	3705	1610
Grp Volume(v), veh/h	458	0	914				0	1754	0	0	1715	0
Grp Sat Flow(s),veh/h/ln	1570	0	1610				0	1729	1610	0	1805	1610
Q Serve(g_s), s	9.4	0.0	43.7				0.0	26.4	0.0	0.0	41.9	0.0
Cycle Q Clear(g_c), s	9.4	0.0	43.7				0.0	26.4	0.0	0.0	41.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1386	0	711				0	2478		0	1725	
V/C Ratio(X)	0.33	0.00	1.29				0.00	0.71		0.00	0.99	
Avail Cap(c_a), veh/h	1386	0	711				0	2478		0	1725	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	0.74	0.00
Uniform Delay (d), s/veh	18.1	0.0	27.6				0.0	20.4	0.0	0.0	2.1	0.0
Incr Delay (d2), s/veh	0.1	0.0	139.2				0.0	1.7	0.0	0.0	17.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	0.0	43.6				0.0	9.7	0.0	0.0	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	0.0	166.9				0.0	22.1	0.0	0.0	19.4	0.0
LnGrp LOS	B	A	F				A	C		A	B	
Approach Vol, veh/h		1372						1754	A		1715	A
Approach Delay, s/veh		117.2						22.1			19.4	
Approach LOS		F						C			B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	52.0	47.0	52.0
Change Period (Y+Rc), s	9.7	8.3	9.7
Max Green Setting (Gmax), s	42.3	38.7	42.3
Max Q Clear Time (g_c+I1), s	28.4	45.7	43.9
Green Ext Time (p_c), s	9.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.1
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	829	1329	56
Future Vol, veh/h	0	3	0	829	1329	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	0	873	1399	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	729	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	365	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	365	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	365	-	-
HCM Lane V/C Ratio	-	0.009	-	-
HCM Control Delay (s)	-	14.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

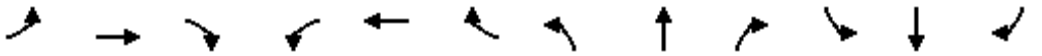
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	1135	1344	2
Future Vol, veh/h	0	1	0	1135	1344	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	0	1195	1415	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	709	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	377	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	377	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	377	-	-
HCM Lane V/C Ratio	-	0.003	-	-
HCM Control Delay (s)	-	14.6	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	2154	125	322	1054	233	132	871	403	216	476	82
Future Volume (veh/h)	212	2154	125	322	1054	233	132	871	403	216	476	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1800	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	216	2198	60	329	1076	118	135	889	359	220	486	27
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	303	2245	696	1069	3603	1118	147	1070	990	292	1096	487
Arrive On Green	0.10	0.43	0.43	0.34	0.69	0.69	0.09	0.30	0.28	0.09	0.30	0.30
Sat Flow, veh/h	3141	5187	1608	3141	5187	1609	1714	3610	1605	3141	3610	1604
Grp Volume(v), veh/h	216	2198	60	329	1076	118	135	889	359	220	486	27
Grp Sat Flow(s),veh/h/ln	1570	1729	1608	1570	1729	1609	1714	1805	1605	1570	1805	1604
Q Serve(g_s), s	9.3	58.4	3.4	10.8	11.2	3.4	10.9	32.2	3.7	9.6	15.2	1.7
Cycle Q Clear(g_c), s	9.3	58.4	3.4	10.8	11.2	3.4	10.9	32.2	3.7	9.6	15.2	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	303	2245	696	1069	3603	1118	147	1070	990	292	1096	487
V/C Ratio(X)	0.71	0.98	0.09	0.31	0.30	0.11	0.92	0.83	0.36	0.75	0.44	0.06
Avail Cap(c_a), veh/h	359	2245	696	1069	3603	1118	147	1109	1007	292	1135	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	61.4	39.1	28.8	34.0	8.2	7.0	63.5	46.0	17.7	61.9	39.2	34.5
Incr Delay (d2), s/veh	5.3	14.6	0.2	0.2	0.2	0.2	50.7	5.3	0.2	10.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	26.2	1.2	4.0	3.7	1.1	6.8	14.8	6.2	4.2	6.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	53.7	29.0	34.2	8.4	7.2	114.2	51.3	17.9	72.6	39.3	34.5
LnGrp LOS	E	D	C	C	A	A	F	D	B	E	D	C
Approach Vol, veh/h		2474			1523			1383			733	
Approach Delay, s/veh		54.3			13.9			48.8			49.1	
Approach LOS		D			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	53.0	62.6	14.0	44.9	15.5	100.1	15.0	43.9
Change Period (Y+Rc), s	* 6.5	* 6.5	3.5	7.4	4.0	* 6.5	4.0	7.4
Max Green Setting (Gmax), s	* 13	* 56	10.5	39.0	14.0	* 55	11.0	38.0
Max Q Clear Time (g_c+I1), s	12.8	60.4	12.9	17.2	11.3	13.2	11.6	34.2
Green Ext Time (p_c), s	0.0	0.0	0.0	1.9	0.2	5.1	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2741	1067	0	1482	859	0	0	0	286	0	926
Future Volume (veh/h)	0	2741	1067	0	1482	859	0	0	0	286	0	926
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	0	1900	1900	0	1900	1900				1800	1800	1900
Adj Flow Rate, veh/h	0	2855	0	0	1544	0				199	0	1001
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3127		0	3127					581	0	1092
Arrive On Green	0.00	0.60	0.00	0.00	1.00	0.00				0.34	0.00	0.34
Sat Flow, veh/h	0	5358	1610	0	5358	1610				1714	0	3220
Grp Volume(v), veh/h	0	2855	0	0	1544	0				199	0	1001
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1714	0	1610
Q Serve(g_s), s	0.0	33.5	0.0	0.0	0.0	0.0				6.0	0.0	20.6
Cycle Q Clear(g_c), s	0.0	33.5	0.0	0.0	0.0	0.0				6.0	0.0	20.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3127		0	3127					581	0	1092
V/C Ratio(X)	0.00	0.91		0.00	0.49					0.34	0.00	0.92
Avail Cap(c_a), veh/h	0	3127		0	3127					581	0	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.76	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.1	0.0	0.0	0.0	0.0				17.0	0.0	21.9
Incr Delay (d2), s/veh	0.0	5.3	0.0	0.0	0.4	0.0				0.3	0.0	11.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.7	0.0	0.0	0.1	0.0				2.3	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.4	0.0	0.0	0.4	0.0				17.3	0.0	33.7
LnGrp LOS	A	B		A	A					B	A	C
Approach Vol, veh/h		2855	A		1544	A					1200	
Approach Delay, s/veh		17.4			0.4						31.0	
Approach LOS		B			A						C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		43.6		25.4		43.6
Change Period (Y+Rc), s		6.5		6.5		6.5
Max Green Setting (Gmax), s		37.1		18.9		37.1
Max Q Clear Time (g_c+I1), s		35.5		22.6		2.0
Green Ext Time (p_c), s		1.5		0.0		10.1

Intersection Summary		
HCM 6th Ctrl Delay		15.6
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, 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)	0	1792	1322	0	1559	608	710	0	624	0	0	0
Future Volume (veh/h)	0	1792	1322	0	1559	608	710	0	624	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	0	1900	1900	0	1900	1900	1800	1800	1900			
Adj Flow Rate, veh/h	0	1847	0	0	1607	0	912	0	385			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3015		0	3015		1237	0	581			
Arrive On Green	0.00	1.00	0.00	0.00	0.58	0.00	0.36	0.00	0.36			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3429	0	1609			
Grp Volume(v), veh/h	0	1847	0	0	1607	0	912	0	385			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1714	0	1609			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	13.0	0.0	16.0	0.0	13.9			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	13.0	0.0	16.0	0.0	13.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3015		0	3015		1237	0	581			
V/C Ratio(X)	0.00	0.61		0.00	0.53		0.74	0.00	0.66			
Avail Cap(c_a), veh/h	0	3015		0	3015		1416	0	665			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.36	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	8.8	0.0	19.2	0.0	18.5			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.7	0.0	1.6	0.0	1.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	3.3	0.0	6.2	0.0	5.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	9.4	0.0	20.8	0.0	20.3			
LnGrp LOS	A	A		A	A		C	A	C			
Approach Vol, veh/h		1847	A		1607	A		1297				
Approach Delay, s/veh		0.3			9.4			20.7				
Approach LOS		A			A			C				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		42.1				42.1		26.9				
Change Period (Y+Rc), s		6.5				6.5		6.5				
Max Green Setting (Gmax), s		32.0				32.0		24.0				
Max Q Clear Time (g_c+I1), s		2.0				15.0		18.0				
Green Ext Time (p_c), s		12.6				8.1		2.4				

Intersection Summary												
HCM 6th Ctrl Delay			9.0									
HCM 6th LOS			A									

Notes

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

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, 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)	403	1249	292	150	1070	71	648	616	315	81	295	397
Future Volume (veh/h)	403	1249	292	150	1070	71	648	616	315	81	295	397
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1700	1900	1900	1800	1800	1800
Adj Flow Rate, veh/h	424	1315	241	158	1126	22	682	648	246	85	311	241
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	525	1418	1053	1882	3050	1360	749	1500	665	122	414	313
Arrive On Green	0.17	0.39	0.39	0.60	0.84	0.84	0.24	0.42	0.42	0.07	0.22	0.19
Sat Flow, veh/h	3141	3610	1608	3141	3610	1610	3141	3610	1600	1714	1854	1401
Grp Volume(v), veh/h	424	1315	241	158	1126	22	682	648	246	85	286	266
Grp Sat Flow(s),veh/h/ln	1570	1805	1608	1570	1805	1610	1570	1805	1600	1714	1710	1545
Q Serve(g_s), s	18.2	48.7	0.0	3.0	9.8	0.3	29.6	17.9	10.7	6.8	21.9	22.8
Cycle Q Clear(g_c), s	18.2	48.7	0.0	3.0	9.8	0.3	29.6	17.9	10.7	6.8	21.9	22.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.91
Lane Grp Cap(c), veh/h	525	1418	1053	1882	3050	1360	749	1500	665	122	382	345
V/C Ratio(X)	0.81	0.93	0.23	0.08	0.37	0.02	0.91	0.43	0.37	0.69	0.75	0.77
Avail Cap(c_a), veh/h	808	1418	1053	1882	3050	1360	763	1500	665	154	415	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	40.6	9.8	11.8	2.4	1.7	51.9	29.1	14.7	63.5	50.7	53.2
Incr Delay (d2), s/veh	3.5	11.9	0.5	0.0	0.3	0.0	14.9	0.1	0.1	9.3	5.7	7.5
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	7.2	22.6	2.9	1.0	1.8	0.1	12.8	7.5	3.7	3.2	9.8	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	52.5	10.3	11.9	2.8	1.7	66.8	29.2	14.8	72.8	56.4	60.7
LnGrp LOS	E	D	B	B	A	A	E	C	B	E	E	E
Approach Vol, veh/h		1980			1306			1576			637	
Approach Delay, s/veh		48.9			3.9			43.2			60.4	
Approach LOS		D			A			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	89.7	57.0	38.9	33.3	25.4	121.3	12.0	60.2
Change Period (Y+Rc), s	* 6.8	* 6.8	7.0	* 7	4.0	* 6.8	3.5	7.0
Max Green Setting (Gmax), s	* 7	* 50	32.5	* 29	34.0	* 23	11.1	50.4
Max Q Clear Time (g_c+I1), s	15.0	50.7	31.6	24.8	20.2	11.8	8.8	19.9
Green Ext Time (p_c), s	0.1	0.0	0.3	0.9	1.2	3.7	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	1024	279	263	680	155	337	1771	713	122	650	117
Future Volume (veh/h)	270	1024	279	263	680	155	337	1771	713	122	650	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1700	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	284	1078	95	277	716	39	355	1864	518	128	684	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	344	1119	498	240	900	402	440	2032	630	246	1712	530
Arrive On Green	0.20	0.31	0.31	0.05	0.08	0.08	0.14	0.39	0.39	0.08	0.33	0.33
Sat Flow, veh/h	1714	3610	1607	1714	3610	1610	3141	5187	1609	3141	5187	1606
Grp Volume(v), veh/h	284	1078	95	277	716	39	355	1864	518	128	684	42
Grp Sat Flow(s),veh/h/ln	1714	1805	1607	1714	1805	1610	1570	1729	1609	1570	1729	1606
Q Serve(g_s), s	15.9	29.4	4.3	14.0	19.5	2.2	11.0	34.1	28.9	3.9	10.2	1.8
Cycle Q Clear(g_c), s	15.9	29.4	4.3	14.0	19.5	2.2	11.0	34.1	28.9	3.9	10.2	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	344	1119	498	240	900	402	440	2032	630	246	1712	530
V/C Ratio(X)	0.83	0.96	0.19	1.15	0.80	0.10	0.81	0.92	0.82	0.52	0.40	0.08
Avail Cap(c_a), veh/h	429	1119	498	240	900	402	440	2032	630	408	1712	530
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.32	0.32	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	33.9	25.3	47.7	43.4	35.5	41.7	28.9	27.3	44.3	25.9	23.0
Incr Delay (d2), s/veh	8.5	18.7	0.2	84.2	1.6	0.0	9.9	8.1	11.5	0.6	0.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	14.7	1.6	11.9	9.5	0.8	4.6	14.3	12.0	1.5	4.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	52.7	25.5	131.9	45.0	35.5	51.6	36.9	38.8	44.9	26.6	23.3
LnGrp LOS	D	D	C	F	D	D	D	D	D	D	C	C
Approach Vol, veh/h		1457			1032			2737			854	
Approach Delay, s/veh		49.7			67.9			39.2			29.1	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	41.2	16.0	33.0	16.0	35.0	22.1	26.9
Change Period (Y+Rc), s	4.0	* 6.6	4.0	* 6.8	4.0	* 6.6	4.0	* 6.8
Max Green Setting (Gmax), s	11.0	* 29	12.0	* 26	12.0	* 28	23.0	* 15
Max Q Clear Time (g_c+I1), s	15.9	36.1	16.0	31.4	13.0	12.2	17.9	21.5
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	3.2	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	1096	46	235	772	316	73	1195	357	142	596	221
Future Volume (veh/h)	396	1096	46	235	772	316	73	1195	357	142	596	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1700	1800	1800	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	408	1130	45	242	796	283	75	1232	213	146	614	153
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	360	1378	55	346	769	273	120	1213	540	115	1203	930
Arrive On Green	0.42	0.82	0.73	0.11	0.31	0.26	0.07	0.34	0.34	0.07	0.33	0.33
Sat Flow, veh/h	1714	3352	133	3141	2473	879	1714	3610	1606	1714	3610	1609
Grp Volume(v), veh/h	408	576	599	242	550	529	75	1232	213	146	614	153
Grp Sat Flow(s),veh/h/ln	1714	1710	1776	1570	1710	1642	1714	1805	1606	1714	1805	1609
Q Serve(g_s), s	21.0	18.4	18.8	7.4	31.1	31.1	4.3	33.6	10.2	6.7	13.7	4.4
Cycle Q Clear(g_c), s	21.0	18.4	18.8	7.4	31.1	31.1	4.3	33.6	10.2	6.7	13.7	4.4
Prop In Lane	1.00		0.08	1.00		0.54	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	360	703	730	346	532	511	120	1213	540	115	1203	930
V/C Ratio(X)	1.13	0.82	0.82	0.70	1.03	1.04	0.63	1.02	0.39	1.27	0.51	0.16
Avail Cap(c_a), veh/h	360	703	730	346	532	511	154	1213	540	115	1203	930
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.29	0.29	0.29	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	6.9	7.2	42.9	34.5	35.7	45.2	33.2	25.4	46.7	26.8	9.8
Incr Delay (d2), s/veh	70.5	2.2	2.1	6.2	48.2	49.3	5.3	29.8	2.2	173.6	1.6	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	12.7	2.9	3.1	3.0	19.0	18.7	1.9	18.6	4.0	8.3	5.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.5	9.1	9.3	49.1	82.7	85.1	50.5	63.0	27.6	220.3	28.3	10.2
LnGrp LOS	F	A	A	D	F	F	D	F	C	F	C	B
Approach Vol, veh/h		1583			1321			1520			913	
Approach Delay, s/veh		32.5			77.5			57.4			56.0	
Approach LOS		C			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	33.0	9.0	35.0	13.0	43.0	8.7	35.3
Change Period (Y+Rc), s	3.5	* 6.7	3.5	* 6.7	4.0	* 6.7	3.5	* 6.7
Max Green Setting (Gmax), s	9.5	* 26	7.5	* 26	9.0	* 36	5.2	* 29
Max Q Clear Time (g_c+I1), s	23.0	33.1	6.3	15.7	9.4	20.8	8.7	35.6
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.0	3.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1431	67	81	940	292	70	0	109	51	0	45
Future Volume (veh/h)	144	1431	67	81	940	292	70	0	109	51	0	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1900
Adj Flow Rate, veh/h	152	1506	70	85	989	287	74	0	21	54	0	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	229	2162	100	146	1576	455	342	0	235	289	0	248
Arrive On Green	0.13	0.65	0.58	0.09	0.60	0.53	0.15	0.00	0.08	0.08	0.00	0.15
Sat Flow, veh/h	1714	3328	154	1714	2618	756	1440	0	1525	1188	0	1610
Grp Volume(v), veh/h	152	772	804	85	644	632	74	0	21	54	0	9
Grp Sat Flow(s),veh/h/ln	1714	1710	1772	1714	1710	1664	1440	0	1525	1188	0	1610
Q Serve(g_s), s	5.7	19.5	19.9	3.2	16.3	17.3	0.0	0.0	0.9	2.5	0.0	0.3
Cycle Q Clear(g_c), s	5.7	19.5	19.9	3.2	16.3	17.3	2.6	0.0	0.9	3.4	0.0	0.3
Prop In Lane	1.00		0.09	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	1111	1151	146	1029	1001	342	0	235	202	0	248
V/C Ratio(X)	0.67	0.69	0.70	0.58	0.63	0.63	0.22	0.00	0.09	0.27	0.00	0.04
Avail Cap(c_a), veh/h	545	1390	1440	545	1390	1352	865	0	789	715	0	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.9	7.6	7.8	29.8	8.6	9.5	25.3	0.0	26.7	28.3	0.0	24.4
Incr Delay (d2), s/veh	3.3	1.4	1.4	3.6	0.9	0.9	0.4	0.0	0.2	1.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	4.4	4.7	1.3	4.1	4.6	1.0	0.0	0.3	1.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	9.0	9.2	33.4	9.5	10.5	25.8	0.0	27.0	29.3	0.0	24.4
LnGrp LOS	C	A	A	C	A	B	C	A	C	C	A	C
Approach Vol, veh/h		1728			1361			95			63	
Approach Delay, s/veh		11.0			11.5			26.0			28.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	46.3		13.6	11.0	43.0		13.6
Change Period (Y+Rc), s	3.5	* 7.3		* 8.2	3.5	* 7.3		* 8.2
Max Green Setting (Gmax), s	20.0	* 50		* 30	20.0	* 50		* 30
Max Q Clear Time (g_c+I1), s	5.2	21.9		5.4	7.7	19.3		4.6
Green Ext Time (p_c), s	0.1	17.1		0.3	0.3	13.7		0.4

Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	524	876	574	202	656	369	288	843	260	134	281	248
Future Volume (veh/h)	524	876	574	202	656	369	288	843	260	134	281	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1800	1800	1700	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	540	903	567	208	676	312	297	869	207	138	290	213
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	644	922	1032	266	772	356	409	949	599	131	846	748
Arrive On Green	0.20	0.49	0.49	0.08	0.34	0.30	0.13	0.26	0.26	0.08	0.23	0.23
Sat Flow, veh/h	3141	1900	1609	3141	2272	1048	3141	3610	1610	1714	3610	1608
Grp Volume(v), veh/h	540	903	567	208	509	479	297	869	207	138	290	213
Grp Sat Flow(s),veh/h/ln	1570	1900	1609	1570	1710	1610	1570	1805	1610	1714	1805	1608
Q Serve(g_s), s	19.5	55.0	23.0	7.7	33.0	33.2	10.7	27.6	8.0	9.0	7.9	1.9
Cycle Q Clear(g_c), s	19.5	55.0	23.0	7.7	33.0	33.2	10.7	27.6	8.0	9.0	7.9	1.9
Prop In Lane	1.00		1.00	1.00		0.65	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	644	922	1032	266	581	547	409	949	599	131	846	748
V/C Ratio(X)	0.84	0.98	0.55	0.78	0.88	0.88	0.73	0.92	0.35	1.05	0.34	0.28
Avail Cap(c_a), veh/h	716	922	1032	266	581	547	642	949	599	131	846	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	29.8	11.7	52.9	36.6	38.2	49.3	42.2	14.7	54.5	37.6	7.5
Incr Delay (d2), s/veh	8.0	24.5	0.4	13.9	13.6	14.3	2.5	13.0	0.1	94.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	28.7	6.9	3.4	15.1	14.7	4.2	13.2	3.3	7.2	3.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	54.3	12.1	66.8	50.2	52.4	51.7	55.2	14.8	148.6	37.7	7.5
LnGrp LOS	D	D	B	E	D	D	D	E	B	F	D	A
Approach Vol, veh/h		2010			1196			1373			641	
Approach Delay, s/veh		42.0			54.0			48.3			51.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	59.0	17.4	29.5	29.0	42.1	13.9	33.0
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	* 6.8	* 6.8	6.9	* 6.9
Max Green Setting (Gmax), s	8.0	* 52	22.1	11.0	* 25	* 35	7.0	* 26
Max Q Clear Time (g_c+I1), s	10.7	57.0	12.7	9.9	21.5	35.2	11.0	29.6
Green Ext Time (p_c), s	0.0	0.0	0.7	0.2	0.7	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	17	86	231	35	124	51	1252	303	370	550	27
Future Volume (veh/h)	62	17	86	231	35	124	51	1252	303	370	550	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1900	1800	1800	1900	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	64	18	23	238	36	31	53	1291	297	381	567	26
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	336	90	378	355	46	378	87	1343	304	401	2222	102
Arrive On Green	0.20	0.23	0.23	0.20	0.23	0.23	0.05	0.48	0.48	0.23	0.67	0.67
Sat Flow, veh/h	1218	382	1610	1291	195	1610	1714	2770	627	1714	3326	152
Grp Volume(v), veh/h	82	0	23	274	0	31	53	789	799	381	291	302
Grp Sat Flow(s),veh/h/ln	1600	0	1610	1486	0	1610	1714	1710	1687	1714	1710	1769
Q Serve(g_s), s	0.0	0.0	1.4	17.7	0.0	1.9	3.9	56.6	59.4	28.1	8.7	8.8
Cycle Q Clear(g_c), s	5.4	0.0	1.4	23.1	0.0	1.9	3.9	56.6	59.4	28.1	8.7	8.8
Prop In Lane	0.78		1.00	0.87		1.00	1.00		0.37	1.00		0.09
Lane Grp Cap(c), veh/h	369	0	378	349	0	378	87	829	818	401	1142	1182
V/C Ratio(X)	0.22	0.00	0.06	0.79	0.00	0.08	0.61	0.95	0.98	0.95	0.25	0.26
Avail Cap(c_a), veh/h	389	0	399	368	0	399	122	829	818	401	1142	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	0.0	38.1	48.1	0.0	38.3	59.6	31.6	32.3	48.4	8.5	8.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	11.0	0.0	0.1	6.7	20.4	25.7	32.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.6	9.9	0.0	0.8	1.8	25.7	27.6	15.0	2.7	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	0.0	38.2	59.1	0.0	38.5	66.4	52.0	58.0	80.8	8.6	8.6
LnGrp LOS	D	A	D	E	A	D	E	D	E	F	A	A
Approach Vol, veh/h		105			305			1641			974	
Approach Delay, s/veh		40.5			57.0			55.4			36.8	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.5	87.7		32.1	32.0	64.2		32.1
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		* 6.5
Max Green Setting (Gmax), s	7.6	* 79		* 27	28.5	* 58		* 27
Max Q Clear Time (g_c+I1), s	5.9	10.8		7.4	30.1	61.4		25.1
Green Ext Time (p_c), s	0.0	1.8		0.3	0.0	0.0		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.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	0	75	303	0	115	54	1159	157	160	748	10
Future Volume (veh/h)	71	0	75	303	0	115	54	1159	157	160	748	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1900	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	75	0	11	319	0	24	57	1220	150	168	787	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	0	186	355	0	333	140	1332	163	190	1602	20
Arrive On Green	0.12	0.00	0.06	0.15	0.00	0.21	0.08	0.43	0.36	0.11	0.46	0.39
Sat Flow, veh/h	1714	0	1525	1714	0	1610	1714	3066	376	1714	3457	44
Grp Volume(v), veh/h	75	0	11	319	0	24	57	679	691	168	389	408
Grp Sat Flow(s),veh/h/ln	1714	0	1525	1714	0	1610	1714	1710	1732	1714	1710	1791
Q Serve(g_s), s	2.5	0.0	0.4	11.6	0.0	0.8	2.0	23.5	23.9	6.1	10.0	10.0
Cycle Q Clear(g_c), s	2.5	0.0	0.4	11.6	0.0	0.8	2.0	23.5	23.9	6.1	10.0	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		0.02
Lane Grp Cap(c), veh/h	208	0	186	355	0	333	140	743	752	190	792	830
V/C Ratio(X)	0.36	0.00	0.06	0.90	0.00	0.07	0.41	0.91	0.92	0.89	0.49	0.49
Avail Cap(c_a), veh/h	255	0	227	355	0	333	190	743	752	190	792	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	0.0	26.3	26.2	0.0	20.2	27.6	16.8	17.3	27.8	11.8	11.8
Incr Delay (d2), s/veh	1.0	0.0	0.1	24.7	0.0	0.1	1.9	15.7	16.4	35.8	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.1	6.9	0.0	0.3	0.8	9.9	10.6	4.0	2.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	26.4	50.9	0.0	20.3	29.5	32.5	33.7	63.5	12.3	12.3
LnGrp LOS	C	A	C	D	A	C	C	C	C	E	B	B
Approach Vol, veh/h		86			343			1427			965	
Approach Delay, s/veh		26.6			48.8			33.0			21.2	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.7	7.2	31.3	15.1	9.0	29.5
Change Period (Y+Rc), s	* 5.8	4.0	6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	* 5.6	5.0	23.0	9.5	5.0	23.0
Max Q Clear Time (g_c+I1), s	4.5	4.0	12.0	13.6	8.1	25.9
Green Ext Time (p_c), s	0.0	0.0	3.2	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	441	680	450	172	450	280	300	1455	208	210	914	222
Future Volume (veh/h)	441	680	450	172	450	280	300	1455	208	210	914	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1700	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	464	716	273	181	474	123	316	1532	79	221	962	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	501	1513	470	330	856	382	459	2009	624	370	1862	577
Arrive On Green	0.16	0.29	0.29	0.11	0.24	0.24	0.15	0.39	0.39	0.12	0.36	0.36
Sat Flow, veh/h	3141	5187	1610	3141	3610	1610	3141	5187	1610	3141	5187	1606
Grp Volume(v), veh/h	464	716	273	181	474	123	316	1532	79	221	962	82
Grp Sat Flow(s),veh/h/ln	1570	1729	1610	1570	1805	1610	1570	1729	1610	1570	1729	1606
Q Serve(g_s), s	11.9	9.2	11.8	4.5	9.4	5.1	7.8	20.9	2.6	5.4	11.9	2.8
Cycle Q Clear(g_c), s	11.9	9.2	11.8	4.5	9.4	5.1	7.8	20.9	2.6	5.4	11.9	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	501	1513	470	330	856	382	459	2009	624	370	1862	577
V/C Ratio(X)	0.93	0.47	0.58	0.55	0.55	0.32	0.69	0.76	0.13	0.60	0.52	0.14
Avail Cap(c_a), veh/h	501	2100	652	501	1461	652	501	2100	652	501	2100	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	23.7	24.6	34.7	27.3	25.7	33.0	21.7	16.1	34.1	20.6	17.6
Incr Delay (d2), s/veh	23.4	0.2	1.1	1.4	0.6	0.5	3.6	1.6	0.1	1.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	3.5	4.2	1.7	3.8	1.8	3.0	7.6	0.9	2.0	4.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	24.0	25.8	36.1	27.9	26.2	36.6	23.4	16.2	35.7	20.8	17.8
LnGrp LOS	E	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		1453			778			1927			1265	
Approach Delay, s/veh		34.9			29.5			25.2			23.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	25.8	13.9	31.3	15.0	21.3	11.6	33.6
Change Period (Y+Rc), s	4.0	7.0	4.0	* 6.6	4.0	7.0	4.0	* 6.6
Max Green Setting (Gmax), s	11.0	28.0	11.0	* 28	11.0	28.0	11.0	* 28
Max Q Clear Time (g_c+I1), s	6.5	13.8	9.8	13.9	13.9	11.4	7.4	22.9
Green Ext Time (p_c), s	0.2	4.7	0.1	5.4	0.0	2.9	0.2	4.0

Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	149	283	10	1196	955	77
Future Volume (veh/h)	149	283	10	1196	955	77
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1800	1900	1800	1900	1900	1900
Adj Flow Rate, veh/h	157	273	11	1259	1005	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	420	395	379	1712	1712	747
Arrive On Green	0.25	0.25	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1714	1610	569	3705	3705	1575
Grp Volume(v), veh/h	157	273	11	1259	1005	40
Grp Sat Flow(s),veh/h/ln	1714	1610	569	1805	1805	1575
Q Serve(g_s), s	2.4	4.9	0.5	9.0	6.5	0.4
Cycle Q Clear(g_c), s	2.4	4.9	7.0	9.0	6.5	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	420	395	379	1712	1712	747
V/C Ratio(X)	0.37	0.69	0.03	0.74	0.59	0.05
Avail Cap(c_a), veh/h	962	904	429	2026	2026	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	11.0	8.7	6.8	6.1	4.5
Incr Delay (d2), s/veh	0.6	2.2	0.0	1.2	0.3	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	0.7	1.4	0.0	0.9	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.6	13.2	8.7	8.0	6.5	4.6
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	430			1270	1045	
Approach Delay, s/veh	12.2			8.0	6.4	
Approach LOS	B			A	A	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	19.7		12.4		19.7
Change Period (Y+Rc), s	4.5		4.5		4.5
Max Green Setting (Gmax), s	18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s	11.0		6.9		8.5
Green Ext Time (p_c), s	4.2		1.1		4.2

Intersection Summary		
HCM 6th Ctrl Delay		8.0
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	382	1154	427	420	713	245	453	1675	365	389	1163	137
Future Volume (veh/h)	382	1154	427	420	713	245	453	1675	365	389	1163	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1700	1900	1900	1700	1800	1800
Adj Flow Rate, veh/h	402	1215	187	442	751	70	477	1763	308	409	1224	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	550	1524	465	509	1454	444	626	1975	740	557	1600	172
Arrive On Green	0.18	0.29	0.29	0.16	0.28	0.28	0.20	0.30	0.30	0.18	0.28	0.24
Sat Flow, veh/h	3141	5187	1582	3141	5187	1583	3141	6536	1585	3141	5708	612
Grp Volume(v), veh/h	402	1215	187	442	751	70	477	1763	308	409	995	361
Grp Sat Flow(s),veh/h/ln	1570	1729	1582	1570	1729	1583	1570	1634	1585	1570	1548	1677
Q Serve(g_s), s	16.8	30.0	13.2	19.1	16.9	4.6	19.9	35.8	18.0	17.1	27.3	27.6
Cycle Q Clear(g_c), s	16.8	30.0	13.2	19.1	16.9	4.6	19.9	35.8	18.0	17.1	27.3	27.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	550	1524	465	509	1454	444	626	1975	740	557	1302	470
V/C Ratio(X)	0.73	0.80	0.40	0.87	0.52	0.16	0.76	0.89	0.42	0.73	0.76	0.77
Avail Cap(c_a), veh/h	757	1586	484	509	1454	444	927	1975	740	746	1302	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	54.2	45.3	39.3	56.8	42.1	37.6	52.5	46.3	24.8	54.1	45.8	46.8
Incr Delay (d2), s/veh	1.2	2.9	0.6	14.4	0.3	0.2	1.0	5.7	0.5	1.5	2.8	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	6.5	12.7	5.0	8.3	7.0	1.8	7.7	14.8	6.5	6.7	10.5	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	48.1	39.9	71.2	42.4	37.8	53.5	52.0	25.2	55.6	48.6	54.6
LnGrp LOS	E	D	D	E	D	D	D	D	C	E	D	D
Approach Vol, veh/h		1804			1263			2548			1765	
Approach Delay, s/veh		48.9			52.2			49.1			51.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.7	44.0	25.0	43.3	29.7	41.0	26.9	41.5
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5
Max Green Setting (Gmax), s	29.6	37.0	17.5	37.5	36.0	29.0	28.5	26.5
Max Q Clear Time (g_c+I1), s	19.1	37.8	21.1	32.0	21.9	29.6	18.8	18.9
Green Ext Time (p_c), s	0.5	0.0	0.0	3.5	0.8	0.0	0.5	2.8

Intersection Summary	
HCM 6th Ctrl Delay	50.1
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	731	1356	91	100	967	598	110	215	327	162	286	673
Future Volume (veh/h)	731	1356	91	100	967	598	110	215	327	162	286	673
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	769	1427	51	105	1018	424	116	226	179	171	352	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	888	2719	843	335	1805	560	218	603	269	208	612	259
Arrive On Green	0.28	0.52	0.52	0.21	0.70	0.70	0.13	0.17	0.17	0.12	0.16	0.16
Sat Flow, veh/h	3141	5187	1608	3141	5187	1610	1714	3610	1610	1714	3800	1610
Grp Volume(v), veh/h	769	1427	51	105	1018	424	116	226	179	171	352	168
Grp Sat Flow(s),veh/h/ln	1570	1729	1608	1570	1729	1610	1714	1805	1610	1714	1900	1610
Q Serve(g_s), s	23.0	17.9	1.5	2.8	9.7	16.7	6.3	5.5	10.3	9.6	8.5	9.7
Cycle Q Clear(g_c), s	23.0	17.9	1.5	2.8	9.7	16.7	6.3	5.5	10.3	9.6	8.5	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	888	2719	843	335	1805	560	218	603	269	208	612	259
V/C Ratio(X)	0.87	0.52	0.06	0.31	0.56	0.76	0.53	0.37	0.67	0.82	0.57	0.65
Avail Cap(c_a), veh/h	888	2719	843	349	1805	560	225	656	293	208	653	276
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	15.5	11.6	35.9	11.3	12.4	40.4	36.6	38.6	42.5	38.4	38.9
Incr Delay (d2), s/veh	8.6	0.7	0.1	0.2	1.1	8.2	1.0	0.4	5.0	21.4	1.1	4.8
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	9.1	6.1	0.6	1.0	2.6	4.7	2.7	2.4	4.4	5.3	4.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	16.2	11.7	36.1	12.4	20.5	41.5	37.0	43.7	63.9	39.5	43.6
LnGrp LOS	D	B	B	D	B	C	D	D	D	E	D	D
Approach Vol, veh/h		2247			1547			521			691	
Approach Delay, s/veh		25.0			16.2			40.3			46.5	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	53.9	14.6	18.0	30.0	36.5	14.0	18.5
Change Period (Y+Rc), s	5.0	6.5	5.0	5.8	5.0	6.5	5.0	5.8
Max Green Setting (Gmax), s	8.0	45.8	10.0	13.2	25.0	28.8	9.0	14.2
Max Q Clear Time (g_c+I1), s	4.8	19.9	8.3	11.7	25.0	18.7	11.6	12.3
Green Ext Time (p_c), s	0.0	8.5	0.0	0.5	0.0	4.5	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	886	842	113	77	1038	272	114	73	77	154	41	357
Future Volume (veh/h)	886	842	113	77	1038	272	114	73	77	154	41	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	933	886	70	81	1093	253	120	77	13	102	126	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	855	3055	948	176	1611	373	235	402	66	156	164	1132
Arrive On Green	0.45	0.98	0.98	0.10	0.40	0.36	0.14	0.14	0.11	0.09	0.09	0.09
Sat Flow, veh/h	3141	5187	1609	1714	3987	923	1714	2936	484	1714	1800	3051
Grp Volume(v), veh/h	933	886	70	81	898	448	120	44	46	102	126	73
Grp Sat Flow(s),veh/h/ln	1570	1729	1609	1714	1638	1634	1714	1710	1710	1714	1800	1525
Q Serve(g_s), s	26.9	0.4	0.1	4.4	22.3	22.7	6.4	2.3	2.4	5.7	6.8	0.0
Cycle Q Clear(g_c), s	26.9	0.4	0.1	4.4	22.3	22.7	6.4	2.3	2.4	5.7	6.8	0.0
Prop In Lane	1.00		1.00	1.00		0.56	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	855	3055	948	176	1324	660	235	234	234	156	164	1132
V/C Ratio(X)	1.09	0.29	0.07	0.46	0.68	0.68	0.51	0.19	0.20	0.65	0.77	0.06
Avail Cap(c_a), veh/h	855	3055	948	190	1324	660	589	587	587	156	164	1132
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	0.3	0.3	41.9	24.2	25.4	39.7	37.9	38.3	43.5	44.0	20.1
Incr Delay (d2), s/veh	55.6	0.2	0.1	0.7	2.8	5.5	0.6	0.1	0.2	7.6	18.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.1	0.1	0.1	1.8	8.2	9.1	2.7	1.0	1.0	2.7	3.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.6	0.5	0.5	42.6	27.0	30.9	40.3	38.0	38.4	51.1	62.1	20.1
LnGrp LOS	F	A	A	D	C	C	D	D	D	D	E	C
Approach Vol, veh/h		1889			1427			210			301	
Approach Delay, s/veh		41.0			29.1			39.4			48.2	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.1	60.3		11.0	30.4	42.0		15.6
Change Period (Y+Rc), s	5.0	6.5		5.8	6.5	* 6.5		5.0
Max Green Setting (Gmax), s	8.0	32.8		5.2	5.3	* 36		31.0
Max Q Clear Time (g_c+I1), s	10.4	2.4		8.8	28.9	24.7		8.4
Green Ext Time (p_c), s	0.0	4.8		0.0	0.0	4.9		0.4

Intersection Summary	
HCM 6th Ctrl Delay	37.1
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	251	650	458	75	589	96	355	1015	83	391	882	364
Future Volume (veh/h)	251	650	458	75	589	96	355	1015	83	391	882	364
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1800	1800	1700	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	261	677	195	78	614	88	370	1057	0	407	919	196
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	391	1129	497	245	798	114	500	1298		533	1336	588
Arrive On Green	0.12	0.31	0.31	0.08	0.27	0.23	0.16	0.36	0.00	0.17	0.37	0.37
Sat Flow, veh/h	3141	3610	1589	3141	2997	429	3141	3610	1610	3141	3610	1590
Grp Volume(v), veh/h	261	677	195	78	350	352	370	1057	0	407	919	196
Grp Sat Flow(s),veh/h/ln	1570	1805	1589	1570	1710	1716	1570	1805	1610	1570	1805	1590
Q Serve(g_s), s	7.9	15.9	9.6	2.3	18.9	19.0	11.2	26.5	0.0	12.4	21.5	8.9
Cycle Q Clear(g_c), s	7.9	15.9	9.6	2.3	18.9	19.0	11.2	26.5	0.0	12.4	21.5	8.9
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	391	1129	497	245	455	457	500	1298		533	1336	588
V/C Ratio(X)	0.67	0.60	0.39	0.32	0.77	0.77	0.74	0.81		0.76	0.69	0.33
Avail Cap(c_a), veh/h	408	1129	497	408	496	498	565	1298		565	1336	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	41.8	29.1	26.9	43.6	33.8	34.4	40.1	29.0	0.0	39.6	26.6	22.6
Incr Delay (d2), s/veh	3.0	1.0	0.6	0.3	6.9	7.0	3.6	5.7	0.0	4.0	2.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	6.4	3.5	0.9	8.1	8.3	4.4	11.5	0.0	4.8	8.7	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	30.0	27.5	43.8	40.8	41.4	43.7	34.7	0.0	43.6	28.9	23.8
LnGrp LOS	D	C	C	D	D	D	D	C		D	C	C
Approach Vol, veh/h		1133			780			1427	A		1522	
Approach Delay, s/veh		33.0			41.4			37.0			32.2	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	33.3	17.9	39.0	14.5	28.6	19.0	37.9
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	10.5	25.0	15.5	28.0	10.5	25.0	15.5	28.0
Max Q Clear Time (g_c+I1), s	11.3	17.9	13.2	23.5	9.9	21.0	14.4	28.5
Green Ext Time (p_c), s	0.0	3.1	0.2	2.9	0.0	1.6	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Notes

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

Unsignalized Delay for [NBR] 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)	0	0	0	450	0	603	0	1513	752	0	1375	687
Future Volume (veh/h)	0	0	0	450	0	603	0	1513	752	0	1375	687
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				1800	1800	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				650	0	347	0	1593	0	0	1447	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				999	0	469	0	2266		0	3256	
Arrive On Green				0.29	0.00	0.29	0.00	1.00	0.00	0.00	0.63	0.00
Sat Flow, veh/h				3429	0	1610	0	3705	1610	0	5358	1610
Grp Volume(v), veh/h				650	0	347	0	1593	0	0	1447	0
Grp Sat Flow(s),veh/h/ln				1714	0	1610	0	1805	1610	0	1729	1610
Q Serve(g_s), s				16.4	0.0	19.3	0.0	0.0	0.0	0.0	14.3	0.0
Cycle Q Clear(g_c), s				16.4	0.0	19.3	0.0	0.0	0.0	0.0	14.3	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				999	0	469	0	2266		0	3256	
V/C Ratio(X)				0.65	0.00	0.74	0.00	0.70		0.00	0.44	
Avail Cap(c_a), veh/h				1177	0	553	0	2266		0	3256	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.58	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				30.7	0.0	31.7	0.0	0.0	0.0	0.0	9.5	0.0
Incr Delay (d2), s/veh				1.0	0.0	4.4	0.0	1.1	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.9	0.0	8.0	0.0	0.3	0.0	0.0	4.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.7	0.0	36.0	0.0	1.1	0.0	0.0	10.0	0.0
LnGrp LOS				C	A	D	A	A		A	A	
Approach Vol, veh/h					997			1593	A		1447	A
Approach Delay, s/veh					33.2			1.1			10.0	
Approach LOS					C			A			A	

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	66.8	66.8	32.2
Change Period (Y+Rc), s	9.7	9.7	8.3
Max Green Setting (Gmax), s	52.0	52.0	29.0
Max Q Clear Time (g_c+I1), s	2.0	16.3	21.3
Green Ext Time (p_c), s	16.5	12.1	2.6

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] 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)	396	0	719	0	0	0	0	1860	752	0	1337	491
Future Volume (veh/h)	396	0	719	0	0	0	0	1860	752	0	1337	491
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	1700	0	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	417	0	718				0	1958	0	0	1407	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1513	0	776				0	2269		0	1579	
Arrive On Green	0.48	0.00	0.48				0.00	0.44	0.00	0.00	0.87	0.00
Sat Flow, veh/h	3141	0	1610				0	5358	1610	0	3705	1610
Grp Volume(v), veh/h	417	0	718				0	1958	0	0	1407	0
Grp Sat Flow(s),veh/h/ln	1570	0	1610				0	1729	1610	0	1805	1610
Q Serve(g_s), s	7.9	0.0	41.3				0.0	33.8	0.0	0.0	21.9	0.0
Cycle Q Clear(g_c), s	7.9	0.0	41.3				0.0	33.8	0.0	0.0	21.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1513	0	776				0	2269		0	1579	
V/C Ratio(X)	0.28	0.00	0.93				0.00	0.86		0.00	0.89	
Avail Cap(c_a), veh/h	1513	0	776				0	2269		0	1579	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	0.84	0.00
Uniform Delay (d), s/veh	15.3	0.0	24.0				0.0	25.2	0.0	0.0	4.9	0.0
Incr Delay (d2), s/veh	0.1	0.0	16.9				0.0	4.6	0.0	0.0	6.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	18.6				0.0	13.2	0.0	0.0	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.4	0.0	40.9				0.0	29.8	0.0	0.0	11.7	0.0
LnGrp LOS	B	A	D				A	C		A	B	
Approach Vol, veh/h		1135						1958	A		1407	A
Approach Delay, s/veh		31.5						29.8			11.7	
Approach LOS		C						C			B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	48.0	51.0	48.0
Change Period (Y+Rc), s	9.7	8.3	9.7
Max Green Setting (Gmax), s	38.3	42.7	38.3
Max Q Clear Time (g_c+I1), s	35.8	43.3	23.9
Green Ext Time (p_c), s	2.2	0.0	7.9

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	1345	898	26
Future Vol, veh/h	0	20	0	1345	898	26
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	22	0	1462	976	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	502	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	515	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	515	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	515	-	-
HCM Lane V/C Ratio	-	0.042	-	-
HCM Control Delay (s)	-	12.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

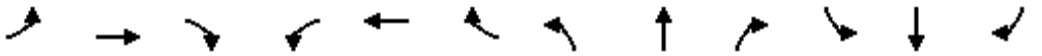
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	1370	1124	2
Future Vol, veh/h	0	1	0	1370	1124	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	0	1489	1222	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	612	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	436	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	436	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	436	-	-
HCM Lane V/C Ratio	-	0.002	-	-
HCM Control Delay (s)	-	13.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	429	88	332	665	70	120	222	88	106	449	307
Future Volume (veh/h)	151	429	88	332	665	70	120	222	88	106	449	307
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	168	477	79	369	739	70	133	247	34	118	499	259
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	705	116	492	933	88	182	1326	590	166	1292	840
Arrive On Green	0.05	0.08	0.06	0.17	0.30	0.25	0.11	0.39	0.39	0.10	0.38	0.38
Sat Flow, veh/h	1619	2938	484	2956	3157	299	1619	3420	1522	1619	3420	1524
Grp Volume(v), veh/h	168	277	279	369	400	409	133	247	34	118	499	259
Grp Sat Flow(s),veh/h/ln	1619	1710	1712	1478	1710	1746	1619	1710	1522	1619	1710	1524
Q Serve(g_s), s	10.3	15.7	15.9	11.9	21.5	21.6	7.9	4.8	0.6	7.1	10.6	9.2
Cycle Q Clear(g_c), s	10.3	15.7	15.9	11.9	21.5	21.6	7.9	4.8	0.6	7.1	10.6	9.2
Prop In Lane	1.00		0.28	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	411	411	492	506	516	182	1326	590	166	1292	840
V/C Ratio(X)	0.75	0.67	0.68	0.75	0.79	0.79	0.73	0.19	0.06	0.71	0.39	0.31
Avail Cap(c_a), veh/h	291	532	532	562	549	561	227	1326	590	227	1292	840
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	42.2	42.5	39.7	32.4	32.8	42.9	20.2	4.1	43.4	22.7	12.2
Incr Delay (d2), s/veh	7.0	0.9	1.0	4.9	6.3	6.3	8.7	0.3	0.2	6.2	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	7.2	7.3	4.4	9.1	9.4	3.5	1.8	0.5	3.0	4.2	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	43.2	43.6	44.6	38.7	39.0	51.6	20.5	4.3	49.6	23.5	13.1
LnGrp LOS	D	D	D	D	D	D	D	C	A	D	C	B
Approach Vol, veh/h		724			1178			414			876	
Approach Delay, s/veh		45.6			40.7			29.2			24.0	
Approach LOS		D			D			C			C	

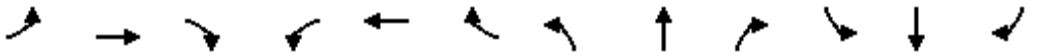
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	31.5	13.3	39.5	21.3	25.9	12.3	40.5
Change Period (Y+Rc), s	3.5	* 6.7	3.5	* 6.7	* 6.7	* 6.7	3.5	* 6.7
Max Green Setting (Gmax), s	16.5	* 27	12.5	* 23	* 17	* 26	12.5	* 23
Max Q Clear Time (g_c+I1), s	12.3	23.6	9.9	12.6	13.9	17.9	9.1	6.8
Green Ext Time (p_c), s	0.2	1.1	0.1	1.9	0.4	1.2	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	368	1033	30	61	494	223	47	869	284	96	281	212
Future Volume (veh/h)	368	1033	30	61	494	223	47	869	284	96	281	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	379	1065	30	63	509	178	48	896	115	99	290	134
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	340	1434	40	181	681	237	84	1284	571	105	1329	966
Arrive On Green	0.42	0.84	0.75	0.06	0.27	0.23	0.05	0.38	0.38	0.06	0.39	0.39
Sat Flow, veh/h	1619	3397	96	2956	2488	866	1619	3420	1522	1619	3420	1524
Grp Volume(v), veh/h	379	536	559	63	349	338	48	896	115	99	290	134
Grp Sat Flow(s),veh/h/ln	1619	1710	1783	1478	1710	1644	1619	1710	1522	1619	1710	1524
Q Serve(g_s), s	21.0	13.1	13.4	2.0	18.6	19.0	2.9	22.2	5.1	6.1	5.7	3.5
Cycle Q Clear(g_c), s	21.0	13.1	13.4	2.0	18.6	19.0	2.9	22.2	5.1	6.1	5.7	3.5
Prop In Lane	1.00		0.05	1.00		0.53	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	722	753	181	468	450	84	1284	571	105	1329	966
V/C Ratio(X)	1.11	0.74	0.74	0.35	0.75	0.75	0.57	0.70	0.20	0.94	0.22	0.14
Avail Cap(c_a), veh/h	340	800	834	207	561	539	123	1284	571	105	1329	966
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.49	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	5.5	5.7	45.0	33.2	34.4	46.3	26.4	21.1	46.6	20.4	7.4
Incr Delay (d2), s/veh	70.2	1.4	1.3	1.1	3.3	3.7	6.0	3.2	0.8	68.8	0.4	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	12.0	2.2	2.4	0.7	7.6	7.7	1.3	8.9	1.8	4.4	2.2	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.2	6.9	7.0	46.2	36.5	38.1	52.3	29.6	21.9	115.4	20.8	7.7
LnGrp LOS	F	A	A	D	D	D	D	C	C	F	C	A
Approach Vol, veh/h		1474			750			1059			523	
Approach Delay, s/veh		30.7			38.0			29.8			35.3	
Approach LOS		C			D			C			D	

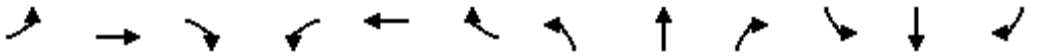
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	29.3	7.2	40.6	8.1	44.1	8.5	39.2
Change Period (Y+Rc), s	3.5	* 6.7	3.5	* 6.7	4.0	* 6.7	3.5	* 6.7
Max Green Setting (Gmax), s	19.5	* 28	6.1	* 26	5.0	* 42	5.0	* 27
Max Q Clear Time (g_c+I1), s	23.0	21.0	4.9	7.7	4.0	15.4	8.1	24.2
Green Ext Time (p_c), s	0.0	1.5	0.0	1.2	0.0	4.0	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	494	288	359	1314	219	401	353	95	387	553	327
Future Volume (veh/h)	228	494	288	359	1314	219	401	353	95	387	553	327
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1800	1800	1700	1900	1900	1700	1900	1900
Adj Flow Rate, veh/h	240	520	250	378	1383	223	422	372	40	407	582	304
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	255	804	986	482	1397	223	526	564	533	591	719	487
Arrive On Green	0.08	0.42	0.42	0.15	0.47	0.44	0.17	0.16	0.16	0.19	0.20	0.20
Sat Flow, veh/h	3141	1900	1609	3141	2954	471	3141	3610	1610	3141	3610	1608
Grp Volume(v), veh/h	240	520	250	378	794	812	422	372	40	407	582	304
Grp Sat Flow(s),veh/h/ln	1570	1900	1609	1570	1710	1715	1570	1805	1610	1570	1805	1608
Q Serve(g_s), s	10.3	29.5	9.7	15.7	61.9	64.1	17.5	13.1	1.4	16.4	20.9	4.8
Cycle Q Clear(g_c), s	10.3	29.5	9.7	15.7	61.9	64.1	17.5	13.1	1.4	16.4	20.9	4.8
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	255	804	986	482	809	811	526	564	533	591	719	487
V/C Ratio(X)	0.94	0.65	0.25	0.78	0.98	1.00	0.80	0.66	0.08	0.69	0.81	0.62
Avail Cap(c_a), veh/h	255	804	986	788	809	811	811	797	637	742	719	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	61.9	31.1	12.0	55.2	35.1	36.4	54.2	53.8	13.6	51.3	51.8	18.9
Incr Delay (d2), s/veh	40.5	1.4	0.0	2.9	26.9	31.9	3.3	0.5	0.0	1.9	6.4	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	13.1	3.1	6.2	29.8	32.1	6.9	5.8	0.6	6.4	9.8	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.5	32.5	12.1	58.1	62.0	68.3	57.5	54.3	13.6	53.2	58.2	20.8
LnGrp LOS	F	C	B	E	E	F	E	D	B	D	E	C
Approach Vol, veh/h		1010			1984			834			1293	
Approach Delay, s/veh		44.1			63.8			54.0			47.8	
Approach LOS		D			E			D			D	

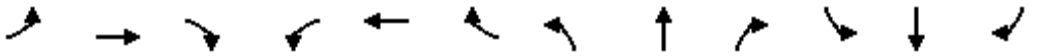
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.8	59.1	24.7	28.9	15.8	66.1	30.4	23.2
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	* 6.8	* 6.8	6.9	* 6.9
Max Green Setting (Gmax), s	32.0	* 36	33.0	22.0	* 9	* 59	30.0	* 25
Max Q Clear Time (g_c+I1), s	17.7	31.5	19.5	22.9	12.3	66.1	18.4	15.1
Green Ext Time (p_c), s	1.1	1.1	1.2	0.0	0.0	0.0	1.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	524	876	574	202	656	369	288	843	260	134	281	248
Future Volume (veh/h)	524	876	574	202	656	369	288	843	260	134	281	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1900	1900	1700	1800	1800	1700	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	540	903	567	208	676	312	297	869	207	138	290	213
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	647	925	1034	267	773	357	410	952	601	245	839	746
Arrive On Green	0.21	0.49	0.49	0.09	0.34	0.30	0.13	0.26	0.26	0.07	0.23	0.23
Sat Flow, veh/h	3141	1900	1609	3141	2272	1048	3141	3610	1610	3326	3610	1608
Grp Volume(v), veh/h	540	903	567	208	509	479	297	869	207	138	290	213
Grp Sat Flow(s),veh/h/ln	1570	1900	1609	1570	1710	1610	1570	1805	1610	1663	1805	1608
Q Serve(g_s), s	19.4	54.7	22.9	7.6	32.9	33.1	10.7	27.4	8.0	4.7	7.9	1.9
Cycle Q Clear(g_c), s	19.4	54.7	22.9	7.6	32.9	33.1	10.7	27.4	8.0	4.7	7.9	1.9
Prop In Lane	1.00		1.00	1.00		0.65	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	647	925	1034	267	582	548	410	952	601	245	839	746
V/C Ratio(X)	0.83	0.98	0.55	0.78	0.87	0.87	0.72	0.91	0.34	0.56	0.35	0.29
Avail Cap(c_a), veh/h	719	925	1034	267	583	549	644	952	601	255	839	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	44.8	29.5	11.6	52.7	36.4	38.0	49.1	42.0	14.7	52.6	37.7	7.5
Incr Delay (d2), s/veh	7.8	23.9	0.4	13.6	13.4	14.1	2.5	12.6	0.1	2.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	28.5	6.8	3.4	15.0	14.6	4.1	13.1	3.3	2.0	3.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.5	53.4	12.0	66.3	49.8	52.0	51.5	54.5	14.8	55.3	37.7	7.5
LnGrp LOS	D	D	B	E	D	D	D	D	B	E	D	A
Approach Vol, veh/h		2010			1196			1373			641	
Approach Delay, s/veh		41.5			53.6			47.9			31.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	59.0	17.3	29.2	29.0	42.0	13.6	33.0
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	* 6.8	* 6.8	6.9	* 6.9
Max Green Setting (Gmax), s	8.0	* 52	22.1	11.0	* 25	* 35	7.0	* 26
Max Q Clear Time (g_c+I1), s	9.6	56.7	12.7	9.9	21.4	35.1	6.7	29.4
Green Ext Time (p_c), s	0.0	0.0	0.7	0.2	0.7	0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.7
HCM 6th LOS	D

Notes

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

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

Appendix F: Off-Ramp Queue Worksheets



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	665	1059	1795	833	124	472	477
v/c Ratio	0.24	0.70	0.65	0.69	0.22	0.84	0.82
Control Delay	7.0	2.7	8.7	3.1	13.6	30.9	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	2.7	8.7	3.1	13.6	30.9	28.5
Queue Length 50th (ft)	40	0	116	7	30	138	132
Queue Length 95th (ft)	57	0	m133	m20	63	#312	#294
Internal Link Dist (ft)	913		712			852	
Turn Bay Length (ft)					250		250
Base Capacity (vph)	2748	1510	2748	1201	585	572	594
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.70	0.65	0.69	0.21	0.83	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

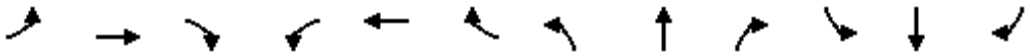


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	507	348	1626	226	573	576	422
v/c Ratio	0.19	0.36	0.62	0.15	0.94	0.88	0.56
Control Delay	6.0	2.0	10.9	0.2	44.6	33.0	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.0	2.0	10.9	0.2	44.6	33.0	7.1
Queue Length 50th (ft)	26	0	132	0	197	179	25
Queue Length 95th (ft)	m36	m7	173	0	#392	#380	91
Internal Link Dist (ft)	712		693			527	
Turn Bay Length (ft)		610		290			440
Base Capacity (vph)	2623	958	2623	1499	611	654	759
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.36	0.62	0.15	0.94	0.88	0.56

Intersection Summary

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

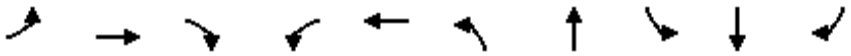
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	335	353	26	136	1633	204	82	55	89	115	669	413
v/c Ratio	0.63	0.15	0.03	0.38	0.77	0.27	0.39	0.09	0.20	0.45	0.75	0.74
Control Delay	43.3	15.8	0.1	42.9	29.4	4.6	45.6	33.9	1.1	44.1	23.9	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	15.8	0.1	42.9	29.4	4.6	45.6	33.9	1.1	44.1	23.9	17.1
Queue Length 50th (ft)	101	47	0	41	344	3	48	14	0	68	108	46
Queue Length 95th (ft)	144	69	0	70	#430	49	96	33	0	119	178	173
Internal Link Dist (ft)		1024			857			676			679	
Turn Bay Length (ft)	700		270	360		135	245			380		380
Base Capacity (vph)	593	2387	805	415	2111	769	211	652	456	292	912	566
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.15	0.03	0.33	0.77	0.27	0.39	0.08	0.20	0.39	0.73	0.73

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	229	303	43	33	854	60	60	206	209	1236
v/c Ratio	0.48	0.11	0.05	0.18	0.40	0.28	0.13	0.64	0.60	0.88
Control Delay	41.1	14.6	0.1	41.8	20.6	41.6	17.4	43.8	41.9	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	14.6	0.1	41.8	20.6	41.6	17.4	43.8	41.9	23.2
Queue Length 50th (ft)	68	38	0	19	132	34	4	123	124	245
Queue Length 95th (ft)	104	64	0	47	186	71	23	189	188	322
Internal Link Dist (ft)		857			1034		237		363	
Turn Bay Length (ft)	230		135	270				310		310
Base Capacity (vph)	480	2657	881	230	2133	279	558	402	430	1401
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	0.48	0.11	0.05	0.14	0.40	0.22	0.11	0.51	0.49	0.88

Intersection Summary



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	431	417	399	722	470	805	462
v/c Ratio	0.64	0.60	0.58	0.44	0.31	0.34	0.31
Control Delay	25.6	18.5	17.6	12.9	1.6	17.7	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	18.5	17.6	12.9	1.6	17.7	0.5
Queue Length 50th (ft)	210	154	137	89	25	115	0
Queue Length 95th (ft)	281	229	204	116	54	164	0
Internal Link Dist (ft)		757		825		689	
Turn Bay Length (ft)	670		400				
Base Capacity (vph)	790	798	798	1647	1530	2367	1511
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.52	0.50	0.44	0.31	0.34	0.31

Intersection Summary



Lane Group	EBL	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	268	626	878	351	1118	203
v/c Ratio	0.20	0.86	0.38	0.23	0.69	0.13
Control Delay	16.5	34.9	18.0	0.4	21.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	34.9	18.0	0.4	21.6	0.2
Queue Length 50th (ft)	48	293	133	0	350	0
Queue Length 95th (ft)	73	#508	167	0	426	0
Internal Link Dist (ft)			1325		825	
Turn Bay Length (ft)		500		380		
Base Capacity (vph)	1400	765	2319	1530	1614	1511
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.82	0.38	0.23	0.69	0.13

Intersection Summary

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



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2164	1022	1217	516	138	386	387
v/c Ratio	0.71	0.68	0.40	0.46	0.28	0.78	0.75
Control Delay	10.9	2.5	5.7	1.9	18.6	29.3	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	2.5	5.7	1.9	18.6	29.3	27.2
Queue Length 50th (ft)	211	0	82	13	44	126	120
Queue Length 95th (ft)	266	0	83	10	86	#269	#236
Internal Link Dist (ft)	913		712			852	
Turn Bay Length (ft)					250		250
Base Capacity (vph)	3052	1510	3052	1121	522	523	542
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.68	0.40	0.46	0.26	0.74	0.71

Intersection Summary

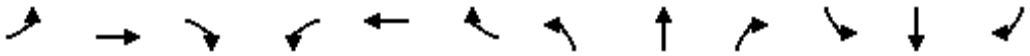
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	1179	1109	1151	344	330	324	301
v/c Ratio	0.41	0.84	0.40	0.23	0.60	0.56	0.55
Control Delay	3.6	13.7	9.0	0.4	22.4	17.9	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.6	13.7	9.0	0.4	22.4	17.9	17.5
Queue Length 50th (ft)	28	275	95	0	110	91	78
Queue Length 95th (ft)	34	#353	131	0	182	162	145
Internal Link Dist (ft)	712		693			527	
Turn Bay Length (ft)		610		290			440
Base Capacity (vph)	2872	1324	2872	1499	633	656	625
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.84	0.40	0.23	0.52	0.49	0.48

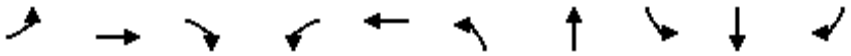
Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	707	1087	88	78	619	342	108	213	272	104	506	273
v/c Ratio	0.80	0.43	0.10	0.23	0.42	0.49	0.51	0.28	0.50	0.54	0.64	0.57
Control Delay	39.0	17.1	0.9	58.3	20.3	8.3	49.6	33.8	7.5	51.4	20.2	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	17.1	0.9	58.3	20.3	8.3	49.6	33.8	7.5	51.4	20.2	9.2
Queue Length 50th (ft)	207	164	0	24	131	93	65	60	0	62	70	0
Queue Length 95th (ft)	267	214	8	47	170	172	120	93	65	117	125	73
Internal Link Dist (ft)		1024			857			676			679	
Turn Bay Length (ft)	700		270	360		135	245			380		380
Base Capacity (vph)	980	2526	844	445	1472	697	211	788	562	211	874	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.43	0.10	0.18	0.42	0.49	0.51	0.27	0.48	0.49	0.58	0.53

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	728	684	80	48	817	81	99	66	66	327
v/c Ratio	0.85	0.23	0.08	0.25	0.44	0.36	0.21	0.34	0.31	0.25
Control Delay	34.7	5.3	0.1	43.2	23.9	43.1	21.9	43.5	42.5	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.7	5.3	0.1	43.2	23.9	43.1	21.9	43.5	42.5	2.1
Queue Length 50th (ft)	226	27	0	28	134	48	15	41	41	0
Queue Length 95th (ft)	#319	44	0	62	194	90	37	80	80	23
Internal Link Dist (ft)		857			1034		237		363	
Turn Bay Length (ft)	230		135	270				310		310
Base Capacity (vph)	861	2997	976	227	1857	309	641	336	365	1332
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	0.85	0.23	0.08	0.21	0.44	0.26	0.15	0.20	0.18	0.25

Intersection Summary

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



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	269	251	250	942	460	992	367
v/c Ratio	0.61	0.50	0.49	0.44	0.30	0.32	0.24
Control Delay	35.6	16.6	16.3	8.0	0.8	9.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.6	16.6	16.3	8.0	0.8	9.5	0.4
Queue Length 50th (ft)	150	65	62	112	0	101	0
Queue Length 95th (ft)	225	138	131	134	0	141	0
Internal Link Dist (ft)		757		825		689	
Turn Bay Length (ft)	670		400				
Base Capacity (vph)	526	572	582	2154	1530	3095	1511
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.44	0.43	0.44	0.30	0.32	0.24

Intersection Summary



Lane Group	EBL	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	263	405	1140	537	927	378
v/c Ratio	0.31	0.76	0.37	0.35	0.43	0.25
Control Delay	27.6	30.9	9.8	0.6	8.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	30.9	9.8	0.6	8.2	0.4
Queue Length 50th (ft)	65	157	119	0	87	0
Queue Length 95th (ft)	92	256	166	0	107	2
Internal Link Dist (ft)			1325		825	
Turn Bay Length (ft)		500		380		
Base Capacity (vph)	1012	610	3112	1530	2166	1511
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.66	0.37	0.35	0.43	0.25

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	712	1139	1916	1038	310	512	517
v/c Ratio	0.26	0.75	0.71	0.81	0.53	0.89	0.87
Control Delay	7.3	3.5	8.2	4.2	18.2	36.5	33.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.3	3.5	8.2	4.2	18.2	36.5	33.5
Queue Length 50th (ft)	43	0	119	17	86	159	152
Queue Length 95th (ft)	61	0	m126	m5	156	#351	#332
Internal Link Dist (ft)	913		712			852	
Turn Bay Length (ft)					250		250
Base Capacity (vph)	2706	1510	2706	1288	585	575	594
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.75	0.71	0.81	0.53	0.89	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



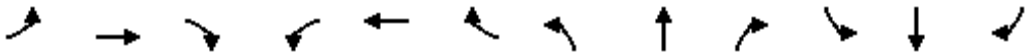
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	743	374	1888	311	718	701	655
v/c Ratio	0.28	0.39	0.72	0.21	1.18	1.10	0.97
Control Delay	6.0	1.7	12.4	0.3	117.0	88.0	44.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.0	1.7	12.4	0.3	117.0	88.0	44.6
Queue Length 50th (ft)	41	5	167	0	~331	~306	177
Queue Length 95th (ft)	m46	m6	218	0	#523	#512	#403
Internal Link Dist (ft)	712		693			527	
Turn Bay Length (ft)		610		290			440
Base Capacity (vph)	2623	970	2623	1499	611	635	675
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.39	0.72	0.21	1.18	1.10	0.97

Intersection Summary

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

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

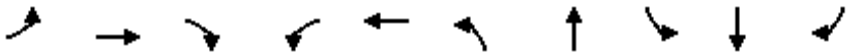
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	357	375	27	146	1737	263	87	58	93	291	712	442
v/c Ratio	0.66	0.16	0.03	0.40	0.84	0.35	0.41	0.11	0.23	0.99	0.80	0.80
Control Delay	43.8	16.0	0.1	43.2	32.2	7.9	46.2	35.6	1.3	92.3	27.1	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	16.0	0.1	43.2	32.2	7.9	46.2	35.6	1.3	92.3	27.1	21.8
Queue Length 50th (ft)	107	50	0	44	383	27	51	16	0	186	127	68
Queue Length 95th (ft)	154	73	0	73	#500	87	100	34	0	#354	202	#248
Internal Link Dist (ft)		1024			857			676			679	
Turn Bay Length (ft)	700		270	360		135	245			380		380
Base Capacity (vph)	593	2364	799	415	2075	759	211	578	427	294	909	562
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.16	0.03	0.35	0.84	0.35	0.41	0.10	0.22	0.99	0.78	0.79

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	243	496	45	35	977	64	63	384	390	1316
v/c Ratio	0.51	0.21	0.06	0.19	0.52	0.29	0.14	0.96	0.91	0.88
Control Delay	41.7	16.8	0.1	42.0	24.4	41.8	17.1	72.3	62.3	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	16.8	0.1	42.0	24.4	41.8	17.1	72.3	62.3	23.1
Queue Length 50th (ft)	72	72	0	20	170	37	5	249	249	277
Queue Length 95th (ft)	109	102	0	49	217	75	23	#432	#424	393
Internal Link Dist (ft)		857			1034		237		363	
Turn Bay Length (ft)	230		135	270				310		310
Base Capacity (vph)	480	2401	810	230	1885	279	560	402	429	1494
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	0.51	0.21	0.06	0.15	0.52	0.23	0.11	0.96	0.91	0.88

Intersection Summary

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



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	515	493	463	800	502	887	520
v/c Ratio	0.71	0.67	0.63	0.53	0.33	0.41	0.34
Control Delay	25.9	20.8	19.6	14.7	1.6	20.3	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	20.8	19.6	14.7	1.6	20.3	0.6
Queue Length 50th (ft)	237	195	168	106	26	145	0
Queue Length 95th (ft)	361	315	273	131	53	183	0
Internal Link Dist (ft)		757		825		689	
Turn Bay Length (ft)	670		400				
Base Capacity (vph)	790	794	786	1516	1530	2179	1511
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.62	0.59	0.53	0.33	0.41	0.34

Intersection Summary



Lane Group	EBL	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	314	779	952	393	1299	243
v/c Ratio	0.22	1.02	0.44	0.26	0.85	0.16
Control Delay	15.8	62.2	19.7	0.4	28.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.8	62.2	19.7	0.4	28.2	0.2
Queue Length 50th (ft)	57	~473	147	0	427	0
Queue Length 95th (ft)	85	#727	183	0	512	0
Internal Link Dist (ft)			1325		825	
Turn Bay Length (ft)		500		380		
Base Capacity (vph)	1400	765	2184	1530	1520	1511
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	1.02	0.44	0.26	0.85	0.16

Intersection Summary

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

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



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2271	1082	1291	900	206	415	407
v/c Ratio	0.75	0.72	0.43	0.71	0.41	0.83	0.78
Control Delay	11.9	2.9	5.4	6.2	20.6	34.1	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	2.9	5.4	6.2	20.6	34.1	30.1
Queue Length 50th (ft)	231	0	74	56	68	148	134
Queue Length 95th (ft)	291	0	72	113	125	#310	#280
Internal Link Dist (ft)	913		712			852	
Turn Bay Length (ft)					250		250
Base Capacity (vph)	3009	1510	3009	1262	522	517	535
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.72	0.43	0.71	0.39	0.80	0.76

Intersection Summary

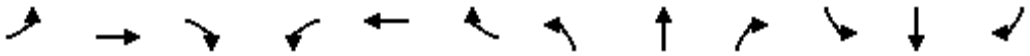
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	1303	1167	1565	537	405	390	370
v/c Ratio	0.48	0.89	0.57	0.36	0.69	0.65	0.63
Control Delay	4.4	16.0	11.4	0.7	24.3	20.1	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.4	16.0	11.4	0.7	24.3	20.1	19.6
Queue Length 50th (ft)	36	267	154	0	138	116	104
Queue Length 95th (ft)	44	#382	197	0	235	212	191
Internal Link Dist (ft)	712		693			527	
Turn Bay Length (ft)		610		290			440
Base Capacity (vph)	2741	1314	2741	1499	633	641	625
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.89	0.57	0.36	0.64	0.61	0.59

Intersection Summary

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

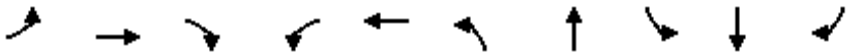


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	744	1137	93	81	647	632	114	222	284	133	530	287
v/c Ratio	0.82	0.45	0.11	0.24	0.45	0.93	0.54	0.33	0.54	0.66	0.66	0.58
Control Delay	39.9	17.6	1.1	58.3	16.4	33.7	50.7	35.2	8.2	57.5	21.0	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	17.6	1.1	58.3	16.4	33.7	50.7	35.2	8.2	57.5	21.0	9.1
Queue Length 50th (ft)	218	176	0	26	141	307	68	62	0	81	76	0
Queue Length 95th (ft)	285	226	10	m39	137	#535	126	96	66	#154	134	76
Internal Link Dist (ft)		1024			857			676			679	
Turn Bay Length (ft)	700		270	360		135	245			380		380
Base Capacity (vph)	980	2507	838	445	1423	678	211	750	557	211	877	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.45	0.11	0.18	0.45	0.93	0.54	0.30	0.51	0.63	0.60	0.54

Intersection Summary

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

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	762	739	83	50	1273	84	103	91	92	341
v/c Ratio	0.89	0.28	0.09	0.26	0.76	0.37	0.21	0.42	0.39	0.24
Control Delay	38.3	7.0	0.2	43.3	32.0	43.2	21.7	43.9	42.7	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	7.0	0.2	43.3	32.0	43.2	21.7	43.9	42.7	1.9
Queue Length 50th (ft)	240	32	0	30	242	49	15	55	56	0
Queue Length 95th (ft)	#345	51	m0	64	#377	93	38	102	102	23
Internal Link Dist (ft)		857			1034		237		363	
Turn Bay Length (ft)	230		135	270				310		310
Base Capacity (vph)	861	2677	886	227	1679	309	642	336	363	1427
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	0.89	0.28	0.09	0.22	0.76	0.27	0.16	0.27	0.25	0.24

Intersection Summary

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

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	293	277	276	1015	503	1075	419
v/c Ratio	0.64	0.55	0.54	0.48	0.33	0.35	0.28
Control Delay	35.9	21.0	20.6	8.5	0.7	10.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.9	21.0	20.6	8.5	0.7	10.2	0.5
Queue Length 50th (ft)	161	92	87	120	0	119	0
Queue Length 95th (ft)	247	175	166	144	0	155	0
Internal Link Dist (ft)		757		825		689	
Turn Bay Length (ft)	670		400				
Base Capacity (vph)	526	558	568	2114	1530	3037	1511
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.50	0.49	0.48	0.33	0.35	0.28

Intersection Summary



Lane Group	EBL	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	304	440	1312	682	986	416
v/c Ratio	0.34	0.80	0.44	0.45	0.47	0.28
Control Delay	26.8	34.8	11.3	0.9	9.3	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.8	34.8	11.3	0.9	9.3	0.5
Queue Length 50th (ft)	72	183	161	0	95	0
Queue Length 95th (ft)	106	303	198	0	114	2
Internal Link Dist (ft)			1325		825	
Turn Bay Length (ft)		500		380		
Base Capacity (vph)	1012	599	3009	1530	2094	1511
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.73	0.44	0.45	0.47	0.28

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	726	1139	1918	1038	340	516	517
v/c Ratio	0.27	0.75	0.71	0.81	0.58	0.90	0.87
Control Delay	7.3	3.5	8.2	4.2	19.4	37.3	33.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.3	3.5	8.2	4.2	19.4	37.3	33.5
Queue Length 50th (ft)	44	0	119	17	96	161	152
Queue Length 95th (ft)	62	0	m126	m5	174	#354	#332
Internal Link Dist (ft)	913		712			852	
Turn Bay Length (ft)					250		250
Base Capacity (vph)	2706	1510	2706	1288	585	576	594
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.75	0.71	0.81	0.58	0.90	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



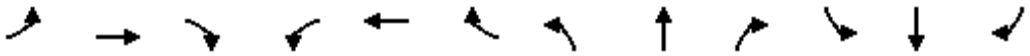
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	793	374	1890	340	718	701	655
v/c Ratio	0.30	0.39	0.72	0.23	1.18	1.10	0.99
Control Delay	6.0	1.6	12.4	0.4	117.0	88.0	49.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.0	1.6	12.4	0.4	117.0	88.0	49.6
Queue Length 50th (ft)	43	5	168	0	~331	~306	187
Queue Length 95th (ft)	m48	m5	219	0	#523	#512	#413
Internal Link Dist (ft)	712		693			527	
Turn Bay Length (ft)		610		290			440
Base Capacity (vph)	2623	970	2623	1499	611	635	663
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.39	0.72	0.23	1.18	1.10	0.99

Intersection Summary

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

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

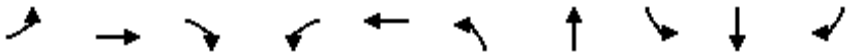
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	357	408	27	146	1742	265	87	58	93	291	712	442
v/c Ratio	0.66	0.17	0.03	0.40	0.84	0.35	0.41	0.11	0.23	0.99	0.80	0.80
Control Delay	43.8	16.1	0.1	43.2	32.3	8.0	46.2	35.6	1.3	92.3	27.1	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	16.1	0.1	43.2	32.3	8.0	46.2	35.6	1.3	92.3	27.1	21.8
Queue Length 50th (ft)	107	55	0	44	385	28	51	16	0	186	127	68
Queue Length 95th (ft)	154	79	0	73	#502	88	100	34	0	#354	202	#248
Internal Link Dist (ft)		1024			857			676			679	
Turn Bay Length (ft)	700		270	360		135	245			380		380
Base Capacity (vph)	593	2364	799	415	2075	759	211	578	427	294	909	562
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.17	0.03	0.35	0.84	0.35	0.41	0.10	0.22	0.99	0.78	0.79

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	243	529	45	35	984	64	74	384	390	1316
v/c Ratio	0.51	0.22	0.06	0.19	0.52	0.29	0.16	0.96	0.91	0.88
Control Delay	41.7	16.9	0.1	42.0	24.4	41.8	15.5	72.3	62.3	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	16.9	0.1	42.0	24.4	41.8	15.5	72.3	62.3	23.2
Queue Length 50th (ft)	72	78	0	20	171	37	5	249	249	278
Queue Length 95th (ft)	109	109	0	49	219	75	25	#432	#424	394
Internal Link Dist (ft)		857			1034		237		363	
Turn Bay Length (ft)	230		135	270				310		310
Base Capacity (vph)	480	2401	810	230	1885	279	564	402	429	1494
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	0.51	0.22	0.06	0.15	0.52	0.23	0.13	0.96	0.91	0.88

Intersection Summary

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



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	515	502	478	831	502	892	524
v/c Ratio	0.70	0.68	0.65	0.55	0.33	0.41	0.35
Control Delay	25.8	21.5	20.5	15.1	1.5	20.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	21.5	20.5	15.1	1.5	20.4	0.6
Queue Length 50th (ft)	237	203	180	113	22	146	0
Queue Length 95th (ft)	361	327	292	140	47	184	0
Internal Link Dist (ft)		757		825		689	
Turn Bay Length (ft)	670		400				
Base Capacity (vph)	790	791	784	1512	1530	2173	1511
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.63	0.61	0.55	0.33	0.41	0.35

Intersection Summary



Lane Group	EBL	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	335	779	960	393	1300	247
v/c Ratio	0.24	1.02	0.44	0.26	0.86	0.16
Control Delay	16.0	62.2	19.8	0.4	28.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	62.2	19.8	0.4	28.1	0.2
Queue Length 50th (ft)	62	~473	148	0	427	0
Queue Length 95th (ft)	91	#727	185	0	512	0
Internal Link Dist (ft)			1325		825	
Turn Bay Length (ft)		500		380		
Base Capacity (vph)	1400	765	2184	1530	1520	1511
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	1.02	0.44	0.26	0.86	0.16

Intersection Summary

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

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



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2277	1082	1303	900	223	417	407
v/c Ratio	0.76	0.72	0.43	0.71	0.44	0.83	0.78
Control Delay	12.0	2.9	5.4	6.2	21.1	34.6	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	2.9	5.4	6.2	21.1	34.6	30.3
Queue Length 50th (ft)	232	0	75	54	75	149	135
Queue Length 95th (ft)	292	0	73	114	135	#315	#281
Internal Link Dist (ft)	913		712			852	
Turn Bay Length (ft)					250		250
Base Capacity (vph)	3006	1510	3006	1261	522	516	534
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.72	0.43	0.71	0.43	0.81	0.76

Intersection Summary

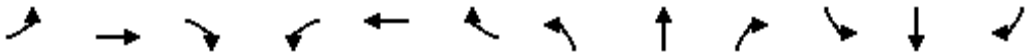
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	1328	1167	1577	568	405	390	370
v/c Ratio	0.48	0.89	0.58	0.38	0.69	0.65	0.63
Control Delay	4.5	15.7	11.5	0.7	24.3	20.1	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.5	15.7	11.5	0.7	24.3	20.1	19.6
Queue Length 50th (ft)	38	262	156	0	138	116	104
Queue Length 95th (ft)	46	#379	199	0	235	212	191
Internal Link Dist (ft)	712		693			527	
Turn Bay Length (ft)		610		290			440
Base Capacity (vph)	2741	1314	2741	1499	633	641	625
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.89	0.58	0.38	0.64	0.61	0.59

Intersection Summary

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



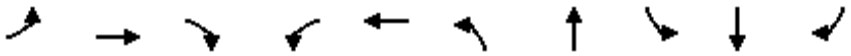
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	744	1152	93	81	682	641	114	222	284	133	530	287
v/c Ratio	0.82	0.46	0.11	0.24	0.48	0.95	0.54	0.33	0.54	0.66	0.66	0.58
Control Delay	39.9	17.7	1.1	58.4	16.4	35.7	50.7	35.2	8.2	57.5	21.0	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	17.7	1.1	58.4	16.4	35.7	50.7	35.2	8.2	57.5	21.0	9.1
Queue Length 50th (ft)	218	179	0	26	150	~319	68	62	0	81	76	0
Queue Length 95th (ft)	285	230	10	m38	149	#550	126	96	66	#154	134	76
Internal Link Dist (ft)		1024			857			676			679	
Turn Bay Length (ft)	700		270	360		135	245			380		380
Base Capacity (vph)	980	2507	838	445	1423	678	211	750	557	211	877	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.46	0.11	0.18	0.48	0.95	0.54	0.30	0.51	0.63	0.60	0.54

Intersection Summary

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

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

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	762	754	83	50	1318	84	106	91	92	341
v/c Ratio	0.89	0.28	0.09	0.26	0.78	0.37	0.22	0.42	0.39	0.24
Control Delay	38.1	6.9	0.2	43.3	33.0	43.2	21.2	43.9	42.7	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	6.9	0.2	43.3	33.0	43.2	21.2	43.9	42.7	1.9
Queue Length 50th (ft)	240	32	0	30	254	49	15	55	56	0
Queue Length 95th (ft)	#346	51	m0	64	#401	93	38	102	102	23
Internal Link Dist (ft)		857			1034		237		363	
Turn Bay Length (ft)	230		135	270				310		310
Base Capacity (vph)	861	2677	886	227	1681	309	644	336	363	1427
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	0.89	0.28	0.09	0.22	0.78	0.27	0.16	0.27	0.25	0.24

Intersection Summary

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

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	300	282	278	1032	503	1100	435
v/c Ratio	0.65	0.56	0.54	0.49	0.33	0.36	0.29
Control Delay	36.2	22.0	21.3	8.6	0.7	10.4	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	22.0	21.3	8.6	0.7	10.4	0.5
Queue Length 50th (ft)	165	98	91	123	0	124	0
Queue Length 95th (ft)	253	184	171	148	0	159	0
Internal Link Dist (ft)		757		825		689	
Turn Bay Length (ft)	670		400				
Base Capacity (vph)	526	553	565	2106	1530	3026	1511
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.51	0.49	0.49	0.33	0.36	0.29

Intersection Summary



Lane Group	EBL	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	317	440	1316	682	996	432
v/c Ratio	0.35	0.80	0.44	0.45	0.48	0.29
Control Delay	27.0	35.0	11.3	0.9	9.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	35.0	11.3	0.9	9.2	0.5
Queue Length 50th (ft)	75	184	163	0	95	0
Queue Length 95th (ft)	110	305	199	0	114	2
Internal Link Dist (ft)			1325		825	
Turn Bay Length (ft)		500		380		
Base Capacity (vph)	1012	598	3006	1530	2092	1511
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.74	0.44	0.45	0.48	0.29

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1167	1148	2100	1149	319	529	534
v/c Ratio	0.41	0.72	0.74	0.85	0.52	0.92	0.85
Control Delay	8.2	2.8	8.3	7.7	17.7	41.0	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	2.8	8.3	7.7	17.7	41.0	31.0
Queue Length 50th (ft)	78	0	142	39	88	168	155
Queue Length 95th (ft)	104	0	m129	m113	157	#369	#336
Internal Link Dist (ft)	913		712			852	
Turn Bay Length (ft)					250		250
Base Capacity (vph)	2857	1594	2857	1357	619	575	625
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.72	0.74	0.85	0.52	0.92	0.85

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



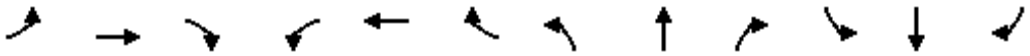
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	851	564	1915	322	764	761	690
v/c Ratio	0.47	0.62	1.06	0.20	0.81	0.83	0.76
Control Delay	11.2	3.6	61.0	0.3	18.6	19.9	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	3.6	61.0	0.3	18.6	19.9	15.3
Queue Length 50th (ft)	54	5	~283	0	194	191	150
Queue Length 95th (ft)	m70	m24	#371	0	#428	#450	#306
Internal Link Dist (ft)	712		693			527	
Turn Bay Length (ft)		610		290			440
Base Capacity (vph)	1805	916	1805	1582	949	913	912
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.62	1.06	0.20	0.81	0.83	0.76

Intersection Summary

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

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

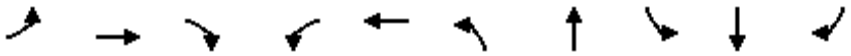
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	460	760	35	152	2004	279	91	58	127	279	787	511
v/c Ratio	0.97	0.31	0.04	0.44	0.89	0.34	0.41	0.12	0.33	0.81	0.98dr	0.97
Control Delay	78.2	16.9	0.1	45.6	32.7	7.4	45.8	38.0	2.9	56.3	40.7	53.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.2	16.9	0.1	45.6	32.7	7.4	45.8	38.0	2.9	56.3	40.7	53.8
Queue Length 50th (ft)	151	108	0	46	432	32	54	16	0	168	195	208
Queue Length 95th (ft)	#251	138	0	78	#524	87	103	35	7	#290	#321	#452
Internal Link Dist (ft)		1024			857			676			679	
Turn Bay Length (ft)	700		270	360		135	245			380		380
Base Capacity (vph)	473	2460	858	347	2251	812	223	508	402	361	875	528
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.31	0.04	0.44	0.89	0.34	0.41	0.11	0.32	0.77	0.90	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	295	774	73	45	990	86	108	385	394	1485
v/c Ratio	0.58	0.33	0.09	0.23	0.58	0.36	0.22	0.91	0.92	1.02
Control Delay	43.2	19.2	0.2	42.3	26.5	42.4	16.2	61.9	63.7	49.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	19.2	0.2	42.3	26.5	42.4	16.2	61.9	63.7	49.1
Queue Length 50th (ft)	89	120	0	26	172	50	10	245	252	~445
Queue Length 95th (ft)	131	168	0	59	228	93	34	#426	#437	#622
Internal Link Dist (ft)		857			1034		237		363	
Turn Bay Length (ft)	230		135	270				310		310
Base Capacity (vph)	509	2346	798	243	1718	295	587	426	430	1455
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	0.58	0.33	0.09	0.19	0.58	0.29	0.18	0.90	0.92	1.02

Intersection Summary

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

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



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	533	510	494	1495	634	1348	1178
v/c Ratio	0.69	0.69	0.64	0.94	0.39	0.59	0.74
Control Delay	24.7	21.9	19.9	28.1	0.7	23.0	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	21.9	19.9	28.1	0.7	23.0	3.1
Queue Length 50th (ft)	244	209	185	~536	0	245	0
Queue Length 95th (ft)	365	337	295	#647	0	295	0
Internal Link Dist (ft)		757		825		689	
Turn Bay Length (ft)	670		400				
Base Capacity (vph)	836	789	826	1592	1615	2287	1595
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.65	0.60	0.94	0.39	0.59	0.74

Intersection Summary

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

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



Lane Group	EBL	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	437	954	1745	453	1714	368
v/c Ratio	0.32	1.27	0.70	0.28	0.99	0.23
Control Delay	18.8	155.4	22.3	0.4	37.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	155.4	22.3	0.4	37.5	0.3
Queue Length 50th (ft)	89	~739	306	0	582	0
Queue Length 95th (ft)	125	#981	361	0	#743	0
Internal Link Dist (ft)			1325		825	
Turn Bay Length (ft)		500		380		
Base Capacity (vph)	1382	754	2478	1615	1724	1595
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	1.27	0.70	0.28	0.99	0.23

Intersection Summary

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

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



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2849	1111	1534	895	251	501	492
v/c Ratio	0.91	0.70	0.49	0.69	0.46	0.98	0.88
Control Delay	18.1	2.6	5.8	4.2	21.2	58.8	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.1	2.6	5.8	4.2	21.2	58.8	39.9
Queue Length 50th (ft)	344	0	89	31	86	205	183
Queue Length 95th (ft)	#435	0	87	58	151	#417	#367
Internal Link Dist (ft)	913		712			852	
Turn Bay Length (ft)					250		250
Base Capacity (vph)	3127	1594	3127	1304	550	511	556
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.70	0.49	0.69	0.46	0.98	0.88

Intersection Summary

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



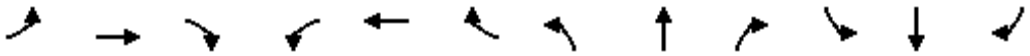
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	1823	1363	1598	596	476	462	437
v/c Ratio	0.64	1.01	0.56	0.38	0.74	0.75	0.69
Control Delay	5.7	30.3	11.5	0.7	25.7	24.2	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.7	30.3	11.5	0.7	25.7	24.2	21.3
Queue Length 50th (ft)	52	~284	155	0	169	152	132
Queue Length 95th (ft)	m76	m#409	196	0	282	#273	234
Internal Link Dist (ft)	712		693			527	
Turn Bay Length (ft)		610		290			440
Base Capacity (vph)	2830	1354	2830	1582	670	643	658
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	1.01	0.56	0.38	0.71	0.72	0.66

Intersection Summary

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

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

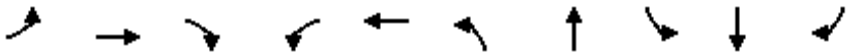
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	769	1417	96	105	1002	620	116	226	344	171	655	354
v/c Ratio	0.89	0.51	0.11	0.30	0.57	0.82	0.52	0.35	0.75	0.83	0.87	0.65
Control Delay	47.9	16.3	1.0	40.8	27.2	25.5	49.4	37.2	27.1	74.7	37.3	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	16.3	1.0	40.8	27.2	25.5	49.4	37.2	27.1	74.7	37.3	10.3
Queue Length 50th (ft)	238	213	0	24	210	246	69	66	83	107	138	0
Queue Length 95th (ft)	#340	255	10	51	243	#395	127	102	#211	#222	#238	91
Internal Link Dist (ft)		1024			857			676			679	
Turn Bay Length (ft)	700		270	360		135	245			380		380
Base Capacity (vph)	883	2763	914	347	1764	754	223	654	458	206	757	545
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.51	0.11	0.30	0.57	0.82	0.52	0.35	0.75	0.83	0.87	0.65

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	933	876	119	81	1353	120	155	102	103	376
v/c Ratio	3.57	0.29	0.12	0.43	0.48	0.46	0.28	0.69	0.69	0.44
Control Delay	1181.3	8.4	0.4	48.9	11.7	43.6	19.8	68.9	67.8	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1181.3	8.4	0.4	48.9	11.7	43.6	19.8	68.9	67.8	5.4
Queue Length 50th (ft)	~559	71	0	49	150	71	22	67	67	0
Queue Length 95th (ft)	#685	91	m2	96	211	120	48	#151	#151	40
Internal Link Dist (ft)		857			1034		237		363	
Turn Bay Length (ft)	230		135	270				310		310
Base Capacity (vph)	261	3063	999	189	2847	585	1127	147	150	845
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	3.57	0.29	0.12	0.43	0.48	0.21	0.14	0.69	0.69	0.44

Intersection Summary

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

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

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	379	362	354	1576	792	1422	707
v/c Ratio	0.72	0.70	0.65	0.73	0.49	0.46	0.44
Control Delay	37.9	30.8	28.1	17.3	2.2	12.1	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	30.8	28.1	17.3	2.2	12.1	0.9
Queue Length 50th (ft)	213	169	152	262	26	179	0
Queue Length 95th (ft)	325	285	255	347	m44	215	0
Internal Link Dist (ft)		757		825		689	
Turn Bay Length (ft)	670		400				
Base Capacity (vph)	557	542	575	2148	1615	3087	1595
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.67	0.62	0.73	0.49	0.46	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	404	757	1954	792	1398	501
v/c Ratio	0.27	0.94	0.85	0.49	0.87	0.31
Control Delay	16.1	42.9	29.4	1.1	30.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	42.9	29.4	1.1	30.0	0.4
Queue Length 50th (ft)	75	399	396	0	445	0
Queue Length 95th (ft)	106	#662	465	0	#548	0
Internal Link Dist (ft)			1325		825	
Turn Bay Length (ft)		500		380		
Base Capacity (vph)	1509	816	2296	1615	1598	1595
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.93	0.85	0.49	0.87	0.31

Intersection Summary

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



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1181	1148	2102	1149	349	532	534
v/c Ratio	0.41	0.72	0.74	0.85	0.56	0.92	0.85
Control Delay	8.3	2.8	8.3	7.7	18.7	41.6	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.3	2.8	8.3	7.7	18.7	41.6	31.0
Queue Length 50th (ft)	80	0	142	39	98	170	155
Queue Length 95th (ft)	106	0	m129	m113	175	#371	#336
Internal Link Dist (ft)	913		712			852	
Turn Bay Length (ft)					250		250
Base Capacity (vph)	2857	1594	2857	1357	619	576	625
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.72	0.74	0.85	0.56	0.92	0.85

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



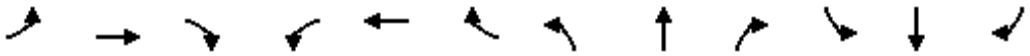
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	896	564	1917	349	764	761	690
v/c Ratio	0.50	0.62	1.06	0.22	0.81	0.83	0.76
Control Delay	11.4	3.4	61.4	0.3	18.6	19.9	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	3.4	61.4	0.3	18.6	19.9	15.3
Queue Length 50th (ft)	58	5	~284	0	194	191	150
Queue Length 95th (ft)	m75	m20	#372	0	#428	#450	#306
Internal Link Dist (ft)	712		693			527	
Turn Bay Length (ft)		610		290			440
Base Capacity (vph)	1805	916	1805	1582	949	913	912
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.62	1.06	0.22	0.81	0.83	0.76

Intersection Summary

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

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

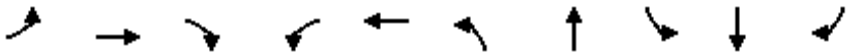
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	460	784	35	152	2006	281	91	58	127	279	787	511
v/c Ratio	0.97	0.32	0.04	0.44	0.89	0.35	0.41	0.12	0.33	0.81	0.98dr	0.97
Control Delay	78.2	17.0	0.1	45.6	32.8	7.5	45.8	38.0	2.9	56.3	40.7	53.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.2	17.0	0.1	45.6	32.8	7.5	45.8	38.0	2.9	56.3	40.7	53.8
Queue Length 50th (ft)	151	112	0	46	432	32	54	16	0	168	195	208
Queue Length 95th (ft)	#251	142	0	78	#546	88	103	35	7	#290	#321	#452
Internal Link Dist (ft)		1024			857			676			679	
Turn Bay Length (ft)	700		270	360		135	245			380		380
Base Capacity (vph)	473	2460	858	347	2251	812	223	508	402	361	875	528
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.32	0.04	0.44	0.89	0.35	0.41	0.11	0.32	0.77	0.90	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	295	798	73	45	994	86	118	385	394	1485
v/c Ratio	0.58	0.34	0.09	0.23	0.58	0.36	0.24	0.91	0.92	1.02
Control Delay	43.2	19.3	0.2	42.3	26.6	42.4	15.2	61.9	63.7	49.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	19.3	0.2	42.3	26.6	42.4	15.2	61.9	63.7	49.3
Queue Length 50th (ft)	89	124	0	26	173	50	10	245	252	~447
Queue Length 95th (ft)	131	173	0	59	230	93	34	#426	#437	#623
Internal Link Dist (ft)		857			1034		237		363	
Turn Bay Length (ft)	230		135	270				310		310
Base Capacity (vph)	509	2346	798	243	1718	295	592	426	430	1454
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	0.58	0.34	0.09	0.19	0.58	0.29	0.20	0.90	0.92	1.02

Intersection Summary

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

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



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	548	520	492	1524	634	1354	1182
v/c Ratio	0.70	0.70	0.63	0.96	0.39	0.60	0.74
Control Delay	25.2	22.4	19.6	31.9	0.6	23.3	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.2	22.4	19.6	31.9	0.6	23.3	3.1
Queue Length 50th (ft)	253	217	184	~555	0	247	0
Queue Length 95th (ft)	380	349	293	#667	0	297	0
Internal Link Dist (ft)		757		825		689	
Turn Bay Length (ft)	670		400				
Base Capacity (vph)	836	785	826	1581	1615	2272	1595
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.66	0.60	0.96	0.39	0.60	0.74

Intersection Summary

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

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



Lane Group	EBL	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	458	954	1754	453	1715	373
v/c Ratio	0.33	1.27	0.71	0.28	0.99	0.23
Control Delay	18.9	155.4	22.4	0.4	37.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	155.4	22.4	0.4	37.3	0.3
Queue Length 50th (ft)	94	~739	308	0	583	0
Queue Length 95th (ft)	131	#981	363	0	#743	0
Internal Link Dist (ft)			1325		825	
Turn Bay Length (ft)		500		380		
Base Capacity (vph)	1382	754	2478	1615	1724	1595
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	1.27	0.71	0.28	0.99	0.23

Intersection Summary

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

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



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2855	1111	1544	895	268	503	492
v/c Ratio	0.91	0.70	0.49	0.69	0.49	0.98	0.88
Control Delay	18.2	2.6	5.8	4.2	21.8	59.2	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	2.6	5.8	4.2	21.8	59.2	39.9
Queue Length 50th (ft)	346	0	90	30	92	207	183
Queue Length 95th (ft)	#439	0	88	57	162	#418	#367
Internal Link Dist (ft)	913		712			852	
Turn Bay Length (ft)					250		250
Base Capacity (vph)	3127	1594	3127	1304	550	512	556
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.70	0.49	0.69	0.49	0.98	0.88

Intersection Summary

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



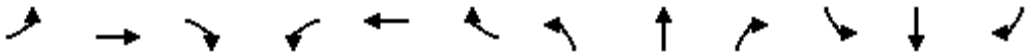
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	1847	1363	1607	627	476	462	437
v/c Ratio	0.65	1.01	0.57	0.40	0.74	0.75	0.69
Control Delay	5.9	30.0	11.6	0.7	25.7	24.2	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.9	30.0	11.6	0.7	25.7	24.2	21.3
Queue Length 50th (ft)	55	~280	157	0	169	152	132
Queue Length 95th (ft)	m78	m#405	198	0	282	#273	234
Internal Link Dist (ft)	712		693			527	
Turn Bay Length (ft)		610		290			440
Base Capacity (vph)	2830	1354	2830	1582	670	643	658
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	1.01	0.57	0.40	0.71	0.72	0.66

Intersection Summary

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

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

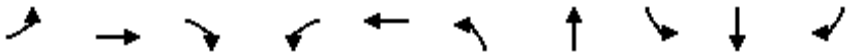
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	769	1427	96	105	1018	629	116	226	344	171	655	354
v/c Ratio	0.89	0.52	0.11	0.30	0.58	0.83	0.52	0.35	0.75	0.83	0.87	0.65
Control Delay	47.9	16.4	1.0	41.1	27.3	26.5	49.4	37.2	27.1	74.7	37.3	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	16.4	1.0	41.1	27.3	26.5	49.4	37.2	27.1	74.7	37.3	10.3
Queue Length 50th (ft)	238	215	0	24	214	255	69	66	83	107	138	0
Queue Length 95th (ft)	#340	257	10	51	248	#405	127	102	#211	#222	#238	91
Internal Link Dist (ft)		1024			857			676			679	
Turn Bay Length (ft)	700		270	360		135	245			380		380
Base Capacity (vph)	883	2763	914	347	1764	754	223	654	458	206	757	545
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.52	0.11	0.30	0.58	0.83	0.52	0.35	0.75	0.83	0.87	0.65

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	933	886	119	81	1379	120	158	102	103	376
v/c Ratio	3.57	0.29	0.12	0.43	0.48	0.46	0.29	0.69	0.69	0.44
Control Delay	1181.3	8.4	0.5	48.9	11.8	43.6	19.5	68.9	67.8	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1181.3	8.4	0.5	48.9	11.8	43.6	19.5	68.9	67.8	5.4
Queue Length 50th (ft)	~559	72	0	49	155	71	22	67	67	0
Queue Length 95th (ft)	#685	93	m2	96	217	120	50	#151	#151	40
Internal Link Dist (ft)		857			1034		237		363	
Turn Bay Length (ft)	230		135	270				310		310
Base Capacity (vph)	261	3063	999	189	2848	585	1126	147	150	845
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	3.57	0.29	0.12	0.43	0.48	0.21	0.14	0.69	0.69	0.44

Intersection Summary

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

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

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	389	364	356	1593	792	1447	723
v/c Ratio	0.73	0.70	0.64	0.75	0.49	0.47	0.45
Control Delay	38.3	30.7	27.9	17.7	2.1	12.4	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	30.7	27.9	17.7	2.1	12.4	0.9
Queue Length 50th (ft)	221	170	154	267	23	183	0
Queue Length 95th (ft)	336	287	257	353	m42	220	0
Internal Link Dist (ft)		757		825		689	
Turn Bay Length (ft)	670		400				
Base Capacity (vph)	557	540	575	2135	1615	3068	1595
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.67	0.62	0.75	0.49	0.47	0.45

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	417	757	1958	792	1407	517
v/c Ratio	0.28	0.94	0.85	0.49	0.88	0.32
Control Delay	16.2	42.9	29.4	1.1	30.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	42.9	29.4	1.1	30.0	0.5
Queue Length 50th (ft)	77	399	397	0	449	0
Queue Length 95th (ft)	110	#662	467	0	#556	0
Internal Link Dist (ft)			1325		825	
Turn Bay Length (ft)		500		380		
Base Capacity (vph)	1509	816	2296	1615	1598	1595
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.93	0.85	0.49	0.88	0.32

Intersection Summary

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

Appendix G: Left Turn Queue Worksheets



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	35	15	188	59	115	800	85	1061
v/c Ratio	0.14	0.03	0.51	0.12	0.42	0.47	0.37	0.65
Control Delay	37.2	0.1	37.1	0.5	39.0	15.6	41.7	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.2	0.1	37.1	0.5	39.0	15.6	41.7	21.3
Queue Length 50th (ft)	18	0	97	0	61	158	45	255
Queue Length 95th (ft)	48	0	178	0	117	223	97	370
Internal Link Dist (ft)		1195	4254			520		590
Turn Bay Length (ft)	70				140		400	
Base Capacity (vph)	420	607	439	530	379	2047	267	1863
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.02	0.43	0.11	0.30	0.39	0.32	0.57

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	82	79	213	45	57	1213	140	662
v/c Ratio	0.31	0.15	0.61	0.10	0.28	0.82	0.62	0.40
Control Delay	38.0	0.6	41.9	0.4	40.9	28.1	52.1	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	0.6	41.9	0.4	40.9	28.1	52.1	18.2
Queue Length 50th (ft)	43	0	114	0	31	317	79	134
Queue Length 95th (ft)	87	0	199	0	68	#453	#169	210
Internal Link Dist (ft)		1195	4254			520		590
Turn Bay Length (ft)	70				140		400	
Base Capacity (vph)	369	599	387	489	334	1830	235	1674
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.13	0.55	0.09	0.17	0.66	0.60	0.40

Intersection Summary

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



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	35	15	240	92	119	1075	218	1184
v/c Ratio	0.12	0.03	0.78	0.19	0.56	0.72	0.80	0.67
Control Delay	24.3	0.1	47.4	0.9	39.7	15.6	51.9	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.3	0.1	47.4	0.9	39.7	15.6	51.9	14.9
Queue Length 50th (ft)	12	0	95	0	46	157	87	194
Queue Length 95th (ft)	34	0	#216	0	#115	227	#204	269
Internal Link Dist (ft)		1195	4254			522		590
Turn Bay Length (ft)	70				140		400	
Base Capacity (vph)	316	462	307	473	213	1658	273	1800
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.03	0.78	0.19	0.56	0.65	0.80	0.66

Intersection Summary

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



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	75	79	319	121	57	1385	168	798
v/c Ratio	0.29	0.18	0.89	0.23	0.30	0.93	0.88	0.47
Control Delay	28.4	0.9	55.3	1.2	31.3	30.4	72.8	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.4	0.9	55.3	1.2	31.3	30.4	72.8	13.1
Queue Length 50th (ft)	27	0	125	0	21	265	67	119
Queue Length 95th (ft)	62	0	#264	2	53	#418	#171	168
Internal Link Dist (ft)		1195	4254			522		590
Turn Bay Length (ft)	70				140		400	
Base Capacity (vph)	257	431	359	515	192	1494	192	1715
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.18	0.89	0.23	0.30	0.93	0.88	0.47

Intersection Summary

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

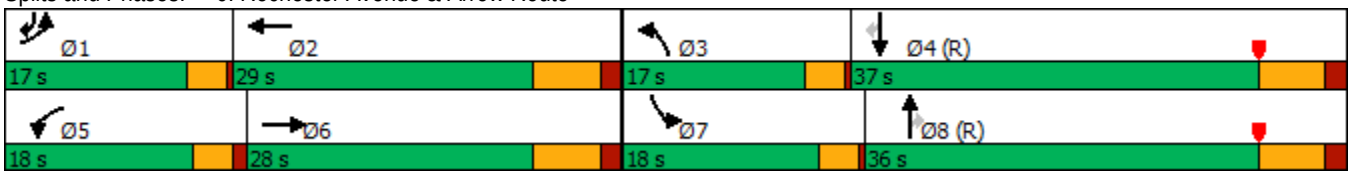
Appendix H: Opening Year Signal Timing Optimization Improvements

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	368	1033	61	494	47	869	284	96	281	212
Future Volume (vph)	368	1033	61	494	47	869	284	96	281	212
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	1	6	5	2	3	8		7	4	1
Permitted Phases							8			4
Detector Phase	1	6	5	2	3	8	8	7	4	1
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	8.5	29.7	9.0	34.7	8.5	33.7	33.7	8.5	30.7	8.5
Total Split (s)	17.0	28.0	18.0	29.0	17.0	36.0	36.0	18.0	37.0	17.0
Total Split (%)	17.0%	28.0%	18.0%	29.0%	17.0%	36.0%	36.0%	18.0%	37.0%	17.0%
Yellow Time (s)	3.0	5.0	3.0	5.0	3.0	4.9	4.9	3.0	4.9	3.0
All-Red Time (s)	0.5	1.7	1.0	1.7	0.5	1.8	1.8	0.5	1.8	0.5
Lost Time Adjust (s)	-1.5	-4.8	-2.0	-4.8	-1.5	-5.0	-5.0	-1.5	-5.0	-5.0
Total Lost Time (s)	2.0	1.9	2.0	1.9	2.0	1.7	1.7	2.0	1.7	-1.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 6: Rochester Avenue & Arrow Route



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	368	1033	61	494	47	869	284	96	281	212
Future Volume (vph)	368	1033	61	494	47	869	284	96	281	212
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	1	6	5	2	3	8		7	4	1
Permitted Phases							8			4
Detector Phase	1	6	5	2	3	8	8	7	4	1
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	8.5	29.7	9.0	34.7	8.5	33.7	33.7	8.5	30.7	8.5
Total Split (s)	23.0	48.7	9.0	34.7	9.6	33.8	33.8	8.5	32.7	23.0
Total Split (%)	23.0%	48.7%	9.0%	34.7%	9.6%	33.8%	33.8%	8.5%	32.7%	23.0%
Yellow Time (s)	3.0	5.0	3.0	5.0	3.0	4.9	4.9	3.0	4.9	3.0
All-Red Time (s)	0.5	1.7	1.0	1.7	0.5	1.8	1.8	0.5	1.8	0.5
Lost Time Adjust (s)	-1.5	-4.8	-2.0	-4.8	-1.5	-5.0	-5.0	-1.5	-5.0	-5.0
Total Lost Time (s)	2.0	1.9	2.0	1.9	2.0	1.7	1.7	2.0	1.7	-1.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 6: Rochester Avenue & Arrow Route



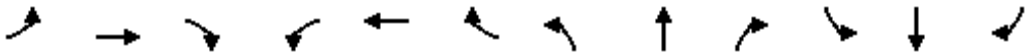
Appendix I: Signalized Project Driveway Volume to Capacity Ratio Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	166	0	52	0	489	149	75	846	0
Future Volume (vph)	0	0	0	166	0	52	0	489	149	75	846	0
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)					2.0	2.0		2.0		2.0	2.0	
Lane Util. Factor					1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes					1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes					1.00	1.00		1.00		1.00	1.00	
Frt					1.00	0.85		0.97		1.00	1.00	
Flt Protected					0.95	1.00		1.00		0.95	1.00	
Satd. Flow (prot)					1710	1530		3290		1615	3420	
Flt Permitted					0.95	1.00		1.00		0.95	1.00	
Satd. Flow (perm)					1710	1530		3290		1615	3420	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	178	0	56	0	526	160	81	910	0
RTOR Reduction (vph)	0	0	0	0	0	41	0	27	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	178	15	0	659	0	81	910	0
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split			Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	2	2		6	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)					11.4	11.4		20.5		6.9	31.4	
Effective Green, g (s)					15.0	15.0		25.0		8.9	35.9	
Actuated g/C Ratio					0.27	0.27		0.46		0.16	0.65	
Clearance Time (s)					5.6	5.6		6.5		4.0	6.5	
Vehicle Extension (s)					3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)					467	418		1498		261	2236	
v/s Ratio Prot					c0.10			0.20		0.05	c0.27	
v/s Ratio Perm						0.01						
v/c Ratio					0.38	0.04		0.44		0.31	0.41	
Uniform Delay, d1					16.2	14.6		10.2		20.3	4.5	
Progression Factor					1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2					0.5	0.0		0.2		0.7	0.1	
Delay (s)					16.7	14.7		10.4		21.0	4.6	
Level of Service					B	B		B		C	A	
Approach Delay (s)		0.0			16.2			10.4			5.9	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	54.9	Sum of lost time (s)	11.6
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

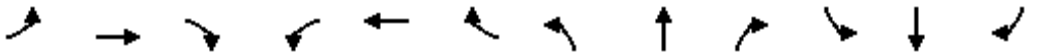
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	188	0	40	0	906	107	122	486	0
Future Volume (vph)	0	0	0	188	0	40	0	906	107	122	486	0
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)					2.0	2.0		2.0		2.0	2.0	
Lane Util. Factor					1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes					1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes					1.00	1.00		1.00		1.00	1.00	
Frt					1.00	0.85		0.98		1.00	1.00	
Flt Protected					0.95	1.00		1.00		0.95	1.00	
Satd. Flow (prot)					1710	1530		3361		1615	3420	
Flt Permitted					0.95	1.00		1.00		0.95	1.00	
Satd. Flow (perm)					1710	1530		3361		1615	3420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	204	0	43	0	985	116	133	528	0
RTOR Reduction (vph)	0	0	0	0	0	32	0	8	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	204	11	0	1093	0	133	528	0
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split			Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	2	2		6	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)					12.9	12.9		28.7		9.6	42.3	
Effective Green, g (s)					16.5	16.5		33.2		11.6	46.8	
Actuated g/C Ratio					0.25	0.25		0.49		0.17	0.70	
Clearance Time (s)					5.6	5.6		6.5		4.0	6.5	
Vehicle Extension (s)					3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)					419	375		1658		278	2378	
v/s Ratio Prot					c0.12			c0.33		c0.08	0.15	
v/s Ratio Perm						0.01						
v/c Ratio					0.49	0.03		0.66		0.48	0.22	
Uniform Delay, d1					21.8	19.3		12.8		25.1	3.7	
Progression Factor					1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2					0.9	0.0		1.0		1.3	0.0	
Delay (s)					22.7	19.3		13.8		26.4	3.7	
Level of Service					C	B		B		C	A	
Approach Delay (s)		0.0			22.1			13.8			8.3	
Approach LOS		A			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	67.3	Sum of lost time (s)	11.6
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



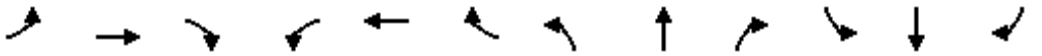
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	175	0	55	0	585	158	79	959	0
Future Volume (vph)	0	0	0	175	0	55	0	585	158	79	959	0
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)					2.0	2.0		2.0		2.0	2.0	
Lane Util. Factor					1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes					1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes					1.00	1.00		1.00		1.00	1.00	
Frt					1.00	0.85		0.97		1.00	1.00	
Flt Protected					0.95	1.00		1.00		0.95	1.00	
Satd. Flow (prot)					1710	1530		3301		1615	3420	
Flt Permitted					0.95	1.00		1.00		0.95	1.00	
Satd. Flow (perm)					1710	1530		3301		1615	3420	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	188	0	59	0	629	170	85	1031	0
RTOR Reduction (vph)	0	0	0	0	0	43	0	22	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	188	16	0	777	0	85	1031	0
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split			Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	2	2		6	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)					12.0	12.0		23.1		7.0	34.1	
Effective Green, g (s)					15.6	15.6		27.6		9.0	38.6	
Actuated g/C Ratio					0.27	0.27		0.47		0.15	0.66	
Clearance Time (s)					5.6	5.6		6.5		4.0	6.5	
Vehicle Extension (s)					3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)					458	410		1565		249	2268	
v/s Ratio Prot					c0.11			0.24		0.05	c0.30	
v/s Ratio Perm						0.01						
v/c Ratio					0.41	0.04		0.50		0.34	0.45	
Uniform Delay, d1					17.5	15.8		10.5		22.0	4.7	
Progression Factor					1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2					0.6	0.0		0.2		0.8	0.1	
Delay (s)					18.1	15.8		10.8		22.8	4.9	
Level of Service					B	B		B		C	A	
Approach Delay (s)		0.0			17.6			10.8			6.2	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	58.2	Sum of lost time (s)	11.6
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



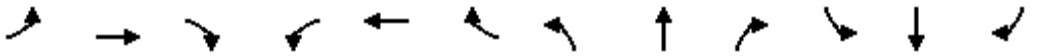
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	196	0	41	0	1004	112	129	581	0
Future Volume (vph)	0	0	0	196	0	41	0	1004	112	129	581	0
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)					2.0	2.0		2.0		2.0	2.0	
Lane Util. Factor					1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes					1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes					1.00	1.00		1.00		1.00	1.00	
Frt					1.00	0.85		0.98		1.00	1.00	
Flt Protected					0.95	1.00		1.00		0.95	1.00	
Satd. Flow (prot)					1710	1530		3364		1615	3420	
Flt Permitted					0.95	1.00		1.00		0.95	1.00	
Satd. Flow (perm)					1710	1530		3364		1615	3420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	213	0	45	0	1091	122	140	632	0
RTOR Reduction (vph)	0	0	0	0	0	34	0	7	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	213	11	0	1206	0	140	632	0
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split			Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	2	2		6	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)					13.3	13.3		31.0		9.7	44.7	
Effective Green, g (s)					16.9	16.9		35.5		11.7	49.2	
Actuated g/C Ratio					0.24	0.24		0.51		0.17	0.70	
Clearance Time (s)					5.6	5.6		6.5		4.0	6.5	
Vehicle Extension (s)					3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)					412	368		1703		269	2400	
v/s Ratio Prot					c0.12			c0.36		c0.09	0.18	
v/s Ratio Perm						0.01						
v/c Ratio					0.52	0.03		0.71		0.52	0.26	
Uniform Delay, d1					23.1	20.3		13.3		26.6	3.8	
Progression Factor					1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2					1.1	0.0		1.4		1.8	0.1	
Delay (s)					24.2	20.4		14.7		28.5	3.9	
Level of Service					C	C		B		C	A	
Approach Delay (s)		0.0			23.5			14.7			8.3	
Approach LOS		A			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	70.1	Sum of lost time (s)	11.6
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	0	14	175	0	55	107	586	158	79	964	22
Future Volume (vph)	33	0	14	175	0	55	107	586	158	79	964	22
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)	2.0	2.0			2.0	2.0	2.0	2.0		2.0	2.0	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.85			1.00	0.85	1.00	0.97		1.00	1.00	
Flt Protected	0.95	1.00			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1615	1530			1710	1530	1615	3301		1615	3407	
Flt Permitted	0.95	1.00			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1615	1530			1710	1530	1615	3301		1615	3407	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	35	0	15	188	0	59	115	630	170	85	1037	24
RTOR Reduction (vph)	0	14	0	0	0	47	0	22	0	0	2	0
Lane Group Flow (vph)	35	2	0	0	188	12	115	778	0	85	1059	0
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	2	2		6	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)	4.3	4.3			13.1	13.1	9.0	34.7		7.0	32.7	
Effective Green, g (s)	8.1	8.1			16.7	16.7	11.0	39.2		9.0	37.2	
Actuated g/C Ratio	0.10	0.10			0.21	0.21	0.14	0.48		0.11	0.46	
Clearance Time (s)	5.8	5.8			5.6	5.6	4.0	6.5		4.0	6.5	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	161	153			352	315	219	1597		179	1564	
v/s Ratio Prot	c0.02	0.00			c0.11		c0.07	0.24		0.05	c0.31	
v/s Ratio Perm						0.01						
v/c Ratio	0.22	0.01			0.53	0.04	0.53	0.49		0.47	0.68	
Uniform Delay, d1	33.5	32.8			28.7	25.7	32.6	14.1		33.8	17.2	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.0			1.6	0.1	2.3	0.2		2.0	1.2	
Delay (s)	34.2	32.9			30.2	25.8	34.8	14.4		35.8	18.4	
Level of Service	C	C			C	C	C	B		D	B	
Approach Delay (s)		33.8			29.2			16.9			19.7	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	81.0	Sum of lost time (s)	11.6
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

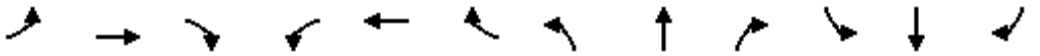


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	0	73	196	0	41	52	1004	112	129	599	10
Future Volume (vph)	75	0	73	196	0	41	52	1004	112	129	599	10
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)	2.0	2.0			2.0	2.0	2.0	2.0		2.0	2.0	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.85			1.00	0.85	1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1615	1530			1710	1530	1615	3364		1615	3410	
Flt Permitted	0.95	1.00			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1615	1530			1710	1530	1615	3364		1615	3410	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	0	79	213	0	45	57	1091	122	140	651	11
RTOR Reduction (vph)	0	68	0	0	0	36	0	8	0	0	1	0
Lane Group Flow (vph)	82	11	0	0	213	9	57	1205	0	140	661	0
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	2	2		6	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)	8.1	8.1			13.8	13.8	7.0	33.9		9.9	36.8	
Effective Green, g (s)	11.9	11.9			17.4	17.4	9.0	38.4		11.9	41.3	
Actuated g/C Ratio	0.14	0.14			0.20	0.20	0.10	0.44		0.14	0.47	
Clearance Time (s)	5.8	5.8			5.6	5.6	4.0	6.5		4.0	6.5	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	219	207			339	303	165	1474		219	1607	
v/s Ratio Prot	c0.05	0.01			c0.12		0.04	c0.36		c0.09	0.19	
v/s Ratio Perm						0.01						
v/c Ratio	0.37	0.05			0.63	0.03	0.35	0.82		0.64	0.41	
Uniform Delay, d1	34.5	32.9			32.1	28.3	36.6	21.5		35.8	15.2	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.1			3.6	0.0	1.3	3.6		6.0	0.2	
Delay (s)	35.5	33.0			35.8	28.3	37.8	25.2		41.8	15.4	
Level of Service	D	C			D	C	D	C		D	B	
Approach Delay (s)		34.3			34.5			25.7			20.0	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay	25.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	87.6	Sum of lost time (s)	11.6
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

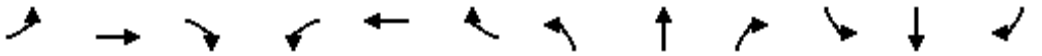
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	228	0	87	0	709	313	207	1099	0
Future Volume (vph)	0	0	0	228	0	87	0	709	313	207	1099	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1900	1800	1800	1800	1800	1800	1800
Total Lost time (s)					2.0	2.0		2.0		2.0	2.0	
Lane Util. Factor					1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes					1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes					1.00	1.00		1.00		1.00	1.00	
Frt					1.00	0.85		0.95		1.00	1.00	
Flt Protected					0.95	1.00		1.00		0.95	1.00	
Satd. Flow (prot)					1710	1615		3250		1710	3420	
Flt Permitted					0.95	1.00		1.00		0.95	1.00	
Satd. Flow (perm)					1710	1615		3250		1710	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	240	0	92	0	746	329	218	1157	0
RTOR Reduction (vph)	0	0	0	0	0	73	0	67	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	240	19	0	1008	0	218	1157	0
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split			Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	2	2		6	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)					6.5	6.5		20.3		7.0	31.3	
Effective Green, g (s)					10.1	10.1		24.8		9.0	35.8	
Actuated g/C Ratio					0.20	0.20		0.50		0.18	0.72	
Clearance Time (s)					5.6	5.6		6.5		4.0	6.5	
Vehicle Extension (s)					3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)					346	326		1615		308	2453	
v/s Ratio Prot					c0.14			c0.31		c0.13	0.34	
v/s Ratio Perm						0.01						
v/c Ratio					0.69	0.06		0.62		0.71	0.47	
Uniform Delay, d1					18.5	16.1		9.2		19.2	3.0	
Progression Factor					1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2					5.9	0.1		0.8		7.2	0.1	
Delay (s)					24.4	16.1		9.9		26.5	3.2	
Level of Service					C	B		A		C	A	
Approach Delay (s)		0.0			22.1			9.9			6.8	
Approach LOS		A			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	49.9	Sum of lost time (s)	11.6
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



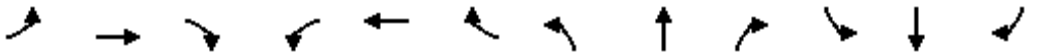
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	303	0	115	0	1159	157	160	726	0
Future Volume (vph)	0	0	0	303	0	115	0	1159	157	160	726	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1900	1800	1800	1800	1800	1800	1800
Total Lost time (s)					2.0	2.0		2.0		2.0	2.0	
Lane Util. Factor					1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes					1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes					1.00	1.00		1.00		1.00	1.00	
Frt					1.00	0.85		0.98		1.00	1.00	
Flt Protected					0.95	1.00		1.00		0.95	1.00	
Satd. Flow (prot)					1710	1615		3354		1710	3420	
Flt Permitted					0.95	1.00		1.00		0.95	1.00	
Satd. Flow (perm)					1710	1615		3354		1710	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	319	0	121	0	1220	165	168	764	0
RTOR Reduction (vph)	0	0	0	0	0	91	0	14	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	319	30	0	1371	0	168	764	0
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split			Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	2	2		6	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)					9.5	9.5		23.0		5.0	32.0	
Effective Green, g (s)					13.1	13.1		27.5		7.0	36.5	
Actuated g/C Ratio					0.24	0.24		0.51		0.13	0.68	
Clearance Time (s)					5.6	5.6		6.5		4.0	6.5	
Vehicle Extension (s)					3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)					417	394		1720		223	2328	
v/s Ratio Prot					c0.19			c0.41		c0.10	0.22	
v/s Ratio Perm						0.02						
v/c Ratio					0.76	0.08		0.80		0.75	0.33	
Uniform Delay, d1					18.8	15.6		10.8		22.5	3.5	
Progression Factor					1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2					8.1	0.1		2.7		13.4	0.1	
Delay (s)					27.0	15.7		13.4		35.9	3.6	
Level of Service					C	B		B		D	A	
Approach Delay (s)		0.0			23.9			13.4			9.4	
Approach LOS		A			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	53.6	Sum of lost time (s)	11.6
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	0	14	228	0	87	113	688	313	207	1097	21
Future Volume (vph)	33	0	14	228	0	87	113	688	313	207	1097	21
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1900	1800	1800	1800	1800	1800	1800
Total Lost time (s)	2.0	2.0			2.0	2.0	2.0	2.0		2.0	2.0	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.85			1.00	0.85	1.00	0.95		1.00	1.00	
Flt Protected	0.95	1.00			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1710	1530			1710	1615	1710	3246		1710	3409	
Flt Permitted	0.95	1.00			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1710	1530			1710	1615	1710	3246		1710	3409	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	35	0	15	240	0	92	119	724	329	218	1155	22
RTOR Reduction (vph)	0	13	0	0	0	76	0	80	0	0	2	0
Lane Group Flow (vph)	35	2	0	0	240	16	119	973	0	218	1175	0
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	2	2		6	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)	3.5	3.5			6.7	6.7	3.8	21.6		7.2	25.0	
Effective Green, g (s)	7.3	7.3			10.3	10.3	5.8	26.1		9.2	29.5	
Actuated g/C Ratio	0.12	0.12			0.17	0.17	0.10	0.43		0.15	0.48	
Clearance Time (s)	5.8	5.8			5.6	5.6	4.0	6.5		4.0	6.5	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	204	183			289	273	162	1391		258	1651	
v/s Ratio Prot	c0.02	0.00			c0.14		0.07	0.30		c0.13	c0.34	
v/s Ratio Perm						0.01						
v/c Ratio	0.17	0.01			0.83	0.06	0.73	0.70		0.84	0.71	
Uniform Delay, d1	24.1	23.6			24.5	21.2	26.8	14.2		25.2	12.4	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.0			18.0	0.1	15.8	1.6		21.6	1.5	
Delay (s)	24.5	23.6			42.4	21.3	42.6	15.8		46.8	13.8	
Level of Service	C	C			D	C	D	B		D	B	
Approach Delay (s)		24.2			36.6			18.5			19.0	
Approach LOS		C			D			B			B	

Intersection Summary			
HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	60.9	Sum of lost time (s)	11.6
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	0	75	303	0	115	54	1159	157	160	748	10
Future Volume (vph)	71	0	75	303	0	115	54	1159	157	160	748	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1900	1800	1800	1800	1800	1800	1800
Total Lost time (s)	2.0	2.0			2.0	2.0	2.0	2.0		2.0	2.0	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.85			1.00	0.85	1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1710	1530			1710	1615	1710	3353		1710	3412	
Flt Permitted	0.95	1.00			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1710	1530			1710	1615	1710	3353		1710	3412	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	75	0	79	319	0	121	57	1220	165	168	787	11
RTOR Reduction (vph)	0	69	0	0	0	97	0	15	0	0	2	0
Lane Group Flow (vph)	75	10	0	0	319	24	57	1370	0	168	796	0
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	2	2		6	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)	4.3	4.3			9.6	9.6	2.9	24.9		5.0	27.0	
Effective Green, g (s)	8.1	8.1			13.2	13.2	4.9	29.4		7.0	31.5	
Actuated g/C Ratio	0.12	0.12			0.20	0.20	0.07	0.45		0.11	0.48	
Clearance Time (s)	5.8	5.8			5.6	5.6	4.0	6.5		4.0	6.5	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	210	188			343	324	127	1500		182	1635	
v/s Ratio Prot	c0.04	0.01			c0.19		0.03	c0.41		c0.10	0.23	
v/s Ratio Perm						0.02						
v/c Ratio	0.36	0.05			0.93	0.08	0.45	0.91		0.92	0.49	
Uniform Delay, d1	26.4	25.4			25.8	21.3	29.1	17.0		29.1	11.6	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.0	0.1			31.1	0.1	2.5	8.8		45.0	0.2	
Delay (s)	27.5	25.5			56.9	21.4	31.6	25.8		74.1	11.8	
Level of Service	C	C			E	C	C	C		E	B	
Approach Delay (s)		26.5			47.2			26.0			22.7	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	65.7	Sum of lost time (s)	11.6
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			